Exhibit E-9
Environmental Clearance:

Final Environmental Impact Report
Statement of Overriding Considerations
Mitigation Monitoring and Reporting Program
Findings of Fact

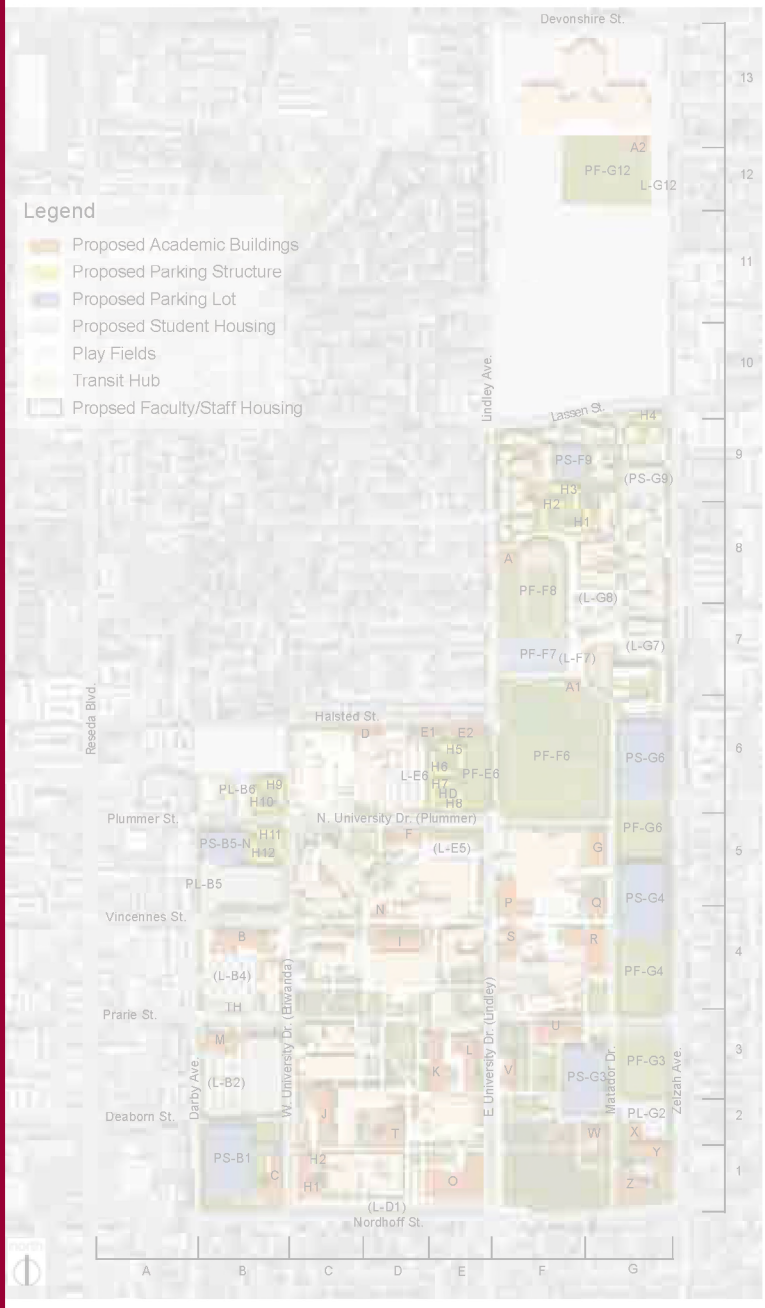
(Digital Copy attached)

FINAL ENVIRONMENTAL IMPACT REPORT

2005 MASTER PLAN UPDATE

California State University
Northridge

SCH #2005051008



FEBRUARY 2006

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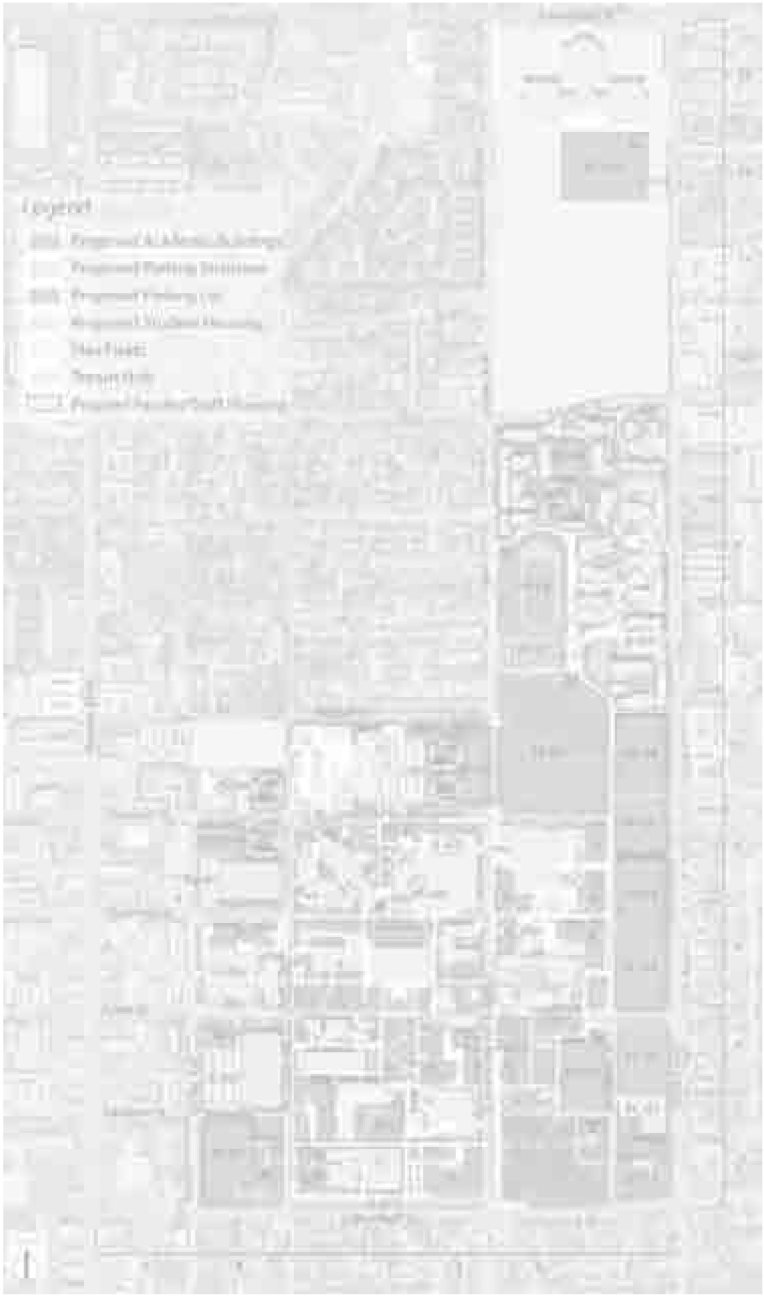

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FEBRUARY 2006

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1.0 INTRODUCTION

This document is the Final Environmental Impact Report (EIR) for the California State University, Northridge 2005 Master Plan Update Project, State Clearinghouse Number 2005051008.

1.1 ENVIRONMENTAL REVIEW PROCESS

In accordance with the requirements of the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*, a draft EIR was prepared by the California State University, Northridge (CSUN or the University), Office of Facilities Planning, Design & Construction, to address the potential significant environmental effects associated with the adoption and subsequent implementation of the 2005 Master Plan (Master Plan or proposed project). The Master Plan encompasses the California State University, Northridge campus in the City of Los Angeles community of Northridge.

To determine the number, scope and extent of environmental issues to be addressed in this EIR, CSUN prepared a Notice of Preparation (NOP) and circulated it for 30 days, beginning May 2, 2005 and ending May 31, 2005, to interested public agencies, organizations, community groups, and individuals in order to receive input on the proposed project. CSUN also held a Draft EIR scoping meeting on May 19, 2005, in conjunction with presentation of the final Master Plan, to obtain public input on the proposed scope and content of this EIR. Interested parties attended the meeting and provided input.

The Draft EIR was circulated for a 45-day public review period, as required by state law, beginning November 16 and ending December 30, 2005. At the request of members of the community, the Draft EIR review period was extended 13 days to January 12, 2006. During this 58-day public review period, the University received written comments on the Draft EIR.

CSUN also held a meeting November 29, 2005, in conjunction with circulation of the Draft EIR to obtain public input on the content of the Draft EIR and to address questions regarding the Draft EIR. Interested parties attended the meeting and provided input.

Section 15088 of the *CEQA Guidelines* requires that the Lead Agency responsible for the preparation of an EIR evaluate comments on environmental issues received from parties who reviewed the Draft EIR and prepare a written response addressing each of the comments. The intent of the Final EIR is to provide a forum to air and address comments pertaining to the information and analysis contained within the Draft EIR, and to provide an opportunity for clarifications, corrections, or minor revisions to the Draft EIR as needed.

This Final EIR assembles in one document all of the environmental information and analysis prepared for the proposed project, including comments on the information and analysis contained in the Draft EIR and responses by the University to those comments.

1.2 CONTENTS OF THE FINAL EIR

Pursuant to Section 15132 of the State *CEQA Guidelines*, the Final EIR for the 2005 Master Plan consists of the following:

(a) The Draft EIR, including all of its appendices, is incorporated by reference in this Final EIR.

The complete Draft EIR document is on file with, and available for public review at, the following locations:

- Office of Facilities Planning, Design & Construction, University Hall Room 325, California State University, Northridge
- Oviatt Library, California State University, Northridge
- City of Los Angeles Public Library, 9051 Darby Avenue, Northridge

The EIR may also be reviewed on the Internet at http://www.csun.edu/envision2035/.

(b) A list of persons, organizations, and public agencies commenting on the Draft EIR.

A list of written comments received is provided on the following page. A total of 17 comment letters on the Draft EIR were received. The comment letters have been numbered and organized into the following categories: State Agencies, Local Agencies, Local Organizations, and Individuals. The sign-in sheet from the November 29, 2005 Draft EIR meeting held at the California State University, Northridge campus is appended to **Section 3, Written Comments and Responses to Comments.**

(c) Copies of all letters received by the University during the Draft EIR public review period and responses to significant environmental points concerning the Draft EIR raised in the letters.

Section 3.0, Written Comments and Responses to Comments, begins with topical responses that were prepared in order to systematically and consistently address selected topics raised during the public comment period for the Draft EIR. The topical responses address comments raised at the public meeting November 29, 2005 as well as comments made the comment letters. **Section 3.0** then provides copies of the comment letters and the University's responses to the comments. Individual comments within each letter are numbered and the response is given a matching number.

(d) Revisions to the Draft EIR.

For Draft EIR text that has been revised to incorporate additional information as a result of comments received during the public review process, the resulting changed text is provided in **Section 4.0, Revised Draft EIR Text**.

(e) Any other information added by the Lead Agency.

A project description and executive summary are provided in **Section 2.0, Executive Summary**.

A list of the written comment letters on the Draft EIR received by the University is provided below.

State Agencies

1. State of California Department of Fish and Game, November 28, 2005
2. State of California Department of Transportation, December 28, 2005
3. State of California Governor's Office of Planning and Research, December 6, 2005
4. State of California Governor's Office of Planning and Research, January 13, 2006

Local Agencies

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13. D.H. Dardarian, December 4, 2005
14. Robert D. Galletly, January 9, 2006
15. Ronnie L. Grant, January 12, 2006
16. Patricia LoPresti, November 15, 2005
17. Robert and Patricia LoPresti, January 12, 2006

2.0 EXECUTIVE SUMMARY

2.1 SUMMARY OF THE PROPOSED PROJECT

2.1.1 Introduction to the Project

California State University, Northridge (CSUN or the University) proposes the adoption and subsequent implementation of the 2005 Master Plan Update (2005 Master Plan or Master Plan) for its 356-acre Northridge campus. The 2005 Master Plan represents the first comprehensive update of the campus master plan since 1998, and is a comprehensive, coordinated series of proposals intended to configure and guide the physical development of the campus over the next 30 years.

CSUN is one of 23 campuses within the California State University (CSU) system. The University provides education to nearly 33,000 undergraduate and graduate full-time equivalent students (24,473 FTES) and employs 2,017 faculty members and 1,964 staff members. It is nearly at its current enrollment cap of 25,000 FTES and campus facilities are reaching capacity. The 2005 Master Plan Update is intended to allow the University to accommodate projected enrollment increases of up to 10,000 additional FTES, for a total of 35,000 FTES. The 2005 Master Plan horizon was accordingly set at 30 years to facilitate long-term planning.

The 2005 Master Plan is a comprehensive series of programs intended to configure and guide the physical development of the University campus over the next 30 years. The Master Plan addresses land uses and facilities required to accommodate the projected enrollment increase and the evolving pedagogical needs of the University's academic, administrative, student support, and campus support department and programs.

The University consulted with its academic units in preparation for the master planning process to determine the implications for campus facilities of increasing the enrollment ceiling. The Master Plan architects were then asked to determine the capacity of the campus to support the increased enrollment. At the CSU system average of 115,000 gross square feet (gsf) per 1,000 FTES, a minimum increase of approximately 1.15 million gsf of new academic and administrative facilities was determined to be necessary to accommodate the projected additional 10,000 FTES. In addition, 2,688 student-housing beds are proposed, along with a net increase of approximately 4,500 parking spaces.

The Master Plan addresses six major programs that apply throughout the campus:

- Academic and Administrative Facilities;
- Student Support and Recreational Facilities;
- Housing and Campus Support Facilities;
- Landscaping, Open Space, and Pedestrian Circulation;
- Transportation Management, Campus Entry, Vehicular Circulation, and Parking Facilities; and
- Campus Utilities and Infrastructure

The 2005 Master Plan proposes significant changes to the North Campus, including development of a faculty/staff housing community as the primary use. Instructional/athletic space is also proposed north of this housing community. Biotechnology development on the northern portion of the North Campus is limited to the existing 500,000 square feet.

The 2005 Master Plan will be implemented incrementally in four phases (three 5-year phases and a final 15-year phase), as follows:

- Phase 1: 2005–2009
- Phase 2: 2010–2014
- Phase 3: 2015–2019
- Phase 4: 2020–2035

Actual implementation of most Master Plan projects will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational and student-support programs that necessitate new or modified facilities. However, several projects included in the existing campus master plan are currently under construction and will become operational during the expected implementation of the 2005 Master Plan Update.

Detailed discussion of the Master Plan phases, including descriptions of proposed projects and a timeline for implementation, is contained in the Draft EIR in Section 2.0, Project Description.

2.1.2 Project Location

The CSUN campus is located in the community of Northridge, part of the City of Los Angeles. Northridge is located in the San Fernando Valley, approximately 22 miles northwest of downtown Los Angeles. Adjacent communities include Porter Ranch, Knollwood, Granada Hills, San Fernando,

Panorama City, Van Nuys, Chatsworth, and West Hills. Major regional access to Northridge is provided by the Ronald Reagan Freeway (State Route 118), the San Diego Freeway (I-405), and the Ventura Freeway (US 101).

The University occupies 356 acres in north-central Northridge. The campus setting is generally suburban, with single-family and multi-family residential uses and commercial uses adjacent to the campus perimeter. The campus is irregular in shape and comprises two distinct sub areas known as the north and south campuses. The north campus is bounded on the north by Devonshire Street; on the south by Lassen Street; on the east by Zelzah Avenue; and on the west by Lindley Avenue. The south campus is partially bounded on the north by Halsted Street; on the south by Nordhoff Street; on the east by Zelzah Avenue; and on the west by Darby Avenue.

2.1.3 Project Background

2.1.3.1 California State University (CSU) Mission and Demographic Projections

The CSU is overseen by the Board of Trustees, a body appointed by the Governor and responsible for electing the Chancellor, the chief executive officer of the CSU. The Board of Trustees' authority includes the development of system-wide administrative policies, curriculum development, and the development of facilities. In 1962, shortly after its establishment, the Board of Trustees mandated that all state college campuses accommodate a student enrollment of 20,000 FTES. The CSU system is required by the State Board of Education to accept the top academic one-third of graduating high school students in California, and each campus within the system is required by the state's Education Code to accommodate its share of present and anticipated future enrollment.[1]

In May 2003, in keeping with its state charter and in response to projections of unprecedented demand for higher education enrollment, the CSU Board of Trustees adopted a resolution directing each campus within the CSU to take the necessary steps to accommodate a projected system-wide enrollment increase of 107,000 FTE students by 2011.[2] The resolution was adopted in response to current system-wide enrollment projects as well as CSU's mandate concerning the provision of postsecondary education.[3] To comply with the resolution, each CSU campus is required to periodically review and revise its master

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1 California Education Code, §66201 through 66207. Website: http://caselaw.lp.findlaw.com/cacodes/ edc/66201-66207.html. Accessed: July 7, 2005.

2 Whereas headcount simply accounts for the number of students enrolled, for master planning and academic planning purposes, the University utilizes the full-time equivalent (FTE), unit of measurement to calculate enrollment. One FTE is defined as one student taking 15 course units, which represents a full course load. Students taking fewer course units are considered to constitute a fraction of an FTE (10 course units = .66 FTE), whereas students taking more than 15 course units constitute more than one FTE (20 units = 1.33 FTES).

3 California State University Committee on Educational Policy. *Campus Options to Achieve California State University Enrollment and Access Goals (REP 05-03-04).* May 13–14, 2003.

plan, in part to ensure that proposed capital improvement programs remain in compliance with those plans.

Eight campuses within the CSU system, including CSUN, have enrollment caps set at the CSU historic maximum of 25,000 FTES. The 2003 resolution authorizes campuses to consider increasing enrollment beyond this limit. This will allow the CSU to comply with its obligation, under the California Education Code, to "plan that adequate spaces are available to accommodate all California resident students who are eligible and likely to apply to attend an appropriate place within the system.[4]

Enrollment at CSUN climbed from 18,052 FTES (25,019 headcount students) in 1995 to 24,296 FTES (32,406 headcount students) in 2005.[5] As a result, enrollment at CSUN is nearly at its ceiling of 25,000 FTES and is expected to continue to climb.

2.1.3.2 2005 CSUN Master Planning Process

To develop its 2005 Master Plan Update, CSUN initiated a collaborative process involving the academic and administrative campus communities and the local Northridge community to ascertain campus needs over the next 30 years. In January 2004, University President Jolene Koester appointed a 25-member Campus Physical Master Planning Committee comprising faculty, staff, student representatives, and community representatives. The committee participated in a series of four public data-gathering forums and exercises between October 2004 and May 2005; these meetings were structured for and intended to solicit input from all interested parties. Announcements of and invitations to these meetings were sent to a broad mailing list of 23,000 individuals, agencies, and local businesses surrounding the campus.

In 2004, a broad cross-section of the student groups on campus were given cameras and asked to document their impressions of the physical campus, including open spaces, buildings, interiors, playfields, roadways, and walkways. Thousands of photographs, together with written commentary, were received and reviewed by the Master Planning Team.

Regular meetings of the Master Plan Committee were held to provide reports on Master Plan progress and send feedback to the team responsible for preparing the Master Plan. In addition, regular newsletter updates were posted on the University's website for the public. The website provided a way for campus and surrounding community members to convey comments and questions directly to the Master Plan Committee.

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4 California Education Code §66202.5. Website: http://caselaw.lp.findlaw.com/cacodes/edc/66201-66207.html. Accessed: June 21, 2005.

5 Enrollment figures provided by the California State University, Northridge Office of Facilities Planning, Design & Construction, July 2005.

2.1.4 Level of Environmental Review

Under CEQA, a program EIR is prepared for a series of actions that can be characterized as one large project, with related actions forming logical parts in a chain of contemplated actions (*CEQA Guidelines* §15168(a)). A program EIR allows the lead agency to consider broad policy alternatives and program-wide mitigation measures early in the program process; subsequent project-specific activities are evaluated in light of the program EIR to determine if additional environmental documentation is required (*CEQA Guidelines* 15168(b) and (c)). A program-level analysis is intended to provide the public and decision makers with an overview of the potential environmental impacts associated with one large project. A project EIR examines the environmental impacts of a specific development project, including planning, construction, and operations.

The University has developed sufficient detail concerning the following six Master Plan Phase 1 projects to permit project-level evaluation of potential environmental impacts in the Draft EIR: the TH, Parking Structure G3, the Science 5 facility, University Park Student Housing, a Student Housing Administration Building, and 250 Faculty/Staff housing units. Six Master Plan Phase 2 projects are also evaluated in this EIR: Parking Structure G6; Faculty Offices and Lecture Hall; two Lecture/Laboratory facilities; the Student Recreation Center; and 100 Faculty/Staff housing units.

In addition, the University has developed sufficient site detail for the Valley Performing Arts Center, originally evaluated at the program level in the 1998 Master Plan, to enable its evaluation at the project level in the Draft EIR.

The remainder of the 2005 Master Plan is evaluated at the program level in the Draft EIR. The University does not anticipate proceeding with development of all proposed Master Plan projects in the immediate future, nor has it developed sufficient project detail to enable analysis of project-specific impacts at this time. Because of the long-term nature of the 2005 Master Plan, the precise nature, size, and location of all the programs and facilities proposed under the Master Plan cannot be accurately projected at this time. Additional environmental review of Master Plan project will be undertaken as needed during subsequent Master Plan implementation.

2.1.5 Topics of Known Concern

To determine the number, scope and extent of environmental issues to be addressed in this EIR, the University prepared a Notice of Preparation (NOP) and circulated it for 30 days, beginning May 2, 2005 and ending May 31, 2005, to interested public agencies, organizations, community groups, and individuals in order to receive input on the proposed project. The University also held a Draft EIR scoping meeting on May 19th, 2005, in conjunction with presentation of the final Master Plan, to obtain

public input on the proposed scope and content of this EIR. Interested parties attended the meeting and provided input.

Based on the NOP scoping process, the Draft EIR addresses the following topics:

- Aesthetics
- Air Quality
- Hazards and Hazardous Materials
- Noise
- Population and Housing
- Public Services: (Police and Fire)
- Recreation
- Transportation/Traffic
- Public Utilities: Water Demand and Supply
- Public Utilities: Wastewater

Also based on the NOP scoping process, potential impacts on the following resources were determined to be less than significant and are not discussed in detail in the Draft EIR: Agricultural Resources; Biological Resources; Cultural Resources; Geotechnical/Soils; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; certain Public Services (Libraries, Parks, Schools); and Public Utilities: Solid Waste Disposal.

3.0 WRITTEN COMMENTS AND RESPONSES TO COMMENTS

INTRODUCTION

This section begins with topical responses that were prepared to systematically and consistently address selected topics raised during the public comment period for the Draft EIR. The topical responses address comments raised at the public meeting November 29, 2005 as well as comments submitted via written correspondence. The responses contained in this section are referred to, where appropriate, in individual responses to comments on the Draft EIR. The topical responses are followed by copies of the comment letters and responses of the California State University, Northridge (CSUN or the University) to the comment letters. Individual comments within each letter are numbered and responses are numbered correspondingly.

TOPICAL RESPONSES

Several general issues were raised during the public comment period and are addressed in topical responses at the beginning of this section. **Topical Response 1, Environmental Review Process**, clarifies the scope of the Draft EIR and the role and scope of subsequent environmental review as the Master Plan is implemented. **Topical Response 2, Enrollment Increases**, defines the source of the enrollment projections, addresses the need for the University to accommodate projected enrollment increases, and clarifies how the Master Plan is intended to facilitate that. **Topical Response 3, Faculty/Staff Housing**, provides additional detail about the proposed development of the North Campus with residential uses and defines the University's role in this development. **Topical Response 4, Master Plan Phasing**, provides additional information regarding the four proposed phases of Master Plan implementation.

The remaining specific environmental topics addressed in this section are presented in the order in which they appear in the Draft EIR, and include **Topical Response 5, Noise** (playing fields and parking structures), **Topical Response 6, Recreation** (proposed use of playing fields, proposed amenities for playing fields, lighting and noise), and **Topical Response 7, Traffic/Parking** (pedestrian circulation and safety; vehicular circulation: campus entries and exits; impacts on street segments; off-site mitigation; parking: affordability of campus parking permits; parking: on-campus parking demand and supply; parking: on-campus parking program management; and parking: off-site parking impacts).

Topical Response 1 Environmental Review Process

Information regarding the environmental review process associated with the 2005 Master Plan EIR is provided in the Draft EIR in Section 1.0, Executive Summary, Section 1.5, Type of EIR, Level of Analysis and Standards for EIR Adequacy, on pages 1.0-3 through 1.0-4.

As stated therein, the Master Plan is a comprehensive, coordinated series of proposals intended to configure and guide the physical development of the CSUN campus over the next 30 years. Developed in response to the need for the University to accommodate projected local and systemwide enrollment increases, the Master Plan is intended predominantly as a guide for long-term land and building use, by identifying what facilities will be needed and where they should be located. As such, the Master Plan cannot accurately predict, and therefore does not contain, details concerning every project proposed under all of the Master Plan phases. In turn, the EIR evaluates the campus Master Plan at the programmatic, or general, level and specific near-term Master Plan projects, for which site-level detail is available, at the project, or detailed, level.

This EIR is intended as both a "program EIR" and a "project EIR" under the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*. CEQA distinguishes between an EIR for a program or plan and an EIR for a single, specific development project. A *program* EIR is appropriate for a series of actions that can be characterized as one large project and are related as logical parts in a chain of contemplated actions (*CEQA Guidelines* §15168). It allows the lead agency to consider broad policy alternatives and program-wide mitigation measures early in the program process; subsequent project-specific activities are evaluated in light of the program EIR to determine if additional environmental documentation is required (*CEQA Guidelines* 15168(b) and (c)). In sum, a program-level analysis is intended to provide the public and decisionmakers with an overview of the potential environmental impacts associated with one large project. A *project* EIR typically focuses on the environmental changes associated with all phases of a specific, stand-alone development project, including planning, construction, and operation (*CEQA Guidelines* §15161).

The comprehensive Master Plan is evaluated at the program level in the 2005 Master Plan EIR. CSUN does not anticipate proceeding with development of all proposed Master Plan projects in the immediate future, nor has it developed sufficient project detail to enable analysis of all project-specific impacts at this time. Because of the long-term nature of the Master Plan, the precise nature, size, and location of all the proposed programs and facilities cannot be accurately projected at this time and any such projections would be speculative at best. Actual implementation of projects will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational, and student-support programs that necessitate new or modified facilities.

As the Master Plan is implemented, specific buildings will be designed, and information regarding building location, size, open space, and circulation and parking will be developed. Additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals.

For example, the design for faculty/staff housing in the North Campus has not yet been developed. At such time as design development for that project is undertaken, additional environmental review of potential associated impacts will be required under CEQA. Should that process of environmental review, or compliance, determine that the potential exists for new, significant impacts not anticipated in the Master Plan Draft EIR, then the appropriate environmental documentation will be prepared, public noticing conducted, and public review opportunities provided as required by law. (See **Topical Response 3, Faculty/Staff Housing,** for more discussion of this particular Master Plan project).

Information regarding Master Plan phases is provided in the Draft EIR in Section 2.0, Project Description, Section 2.6, Project Characteristics, on pages 2.0-17 through 2.0-49. The University has developed sufficient detail for the following Phase 1 and 2 Master Plan development projects to enable project-specific evaluation of potential environmental impacts: a Transit Center; Parking Structures G3 and G6; a Student Housing Administration Building; a Faculty Offices/Lecture Hall facility; two Lecture/Laboratory facilities; the Science 5 facility; the Student Recreation Center; two components of Faculty/Staff housing; and two components of Student Housing. The University has also developed sufficient detail regarding the Valley Performing Arts Center, originally evaluated at the program level in the 1998 Master Plan EIR, to enable project-specific evaluation of impacts. Accordingly, this EIR evaluates these near-term Phase 1 and 2 Master Plan development projects at the project level. Information regarding the projects and timing of Phase 1 and 2 projects is provided in the Draft EIR in Section 2.0, Project Description, Section 2.6.11, Phasing of Master Plan Implementation, on pages 2.0.39 through 2.0-48.

As Phase 1 and 2 projects are developed, specific buildings will be designed and information regarding building location, size, open space, and circulation and parking will be developed.

Topical Response 2 Enrollment Increases

Information regarding projected CSU systemwide enrollment increases is summarized in the Draft EIR in Section 1.0, Executive Summary, Section 1.2, Introduction, on pages 1.0-1 and 1.0-2. Detailed discussion

of this topic is provided in the Draft EIR in Section 2.0, Project Description, Sections 2.4.4, Statewide and Regional Demographic Projections, on pages 2.0-11 and 2.0-12, and 2.4.5, CSU Enrollment Projections, on pages 2.0-12 and 2.0-13.

The CSU system is required by the State Board of Education to accept the top academic one-third of graduating high school students in California, and each campus within the system is required by the state's Education Code to accommodate its share of present and anticipated future enrollment.[1] In 2003, the Board of Trustees took into consideration state policy direction regarding educational equity and access in addition to a number of demographic, economic, social, and educational trends expected to influence future demand for postsecondary education and directed each campus within the CSU to plan for a projected systemwide enrollment increase of 107,000 FTES by 2011. The Board of Trustees also directed campuses to review their campus master plans and consider increasing enrollment ceilings. For those campuses, like CSUN, that are at or near the historic CSU systemwide enrollment cap of 25,000, the Board of Trustees authorized consideration of exceedance of the enrollment cap, and the preparation and presentation to the Board of campus master plans that would facilitate doing so.

The Board of Trustee's actions were based, in part, on the findings of its Committee on Educational Policy, reported in the minutes of the May 2003 meeting as follows:

> *"…[S]everal years ago, CPEC, using Department of Finance data, projected that the CSU would add 130,000 new students between 1998 and 2010. …[A]ctual enrollments this past fall are already 20,000 over where CPEC estimated enrollment. The Department of Finance now projects CSU 2011 enrollment to exceed 513,000. …CSU enrollments are beginning to exceed the physical capacity, and the projected gap between enrollment and capacity is increasing. …The resolution proposed for action in May restates the Board's commitment to accommodate the projected enrollment, given appropriate state support, and adopts as policy the use of several options available to campuses to expand enrollment recognizing that the mix of options will vary from campus to campus.*
>
> *For many years, projections of enrollments in higher education in California have warned of a vast increase during the first decade of the 21st [c]entury. However, not only are enrollments increasing, the projections themselves are increasing. For example, in 1995, the California Department of Finance, Demographic Research Unit, projected that the CSU would enroll 406,317 headcount students in the fall 2004. By 2000, the Department of Finance's projection of CSU enrollment for fall 2004 had been revised upward to 414,091 headcount students. The most recent Department of Finance projections of CSU enrollment for fall 2004 have now reached 436,172 headcount students…*
>
> *The current Department of Finance projections indicate that over the next eight years, by fall 2011, CSU enrollment will have grown to 513,550 headcount students, an increase of 26 percent over the 406,684 enrolled in fall 2002. This enrollment increase of nearly 107,000 students presents a significant challenge for the CSU in that many campuses are rapidly approaching their physical capacity as measured in lecture hall, classroom, and laboratory space. Indeed across the system, in AY [academic year] 2003–04, enrollments will exceed physical capacity space… However, the impact of enrollment upon physical capacity will be felt differentially across the*

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1 California Education Code, §66201 through 66207. Website: http://caselaw.lp.findlaw.com/cacodes/edc/66201-66207.html. Accessed: July 7, 2005.

> *state. It is clear that the state will not be able to address this projected enrollment increase as it did during the surge of the 1960's by building new campuses."*[2]

The Board of Trustees authorized the CSU campuses to consider increasing enrollment capacity as part of its May 2003 Resolution in order to allow the CSU to comply with its obligation, under the California Education Code, to "plan that adequate spaces are available to accommodate all California resident students who are eligible and likely to apply to attend an appropriate place within the system.[3]

The 2005 California State University, Northridge 2005 Master Plan proposes an enrollment increase in response to the Board of Trustees directive to each CSU campus to accommodate its share of the projected systemwide enrollment increase, in compliance with the California Education Code. To accommodate the enrollment increase, the 2005 Master Plan identifies academic facilities and programs, housing, parking, infrastructure improvements and other resources to adequately serve an increase in enrollment capacity from 25,000 to 35,000 FTES by the year 2035.

With 356 acres, the campus has the physical capacity for growth. The Master Plan has focused on a more balance use of campus land resources. By introducing significant roadway revisions in the eastern and southern section of campus, future campus development in this underutilized area can be intensified. This allows the campus to meet facility growth needs while maintaining the pastoral, pedestrian oriented nature of the campus core.

The addition of approximately 2,500 student housing beds and 600 on-campus faculty/staff housing units will help to transform CSUN into a more residential campus, thereby reducing peak hour vehicle trips to and from campus. Future parking structure development will balance the parking load between the east and west sides of the campus, resulting in improved traffic conditions on the major roadways surrounding campus. In addition, the master plan proposes significant improvements in mass transit access for faculty, staff, and students that will reduce the percentage of commuters using private vehicles in the future. A transit center proposed at the main western entry to campus will serve local MTA (Metropolitan Transportation Authority) buses and commuter shuttles. An expanded campus tram system will link student housing, faculty/staff housing, and MTA rapid bus stops with the transit center.

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2 California State University, Committee on Educational Policy. Agenda minutes (revised), May 13–14, 2003. Website: http://www.calstate.edu/BOT/Agendas/May03/EdPol.pdf. Accessed: June 21, 2005.

3 California Education Code §66202.5. Website: http://caselaw.lp.findlaw.com/cacodes/edc/66201-66207.html. Accessed: June 21, 2005.

Topical Response 3 Faculty/Staff Housing

Information regarding proposed faculty/staff housing is provided in the Draft EIR in Section 2.0, Project Description, Section 2.6.10, Master Plan campus Precincts, under the subheading for Precinct 8: North campus Faculty/Staff Housing Village, on page 2.0-34. The proposed locations of faculty/staff housing are shown in Figure 2.0-16 and Figures 2.0-17 through 2.0-20, which show proposed Master Plan phasing for the implementation of housing and other Master Plan projects.

Proposed Faculty/Staff Housing Mix and Location.

As stated in the Draft EIR in Section 2.0, Project Description, as part of its 2005 Master Plan, CSUN proposes the development of faculty/staff housing in two locations on the campus. One area determined to be suitable for housing is in the campus's Northwest Precinct at the intersection of Darby Avenue and Halsted Street. A second, larger faculty/staff-housing village is proposed for the area of campus north of Lassen, and would include a neighborhood retail component. Adequate parking for faculty/staff housing and associated retail uses would be integrated into the housing developments and would be entirely contained on campus.

The precise number and configuration of housing units and the mix of housing types to be built in these two locations have not yet been finalized. As part of Phase 1 (to be completed between 2005–2009), the University proposes constructing up to 250 housing units on 15 acres at the southern end of the North campus Faculty/Staff Housing Village Precinct, in the area bordered by Lindley Avenue on the west and Lassen Street on the south. At this time, the housing mix is anticipated to include 150 "for sale" townhomes and duplexes and 100 rental condominiums.

As part of Phase 2 (to be completed between 2010-2014), approximately 150 "for sale" townhomes and condominiums are proposed adjacent to Phase 1 housing, in the area bordered by Zelzah Avenue on the east and Lassen Street on the south. Approximately 15,000 square feet of neighborhood retail space is proposed for construction simultaneously with this phase of faculty/staff housing, and is envisioned to include such uses as a coffeehouse, dry cleaners (with off-site plant), delicatessen, or similar tenants. Parking for these commercial uses would be contained on campus within the faculty/staff-housing village. Ultimately (through Phase 4), approximately 550 faculty staff units are proposed in the North Campus Faculty/Staff Housing Village Precinct.

Up to 50 units are proposed in the Northwest Precinct location under Phase 4 of the Master Plan (to be implemented between the years 2020 and 2035) and are expected to be a mix of for-sale and rental townhomes, duplexes, or condominiums, similar to the mix proposed for the North Campus Faculty/Staff Housing Village north of Lassen Street.

Environmental Review for Proposed Faculty/Staff Housing

Please see **Topical Response 1, Environmental Review**, in this Final EIR for details about the environmental review process undertaken for the Master Plan, including discussion of the reasons for program-level analysis and project-level analysis in the Draft EIR.

As stated therein, the comprehensive Master Plan, including all four proposed Master Plan phases, is evaluated at the program level in the 2005 Master Plan EIR. The Master Plan is intended predominantly as a guide for long-term land and building use; toward this end, it identifies what facilities will be needed and where they should be located.

CSUN does not anticipate proceeding with development of all proposed Master Plan projects in the immediate future, nor has it developed sufficient project detail to enable analysis of all project-specific impacts at this time. Because of the long-term nature of the Master Plan, the precise nature, size, and location of all the proposed programs and facilities cannot be accurately projected at this time and any such projections would be speculative at best. Future phase project implementation will be influenced by future student enrollment, availability of funding, and a variety of other variables.

With respect to proposed faculty/staff housing, the 2005 Master Plan EIR is intended to provide environmental clearance at this time for the program-level Master Plan recommendations concerning faculty/staff housing, which identify only the approximate locations for such housing, the general mix of housing types, and the approximate number of units. When planning for the faculty/staff housing developments is undertaken, specific buildings will be designed and information regarding building location, size, associated open space, and circulation and parking will be developed. Additional environmental review will be undertaken as design development commences for each housing component, as well as the retail component, to determine whether the potential exists for any new, significant environmental impacts that were not evaluated at the project level in the 2005 Master Plan EIR.

Should that process of environmental review, or compliance, determine that the potential exists for new, significant impacts not anticipated in the Master Plan Draft EIR, then the appropriate environmental documentation will be prepared, public noticing conducted, and public review opportunities provided for specific development proposals, as required by law. Since the first two components of housing in the North Campus Faculty/Staff Housing Village are proposed as part of Master Plan Phases 1 and 2, additional environmental review for those phases will be undertaken during implementation of those phases.

Legal Authority and Precedent for CSU Housing

Faculty-staff housing has been found to be a permitted, desirable, and increasingly necessary function for California higher-education institutions, including the CSU, as evidenced by several examples from the CSU hierarchy, legislature, and courts.

The CSU Chancellor's Office commissioned a systemwide survey of faculty-staff housing needs in 2001, which concluded that high housing costs in California constituted a primary obstacle in faculty recruitment. As a result, the Chancellor's Office is currently sponsoring official workshops on development of faculty-staff housing for campuses. CSU's Chief of Land Use Planning & Environmental Review recently described "affordable faculty staff housing" as "much needed" (Business & Finance News, May 2005). In addition to the five CSU faculty-staff projects that are completed or under construction (Monterey Bay, Channel Islands, Cal Poly San Luis Obispo, and two at Cal State Fullerton), a number of other CSU campuses are pursuing projects; Sacramento State recently purchased 25 acres for this purpose. Implementation of a faculty-staff housing project requires review and approval by the CSU Chancellor's Office and Trustees, and all of the projects reviewed thus far have been approved.

The California Code of Regulations governing CSU auxiliary organizations (i.e., the entities that develop CSU faculty-staff housing) state that those entities are formed "to provide essential functions which are an integral part of the educational mission of a campus and the CSU." The regulations identify housing as one of the appropriate function of the auxiliaries (5 Cal. Code Regs §42500).

The California legislature has also authorized and supported CSU faculty-staff housing initiatives. For example, the legislature supported affordable groundleased housing for CSU employees by passing a special law in 1997 to enable CSU Monterey Bay to sell pre-existing CSU-owned housing to campus employees. Subsequently, the legislature enacted laws enabling CSU Channel Islands to establish a special redevelopment authority for which the provision of housing is a fundamental purpose and to set aside tax revenues for a fund for on-site faculty and staff housing.

The statutory regime creating the CSU specifically mentions faculty and staff housing (Education Code §89038, authorizing the Trustees to contract with the federal government for construction and subsidies for such facilities).

The California courts have recognized that faculty-staff housing is an integral academic function since the first case raising the question almost 50 years ago. The initial court facing the issue whether faculty housing qualified as an exclusively educational use concluded that such housing met the applicable judicial test of being "reasonably necessary for the fulfillment of a generally recognized function of a

complete modern college." Church Divinity School of the Pacific v. County of Alameda (152 Cal. App. 2d 496, 314 P.2d 209 (1957).

In a more recent case addressing affordable faculty-staff housing development by a California public university, the court stated that "...securing the services of outstanding faculty and staff who might otherwise decline to accept or continue employment, is at the heart of UC's educational function" and held that the project involved matters "vital to its core educational function." Regents v. Director of the Department of Industrial Relations, 42 Cal. App. 4th 579, 49 Cal Rptr. 2d 703 (1996).

Structure of For-Sale and Rental Housing Agreement.

The faculty/staff housing community will support the University's Academic Mission by providing high quality for-sale and rental housing on the CSUN campus that will assist in recruitment and retention of faculty and staff. The structure of the for-sale housing agreement will provide for homebuyer ownership of the building, with the University maintaining ownership of the land. A long-term ground lease of the land will be utilized with appropriate restriction to ensure that the University maintains long-term control of the homes and community. The University will fulfill the property management functions customarily undertaken by a homeowner association. This ensures that the University can maintain quality control with regard to community appearance, maintenance, and repairs, thereby ensuring the community continues to serve its function as a recruitment and retention tool.

Homeowner future resale value will be tied to an income-related cost of living index. The University will maintain the first right of refusal to purchase the home. Provisions for recovery of the home by the University in the case of severance of employment will also be included in the purchase agreement. The homes will be sold on a prioritized basis in the following order: (1) new faculty recruits, (2) existing faculty members, (3) new management recruits, and 4) existing management.

A demand study conducted by the campus in late 2005 projected demand for for-sale and rental housing in 2007/2008 at approximately 370 units. Phase 1 of the faculty staff housing community will include a total of 250 units, including 150 for-sale units and 100 rental units. Future phases will be developed based on updated demand projections to ensure that demand exceeds supply at any given time.

Upon completion of conceptual design documents, the University will update interested community members, including the Northridge East Neighborhood Council, on the status and details of the Phase 1 project. In addition, the University will evaluate the potential environmental impacts of the project with respect to the findings of this EIR and process any additional CEQA documentation deemed necessary at that time.

Topical Response 4 Master Plan Phasing

Information regarding the four proposed phases of Master Plan implementation is provided in the Draft EIR in Section 2.0, Project Description, Section 2.6.11, Phasing of Master Plan Implementation, on pages 2.0.39 through 2.0-48.

See also **Topical Response 1, Environmental Review**, in this Final EIR for details about the environmental review process undertaken for the Master Plan, including discussion of the reasons for program-level analysis and project-level analysis in the Draft EIR.

As stated in the Draft EIR in Section 2.0, Project Description, the Master Plan is a comprehensive, coordinated series of proposals intended to configure and guide the physical development of the CSUN campus over the next 30 years. Developed in response to the need for the University to accommodate projected local and systemwide enrollment increases, the Master Plan is intended predominantly as a guide for long-term land and building use and identifies what facilities will be needed and where they should be located.

Because of the long-term nature of the Master Plan, the precise nature, size, and location of all the proposed programs and facilities cannot be accurately projected at this time. Moreover, the University does not anticipate proceeding with development of all proposed Master Plan projects in the immediate future. Accordingly, the EIR evaluates the campus Master Plan at the programmatic, or general, level, and specific near-term Master Plan projects, for which site-level detail is available, at the project, or detailed, level. Phased implementation of projects will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational, and student-support programs that necessitate new or modified facilities.

The University has developed sufficient detail for the following Master Plan Phase 1 and Phase 2 projects to enable project-specific evaluation of potential environmental impacts: a Transit Center; Parking Structures G3 and G6; a Student Housing Administration Building; a Faculty Offices/Lecture Hall facility; two Lecture/Laboratory facilities; the Science 5 facility; the Student Recreation Center; two components of Student Housing; and two components of Faculty/Staff housing. The University has also developed sufficient detail regarding the Valley Performing Arts Center, originally evaluated at the program level in the 1998 Master Plan EIR, to enable project-specific evaluation of impacts.

As subsequent Master Plan phases are implemented, specific facilities will be designed and information regarding building location, size, open space, and circulation and parking will be developed. Additional environmental review of Master Plan projects will be undertaken at the time planning for each project commences, to determine whether the potential exists for any new, significant environmental impacts.

This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on specific project proposals.

The Master Plan document contains detailed discussion, diagrams, sketches, and charts for the proposed Phase 1 and Phase 2 projects evaluated at the project level in the Draft EIR. Below is a summary of the proposed near-term projects; Phase 1 projects are presented first, followed by Phase 2 projects. Pertinent Master Plan chapter references are provided for each project.

Transit Center (TH)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.2.2 Transportation Management, Campus Entry, Vehicle Circulation and Parking Facilities
- 4.3.3 West Gateway Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.5 West Gateway Precinct

Chapter 7: Implementation and Phasing

- 7.1 Phase 1: 2005-2009

Parking Structure PS-G3

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.2.2 Transportation Management, Campus Entry, Vehicle Circulation and Parking Facilities
- 4.3.1 South Campus Arts Precinct
- 4.3.4 East Gateway Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.4 East Gateway Precinct
- 6.3 Campus Circulation and Parking

Chapter 7: Implementation and Phasing

- 7.1 Phase 1: 2005-2009

Science 5 Facility (Building V)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.4 East Gateway
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.4 East Gateway Precinct

Chapter 7: Implementation and Phasing

- 7.1 Phase 1: 2005-2009

University Park Student Housing Expansion (SH1)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.6 University Park Student Housing Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.8 University Park Student Housing

Chapter 7: Implementation and Phasing

- 7.1 Phase 1: 2005-2009

Housing Administration Facility (Building A)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.5 Instructional/Athletics/Recreation Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.6 Instructional/Athletics/Recreation Precinct

Chapter 7: Implementation and Phasing

- 7.1 Phase 1: 2005-2009

Faculty/Staff Housing (FH1)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.8 North Campus Faculty/Staff Housing Village
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.9 North Campus Faculty/Staff Housing Village

Chapter 7: Implementation and Phasing

- 7.1 Phase 1: 2005-2009

Valley Performing Arts Center

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.1 South Campus Arts Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.3 South Campus Arts Precinct

Chapter 7: Implementation and Phasing

- 7.1- Phase 1: 2005-2009

Parking Structure PS-G6

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.2.2 Transportation Management, Campus Entry, Vehicle Circulation and Parking Facilities
- 4.3.5 Instructional/Athletics/Recreation Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.6 Instructional/Athletics/Recreation Precinct
- 6.3 Campus Parking and Circulation

Chapter 7: Implementation and Phasing

- 7.2 Phase 2: 2010-2014

Student Recreation Center (Building R)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.4 East Gateway Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.4 East Gateway Precinct

Chapter 7: Implementation and Phasing

- 7.2 Phase 2: 2010-2014

Lecture/Laboratory Facility (Building J)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.1 South Campus Arts Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.3 South Campus Arts Precinct

Chapter 7: Implementation and Phasing

- 7.2 Phase 2: 2010-2014

Laboratory/Lecture Facility (Building U)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.4 East Gateway Precinct
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.4 East Gateway Precinct

Chapter 7: Implementation and Phasing

- 7.2 Phase 2: 2010-2014

University Park Student Housing Expansion (SH2 and SH3)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.6 University Park Student Housing Precinct
- 4. Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.8 University Park Student Housing

Chapter 7: Implementation and Phasing

- 7.2 Phase 2: 2010-2014

Faculty/Staff Housing (FH2 and FH3)

Chapter 4: 2005 Master Plan: Illustrative Plan

- 4.3.8 North Campus Faculty/Staff Housing Village
- 4.4 Campus Utilities and Infrastructure

Chapter 6: Campus Design Guidelines

- 6.2.9 North Campus Faculty/Staff Housing Village

Chapter 7: Implementation and Phasing

- 7.2 Phase 2: 2010-2014

Topical Response 5 Noise

Information regarding potential noise impacts associated with the 2005 Master Plan EIR is provided in the Draft EIR in Section 3.4, Executive Summary, Section 3.4.6 Environmental Impacts, on pages 3.4-14 through 3.4-36.

Playing Fields.

As part of Phases 3 and 4, the 2005 Master Plan proposes the construction and use of four playfields on the eastern side of campus, near the campus boundary along Zelzah Avenue. Two of the playfields, PF-G3 and PF-G4, would be located in the area referred to in the Master Plan as the East Gateway Precinct, and would replace surface parking lots G3 and G4 near the southern end of campus. The third playfield, PF-G6, would be located in the Instructional, Athletics, and Recreational Precinct, near the LAUSD high

school. The fourth playfield, PF-G12, is proposed north of the North Campus Faculty/Staff Housing Precinct, in an area already occupied by a playfield.

The playfields refers to outdoor field space to be shared by the University's Kinesiology and Athletics Departments and campus recreational programs. The athletic/instructional fields depicted in the Master Plan have been planned to provide the instructional, intercollegiate athletic and student recreational space required as a result of long-term projected enrollment growth. Field lighting has been included to provide for extended daily use, thereby making more efficient use of land resources to better serve campus instructional and athletic programs. The master planning process was concerned only with providing adequate facilities to meet the above stated needs; use of the spaces for other specific purposes was not considered. The campus has traditionally rented or leased a variety of campus spaces, including spaces within buildings and exterior spaces, to outside groups. It is anticipated that this will continue in a similar manner in the future.

Given the proposed uses of the playfields, the distance between the fields and residences east of Zelzah, and the presence of intervening traffic, playfield activities are not anticipated at this time to result in significant off-site noise impacts. However, because of the long-term nature of the Master Plan, the precise size and configuration of the playfields, as well as details concerning associated facilities and amenities such as bleachers, storage buildings, and lighting, cannot be accurately determined at this time and any such projections would be speculative at best. Actual implementation of Master Plan Phase 3 and 4 projects, including these playfields, will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational, and student-support programs that necessitate new or modified facilities. As stated in the Draft EIR, as the Master Plan is implemented, specific buildings and playfields will be designed and information regarding building location, size, location and configuration of open space, and circulation and parking will be developed.

Additional environmental review of Master Plan projects will be undertaken as each playfield proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts not already evaluated in the 2005 Master Plan Draft EIR. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals. See **Topical Response 1, Environmental Review**, for additional discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities.

Parking Structures

The thresholds of significance used in the EIR for the determination of potential Master Plan-related noise impacts on off-site land uses were derived from the City of Los Angeles Draft *CEQA Thresholds Guide* and from applicable policies cited in the EIR in Section 3.4, Noise. As stated in Section 3.4.5, Significance Criteria, a significant off-site noise impact would occur if project-related operational (i.e., non-roadway) noise sources increase off-campus ambient noise levels by 5 decibels measured on an A-weighted scale (dB(A)), thereby causing a violation of the City of Los Angeles Noise Ordinance.

To assess noise impacts, the City of Los Angeles Draft *CEQA Thresholds Guide* uses "Community Noise Equivalent Level" (CNEL) noise categories, which determine acceptable noise levels based on the affected land use. CNELs are a measure of sound levels averaged over a 24-hour period and weighted, or adjusted, to account for the increased sensitivity of certain land uses to noise during evening and nighttime hours. A CNEL noise measurement is obtained by adding five decibels to averaged sound levels occurring during the evening from 7:00 p.m. to 10:00 p.m., and 10 decibels to sound levels occurring during the nighttime from 10:00 p.m. to 7:00 a.m.. The logarithmic effect of these increases is that a 60 dB(A), 24-hour L_{eq} would result in a measurement of 66.7 dB(A) CNEL.

In general, noise generated by the use of parking structures at the perimeter of campus is not of sufficient volume to exceed community standards, as measured using the time-weighted CNEL scale. Although parking structure-related noise can be a source of annoyance, caused by periodic automobile engine start-ups and acceleration, doors slamming, and accidental activation of car alarms. Although such single noise events may be an annoyance to residents, a number of such events generated in a parking lot over a 24-hour period would not constitute a quantifiable increase in the off-site ambient noise levels (i.e. less than 0.1 dB[A]). Therefore, the Draft EIR concluded that the predicted noise level increase caused by activity within the parking structure would not cause a 5 dB(A) increase over the ambient noise level at the nearest sensitive receptor because of attenuation caused by the distance between proposed parking structures near the perimeter of campus and the nearest residences.

Moreover, as a matter of standard practice, the University installs signage in its parking structures identifying applicable parking regulations, posted speed limits, and for future parking structures, signage indicating that motorists will be cited for false car alarms sounding will be incorporated.

Topical Response 6 Recreation

Information regarding the future uses of playfields proposed on the CSUN campus under the 2005 Master Plan EIR is provided in the Draft EIR in Section 3.7, Recreation.

The athletic/instructional playfields in the Master Plan, including the playfield at the north end of campus and the athletic/instructional playfields located near the campus boundary along Zelzah Avenue, in the Instructional, Athletics, and Recreational Precinct and the East Gateway Precinct, have been planned to provide the instructional, intercollegiate athletic and student recreational space required as a result of long-term projected enrollment growth. Field lighting has been included to provide for extended daily use, thereby making more efficient use of land resources to better serve campus instructional and athletic programs. The master planning process was concerned only with providing adequate facilities to meet the above stated needs; use of the spaces for other specific purposes was not considered. The campus has traditionally rented or leased a variety of campus spaces, including spaces within buildings and exterior spaces, to outside groups. The University anticipates that this will continue in a similar manner in the future. Field amenities are expected to include lighting, equipment storage, and restrooms.

The playing field at the north end of campus is intended for use primarily for instructional purposes and intercollegiate athletic events. Such uses and intercollegiate events would be consistent with instructional and intercollegiate athletic events that currently take place at this location and elsewhere on campus. Permanent seating in the form of bleachers currently exists at this location. However, a new stadium is not proposed for this location.

Parking for the field at the north end of campus would be provided in the existing surface parking lot located east of the field, as shown in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-2 of the Draft EIR. This lot provides approximately 140 parking stalls, and is accessible from Zelzah Avenue. During intercollegiate athletic events, parking would be available in other on-campus surface lots and structures, including the surface lot west of the fields that is currently used, and an on-campus shuttle may be utilized to transport attendees between the field and the parking areas.

With regard to parking and access to the tennis courts at PF-F7 from Lindley Avenue, the University anticipates that the primary parking for the tennis courts at PF-F7 would be located at parking structure PS-G6. Vehicular access to parking structure PS-G6 would be from Zelzah Avenue, while primary pedestrian entrance to the tennis courts would be on the east side of the courts, internal to the campus. Parking structure PS-G6 is shown in the California State University, Northridge, 2005 Master Plan Update in Chapter 4, Master Plan, in Figure 4J, Vehicle Circulation and Parking Plan, on page 89 and in Figure 4FF, University Park Student Housing on page 116, and in the Draft EIR in Section 3.8, Transportation/Traffic, in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-11.

Please refer to **Topical Response 1, Environmental Review,** regarding analysis of the Master Plan at the program level versus the project level. As stated therein, the Master Plan is intended predominantly as a

guide for long-term land and building use; it identifies what facilities will be needed to accommodate growth over the next 30 years and where those facilities should be located. As such, the Master Plan cannot accurately predict, and therefore does not contain, details concerning every project proposed under all of the Master Plan phases. Because of the long-term nature of the Master Plan, the precise nature, size, and location of all the proposed programs and facilities cannot be accurately projected at this time and any such projections would be speculative at best. For this reason, the EIR evaluates the campus Master Plan at the programmatic, or general, level and specific near-term Master Plan projects, for which site-level detail is available, at the project, or detailed, level. Actual implementation of projects will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational, and student-support programs that necessitate new or modified facilities.

As the Master Plan is implemented, specific buildings and facilities, including playfields and other recreational facilities, will be designed, and information regarding building location, size, open space, lighting, and circulation and parking will be developed. Additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts, including light spillage and noise from the athletic fields. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals.

Mitigation Measures AES-1 through AES-5 provided in Section 3.1, Aesthetics, on page 3.1-34 of the Draft EIR regarding lighting at fields along Zelzah Avenue, PF-G3, PF-G4, and PF-G6, would assure compliance with applicable state and local ordinances. Mitigation Measure AES-5 specifically states that field lighting associated with all playfields along Zelzah Avenue shall be used only when the fields are being utilized during nighttime hours. Because these fields are proposed as part of the long-term Master Plan phases, lighting at these fields will be designed and evaluated when specific projects are proposed, as discussed above.

With regard to noise at the fields on Zelzah Avenue, PF-G3, PF-G4, and PF-G6, those fields are proposed as part of Phase 3, as shown in the Draft EIR in Section 2.0, Project Description, in Figure 2.0-19, Phase 3, on page 2.0-43. Additional environmental review will be undertaken as each playfield proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts not already evaluated in the 2005 Master Plan Draft EIR. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals. See **Topical Response 1, Environmental Review**, for additional discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities.

More information regarding the analysis of potential noise impacts at the athletic fields is provided in **Topical Response 5, Noise.**

Topical Response 7 Traffic/Parking

Vehicle Circulation

Information regarding potential traffic impacts associated with the 2005 Master Plan EIR is provided in the Draft EIR in Section 3.8, Traffic.

The study area for the traffic study prepared for the Draft EIR was developed in conjunction with the Los Angeles Department of Transportation (LADOT) through evaluation of the streets and intersections that were considered to be likely travel routes to/from the future campus access points and parking locations. The 2005 Master Plan is designed to reduce campus impacts on the residential neighborhood north of Halsted Street and west of Lindley Avenue, primarily through vacation and closure of the portion of Etiwanda Avenue immediately south of Halsted Street as well as the elimination of future extensions of Darby Avenue and Lindley Avenue between Plummer Street and Halsted Street.

Parking

Information regarding potential parking impacts associated with the 2005 Master Plan EIR is provided in the Draft EIR in Section 3.8, Traffic.

The Master Plan parking supply is designed to provide sufficient parking to accommodate all campus-generated needs (students, faculty, staff, visitors) on campus and perimeter streets immediately fronting the campus. Parking availability on neighborhood streets is not included in the parking supply outlined in the Master Plan. Future parking demand was estimated using peak parking demand ratios empirically developed specifically for the CSUN campus. The Master Plan will be implemented in phases over a 30-year period. The demand reduction program will be monitored over the course of Master Plan implementation, with periodic parking studies to assess progress towards reducing the peak parking demand ratio. If it is determined that sufficient progress is not being made, the University will take additional steps to encourage further demand reduction and/or to provide additional parking supply.

As stated on page 2.0-17 of Section 2.0, Project Description, in the Draft EIR, in regards to Master Plan implementation, actual implementation will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational and student-support programs that necessitate new or modified facilities. As each phase of the Master Plan is implemented, the need for individual proposed parking components to serve proposed student housing will be evaluated. This will be determined

through additional environmental review and the planning process within the University. Construction of parking lots and structures will be timed to ensure that sufficient parking will be provided to serve new student housing uses.

Off-Site Roadway Improvements

Information regarding the limitations of the CSU to implement mitigation measures associated with the 2005 Master Plan is provided in the Draft EIR in Section 1.0, Executive Summary, Section 1.13 CSU Mitigation Limitations on pages 1.0-10 through 1.0-13.

While the CSU Board of Trustees is vested with "full power and responsibility in the construction and development of any state University campus, and any buildings or other facilities or improvements connected with the California State University" (California Education Code §66606), there are legal limitations on CSU regarding the commitment of funds for off-site improvements to local streets, roadways, highways, and freeways that arise from the proposed construction and development of "projects" on a campus within the CSU system. CSU has specific powers to mitigate significant environmental impacts that occur within its jurisdiction (i.e., on the various campuses), but limited powers for those effects that occur outside of the various campus sites. Because of these legal limitations, it is not feasible for CSU to mitigate certain off-site impacts. Neither CSU nor any CSU campus has the jurisdiction to construct improvements beyond campus boundaries as mitigation for avoiding or minimizing impacts to campus development projects. It is the position of the CSU Board of Trustees that a CSU University is not legally authorized to fund various offsite improvements as mitigation for campus development projects under CEQA. Any such commitment to fund off-site improvements could lead to legal challenges that such expenditures are illegal gifts of public funds. Thus, the state's constitutional and statutory framework require that certain off-site improvements, such as road, highway or freeway infrastructure upgrades, necessary to offset the loads placed on them by a CSU University are not the responsibility of either CSU or a CSU University, but rather of the local jurisdiction or other entity.

A University's revenue is derived from state general fund appropriation (including appropriation of student fee income). CSU does not receive funding from the Legislature for off-site improvements. For example, unlike cities and counties, CSU neither directly receives income from sales, transient occupancy, real estate, or gasoline taxes; nor is it allocated federal highway funds. Since gasoline and sales taxes are important sources of road and highway funding, it is appropriate that off-site street and road improvements be funded by local government. In addition to local funding for street improvements, the state separately funds state highways through its Transportation Commission and the California Department of Transportation (Caltrans). CSU has no direct access to such funding.

Thus, the purpose of an EIR for a CSU campus development project is to identify and analyze the project's significant environmental impacts, and identify the improvements or facilities necessary to mitigate those impacts, including the identification of mitigation measures that are within the responsibility and jurisdiction of another public agency and either have been, or should be, adopted by that other agency (Pub. Res. Code §21081(a)(2)). However, any such proposed off-site road/transportation improvement mitigation measures must be funded and ultimately constructed by the public agencies best suited to do so (*e.g.*, local municipalities, counties and state agencies [Caltrans]).

WRITTEN COMMENTS

A list of the public agencies that submitted written comment letters on the Draft EIR is provided below. A copy of each comment letter, and a written response to each specific comment, follows this list.

State Agencies

1. State of California Department of Fish and Game, November 28, 2005
2. State of California Department of Transportation, December 28, 2005
3. State of California Governor's Office of Planning and Research, December 6, 2005
4. State of California Governor's Office of Planning and Research, January 13, 2006

Local Agencies

5. County of Los Angeles Department of Public Works, November 30, 2005
6. City of Los Angeles, City Council, Twelfth District, November 22, 2005
7. City of Los Angeles, City Council, Twelfth District, January 11, 2006
8. Southern California Association of Governments, December 13, 2006

Local Organizations

9. Lindley West Coalition, by Robert W. Buckles, January 10, 2006
10. Northridge East Neighborhood Council, by Thomas Baker, December 22, 2005
11. Northridge East Neighborhood Council, by Thomas Baker, January 6, 2006
12. Northridge Townhome Estates Homeowners Association, by Carol A. Brockhouse, November 29, 2005

Individuals

13. D.H. Dardarian, December 4, 2005
14. Robert D. Galletly, January 9, 2006
15. Ronnie L. Grant, January 12, 2006
16. Patricia LoPresti, November 15, 2005
17. Robert and Patricia LoPresti, January 12, 2006

Letter No. 1

California Department of Fish and Game, November 28, 2005

On November 28, 2005, Scott Harris with the California Department of Fish and Game telephoned Colin Donahue, Director, Facilities Planning, Design and Construction, California State University, Northridge. Mr. Harris told Mr. Donahue that ornamental trees are likely to be removed as future construction projects are developed and suggested that the Final EIR require some measure to check for nesting birds prior to removal of tree(s). 1

Letter 1 State of California Department of Fish and Game, November 28, 2005

Response 1.1

As stated in the Draft EIR, Section 7.2.2: Biological Resources, the campus is located in a suburban setting and is fully developed with buildings, parking, roadways, and landscaped open space, and contains no undisturbed, natural habitat. Existing ornamental landscaping is not expected to constitute suitable habitat for sensitive wildlife species.

As noted by the commenter, ornamental trees on the campus may be used by migratory and other birds for nesting or foraging. Master Plan implementation is expected to increase the number of trees on the campus and few trees are anticipated to require removal; impacts on nesting birds is expected to be less than significant. However, the University will conduct nesting surveys near work areas prior to the start of construction during nesting season, to further reduce the potential for impacts on nesting birds in the event of tree removal. Please refer to **Section 4.0, Revised Draft EIR Text**, of this Final EIR, wherein text originally contained in Section 7.0, Effects Not Found to be Significant: Biological Resources, of the Draft EIR, has been revised to address University compliance with State Fish and Game Code and Migratory Bird Treaty Act regulations applicable to nesting birds.

The location of the proposed Science 5 building will require the removal of some trees in the southern portion of the University's Botanic Garden. However, this is an instructional space maintained by the Biology Department and removal of trees would be reviewed with the department.

Letter No. 2

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

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-3747
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

IGR/CEQA No. 051140AL, EIR
Referenced to IGR/CEQA No. 050515AL, NOP
Envision 2035, California State University,
2005 Master Plan Update
Draft Environmental Impact Report
Vic. LA-101, 118, 405
SCH#: 2005051008

December 28, 2005

Mr. Colin Donahue, Director, FPDC
Trustees of the California State University
18111 Nordhoff Street
Northridge, CA 91330-8219

Dear Mr. Donahue

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is to improve campus open space and landscaping; academic core facilities; housing; traffic and parking; and student services.

The proposed project would generate 19,523 daily trips and 1,499/1,662 vehicle trips during AM/PM peak (see Table 3.8-8, Page 3.8-27 of Environmental Impact Report (EIR). It was estimated that approximately 21% of the project traffic would be from the north traveling on the State Route (SR)-118 freeway, 27% would be from the east, traveling on the SR-405 freeway, and 6% from the south traveling on the SR-101 freeway. Many of the vehicle trips will utilize the State facilities. On table 3.8-18, page 3.8-61 of EIR indicates that many segments in the mainline on SR-118 and SR-405 will have a Level of Service (LOS) F. Our review indicates this project will have a significant impact to the mainline freeway if no mitigation measures are proposed.

1

As per the environmental document, even with implementation of the Adaptive Traffic Control System (ATCS) as a mitigation measure, in the year 2035 the following intersections will still have significant impacts that need mitigation:

Intersection
1. Amigo/Avenue, State Route-118 West Bound Ramps/Rinaldi Street
41. State Route-405 Southbound Ramps/Nordhoff Street

"Caltrans improves mobility across California"

We note that Page 80, Volume II of the Technical Appendices states, "As a state educational entity, California State University Northridge (CSUN) is not legally responsible for funding or constructing improvements to the local or state highway system..". Can you provide us with the legal statute(s) that exempts the university from responsibility for transportation mitigation for project related impacts under the California Environmental Quality Act (CEQA)? At this time, we are not aware of an exemption under CEQA. 1

The Department recognizes that the university is providing a public service as an educational institution. But we do ask that CSUN take another look at the traffic analysis and to consider providing some mitigation measures, for the state transportation facilities. This could be done on a fair-share basis as described in the Caltrans Traffic Impact Study (TIS) Guide. The TIS Guide website is provided for your reference at http://www/dpdt/ca/gpv/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf 2

Just as a reminder, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water. 3

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. Thank you for the opportunity to have reviewed this project. 4

Caltrans would like to work with you, the Lead Agency, to identify solutions to help alleviate project related traffic congestion. We invite you to meet with us as your earliest convenience. If you have any questions or would like to schedule a meeting, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 050515. 5

Sincerely,

CHERYL J. POWELL
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

Letter 2 State of California Department of Transportation, December 28, 2005

Response 2.1

Please refer to Section 1.13, Executive Summary: CSU Mitigation Limitations, of the Draft EIR, which provides a discussion of the legal limitations on the CSU regarding the commitment of funds for off-site improvements arising from projects on CSU campuses.

The comment restates conclusions of the Draft EIR regarding significant impacts on portions of the SR-118 freeway (State Route 118) and project impacts on study intersections #1 and #41, which would be significant and require further mitigation, after implementation of the ATSAC/ATCS system.

As stated in Section 1.13, Executive Summary: CSU Mitigation Limitations, of the Draft EIR, public agencies may exercise only those express or implied powers provided by laws other than CEQA (Pub. Res. Code 21004; *CEQA Guidelines* §15040(b)). When public agencies adopt measures to mitigate significant environmental effects, such actions must be consistent with the limitations on those agencies' authority found in those laws. That is, public agencies may not exercise powers otherwise outside their normal authorities for purposes of mitigating significant impacts, and CEQA cannot serve as an independent basis for allowing public agencies to mitigate significant environmental effects outside their jurisdiction. CSU has specific powers to mitigate impacts within its jurisdiction (i.e., on campus), but limited powers to mitigate off-site impacts.

In addition, the State of California has a clear constitutional and statutory assignment of agency responsibilities for various public works and methods of allocating revenue for such works, which limits CSU from adopting mitigation that could avoid or minimize off-site impacts. California law also states that State property is exempt from property taxation and special assessments for street and other local improvements (see, e.g., Cal. Const., Art XIII, 3(d); *San Marcos Water District v. San Marcos Unified School District* (1986) 42 Cal.3d 154, 161). The rationale behind this exemption is the prevention of the transfer of tax money between state agencies.

Finally, CSU's educational mission does not include responsibility for, nor jurisdiction over, the construction of off-site improvements. Any such commitment could lead to legal challenges that such expenditures are illegal gifts of public funds. In keeping with its statutory and constitutional mission of public education, CSU dedicates its limited funds to the development and maintenance of educational facilities, not local and regional infrastructure.

The comment requests identification of the legal statute(s) that exempt the University from responsibility for funding transportation mitigation measures for the local and state highway system under CEQA. As stated in the final two paragraphs of Section 1.13, Executive Summary: CSU Mitigation Limitations, of the Draft EIR, in 2003, a California Court of Appeal ruled that off-site traffic improvements that are necessary to off-set a projected increase in traffic caused by a CSU University are not the responsibility of that University, but, rather, are the responsibility of the local jurisdiction (*City of Marina v. Board of Trustees of the California State University* (2003) 109 Cal. App. 4th 1179). The California Supreme Court is presently reviewing the Court of Appeal's decision in the *City of Marina* case, and, as of this writing, the Supreme Court has not issued its ruling. In the event that California courts modify a CSU University's obligation under existing law with respect to the funding of off-site improvements, CSUN, will comply with the law in accordance with CSU system directives.

Additionally, in May 2005, a San Diego County Superior Court ruling found that San Diego County could not charge the Grossmont-Cuyamaca Community College District for off-site traffic improvements around the campus, where expansion and new construction are planned, and further found that the college district was prohibited from using educational funds to pay for the associated costs.

Response 2.2

Please refer to the **Response to Comment 2.1**, above.

Response 2.3

Please refer to the discussion under Section 7.2.5, Hydrology and Water Quality, in Section 7.0, Effects Not Found to be Significant, of the Draft EIR. As stated in this discussion, the campus is located in a developed area, which contains an existing stormwater collection and conveyance system. Development of the Master Plan would result in a small increase in the amount of impervious surfaces on the existing campus, thereby requiring a small increase in the quantity of stormwater to be collected and drained into the adjacent storm drains. The quality of this additional stormwater would be similar to that currently discharged into the collection and conveyance system.

Response 2.4

The University is aware that any transportation of heavy construction equipment and/or materials that require the use of oversized-transport vehicles on state highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods and that

work be scheduled accordingly. To the extent feasible, the University will limit large truck trips to off-peak commute periods and will schedule work accordingly.

Response 2.5

This comment is noted for the record. No further response is required.

Letter No. 3

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

Memorandum

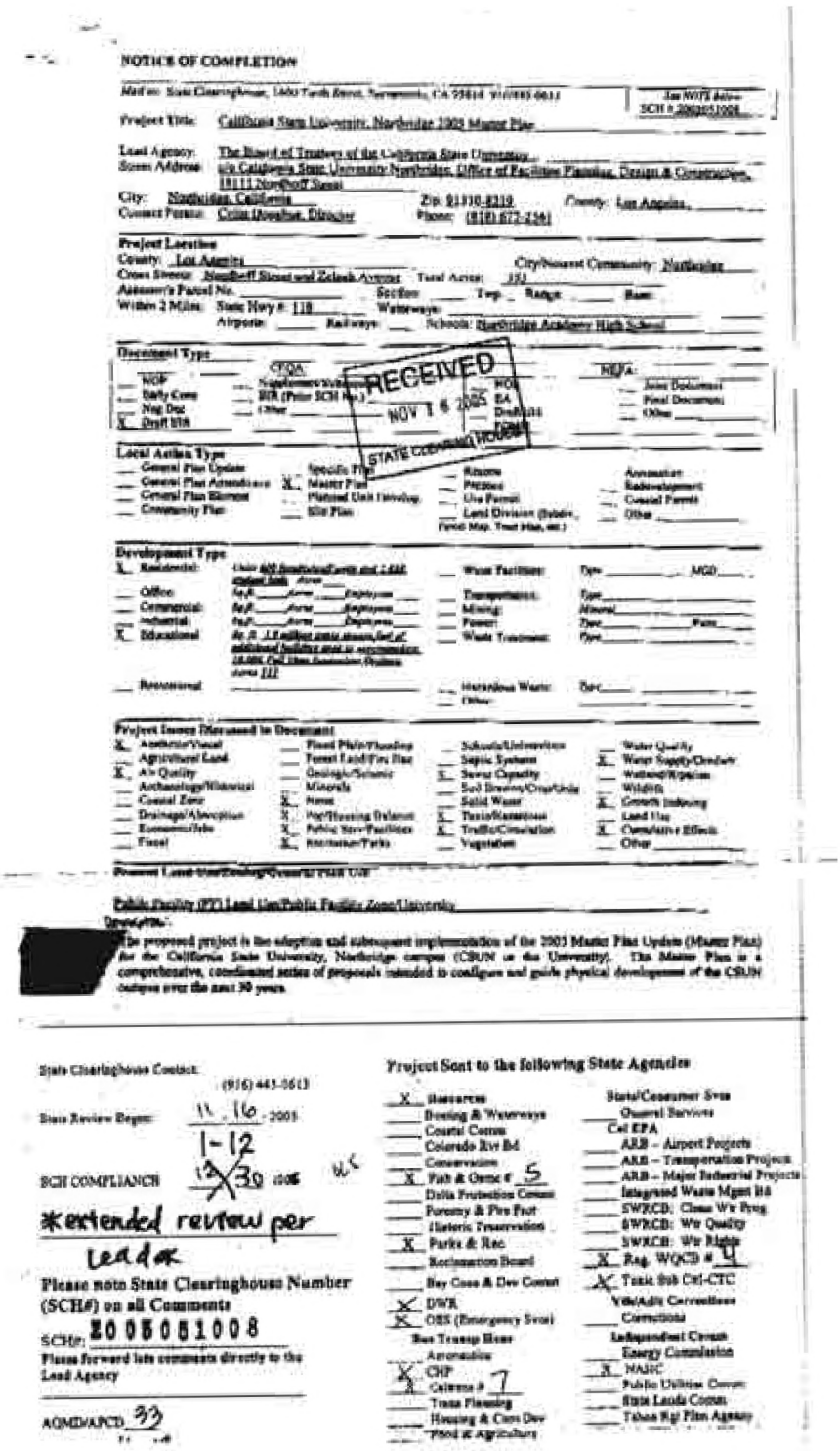
Date: December 6, 2005
To: All Reviewing Agencies
From: Scott Morgan, Senior Planner
Re: SCH # 2005051008
California State University, Northridge 2005 Master Plan

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to January 12, 2006 to accommodate the review process. All other project information remains the same. 1

California State University, Northridge
RECEIVED
DEC 12 2005
Facilities Planning, Design & Construction

cc: Colin Donahue
California State University, Northridge
18111 Nordhoff Street
Northridge, CA 91330

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov



NOTICE OF COMPLETION

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

For NOPE Action
SCH # 2005051008

Project Title: California State University, Northridge 2005 Master Plan

Lead Agency: The Board of Trustees of the California State University

Street Address: c/o California State University Northridge, Office of Facilities Planning, Design & Construction, 18111 Nordhoff Street

City: Northridge, California Zip: 91330-8219 County: Los Angeles

Contact Person: Chris Douglass, Director Phone: (818) 677-2561

Project Location

County: Los Angeles City/Nearest Community: Northridge

Cross Streets: Nordhoff Street and Zelzah Avenue Total Acres: 353

Assessor's Parcel No.: Section: Twp.: Range: Base:

Within 2 Miles: State Hwy #: 118 Waterways:

Airports: Railways: Schools: Northridge Academy High School

Document Type

CEQA: NOP, Early Cons, Neg Dec, X Draft EIR, Supplement/Subsequent EIR (Prior SCH No.), Other

NEPA: NOI, EA, Draft EIS, FONSI, Joint Document, Final Document, Other

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STATE CLEARINGHOUSE

Local Action Type

General Plan Update, General Plan Amendment, General Plan Element, Community Plan, X Master Plan, Planned Unit Development, Site Plan, Rezone, Prezone, Use Permit, Land Division (Subdiv., Parcel Map, Tract Map, etc.), Annexation, Redevelopment, Coastal Permit, Other

Development Type

X Residential: Units 600 Student/Family and 2,000 student beds Acres

Office: Sq.ft. Acres Employees

Commercial: Sq.ft. Acres Employees

Industrial: Sq.ft. Acres Employees

X Educational: An 8.18 million gross square feet of additional facility space to accommodate 10,000 Full Time Equivalent Students Acres 353

Recreational

Water Facilities: Type MGD

Transportation: Type

Mining: Mineral

Power: Type Watts

Waste Treatment: Type

Hazardous Waste: Type

Other

Project Issues Discussed in Document

X Aesthetic/Visual, Agricultural Land, X Air Quality, Archaeology/Historical, Coastal Zone, Drainage/Absorption, Economic/Jobs, Fiscal, Flood Plain/Flooding, Forest Land/Fire Haz, Geologic/Seismic, Minerals, X Noise, X Pop/Housing Balance, X Public Serv/Facilities, X Recreation/Parks, Schools/Universities, Septic Systems, X Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, X Toxic/Hazardous, X Traffic/Circulation, Vegetation, Water Quality, X Water Supply/Groundwater, Wetland/Riparian, Wildlife, X Growth Inducing, Land Use, X Cumulative Effects, Other

Present Land Use/Zoning/General Plan Use

Public Facility (PF) Land Use/Public Facility Zone/University

Project Description:

The proposed project is the adoption and subsequent implementation of the 2005 Master Plan Update (Master Plan) for the California State University, Northridge campus (CSUN or the University). The Master Plan is a comprehensive, coordinated series of proposals intended to configure and guide physical development of the CSUN campus over the next 30 years.

State Clearinghouse Contact: (916) 445-0613

State Review Began: 11-16-2005

1-12

SCH COMPLIANCE 12/30

*extended review per Leadx

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2005051008

Please forward late comments directly to the Lead Agency

AQMD/APCD 33

Project Sent to the following State Agencies

X Resources, Boating & Waterways, Coastal Comm, Colorado Riv Bd, Conservation, X Fish & Game # 5, Delta Protection Comm, Forestry & Fire Prot, Historic Preservation, X Parks & Rec, Reclamation Board, Bay Cons & Dev Comm, X DWR, X OES (Emergency Svcs)

Boat Transp Hwys: Aeronautics, X CHP Caltrans # 7, Trans Planning, Housing & Comm Dev, Food & Agriculture

State/Consumer Svcs: General Services

Cal EPA: ARB – Airport Projects, ARB – Transportation Projects, ARB – Major Industrial Projects, Integrated Waste Mgmt Bd, SWRCB: Clean Wtr Prog, SWRCB: Wtr Quality, SWRCB: Wtr Rights, X Reg. WQCB # 4, X Toxic Sub Ctrl-CTC

Yth/Adlt Corrections: Corrections

Independent Comm: Energy Commission, X NAHC, Public Utilities Comm, State Lands Comm, Tahoe Reg Plan Agency

Letter 3 State of California Governor's Office of Planning and Research, January 13, 2006

Response 3.1

As stated in the comment letter, the Draft EIR review period was extended by 13 days in response to community requests, and ended January 12, 2006. No further response is required.

Letter No. 4

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

January 13, 2006

Colin Donahue
California State University, Northridge
18111 Nordhoff Street
Northridge, CA 91330-8219

Subject: California State University, Northridge 2005 Master Plan
SCH#: 2005051008

Dear Colin Donahue:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 12, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

SCH#	2005051008
Project Title	California State University, Northridge 2005 Master Plan
Lead Agency	California State University, Northridge
Type	EIR Draft EIR
Description	The proposed project is the adoption and subsequent implementation of the 2005 Master Plan Update for the California State University, Northridge campus. The Master Plan is a comprehensive, coordinated series of proposals intended to configure and guide physical development of the CSUN campus over the next 30 years.

Lead Agency Contact

Name	Colin Donahue		
Agency	California State University, Northridge		
Phone	(818) 677-2561	**Fax**	
email			
Address	18111 Nordhoff Street		
City	Northridge	**State** CA	**Zip** 91330-8219

Project Location

County	Los Angeles		
City			
Region			
Cross Streets	Nordhoff Street and Zelzah Avenue		
Parcel No.			
Township	**Range**	**Section**	**Base**

Proximity to:

Highways	118
Airports	
Railways	
Waterways	
Schools	Northridge Academy HS
Land Use	Public Facility (PF) Land Use / Public Facility Zone / University

Project Issues	Aesthetic/Visual; Air Quality; Cumulative Effects; Growth Inducing; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Water Supply
Reviewing Agencies	Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Office of Emergency Services; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

Date Received 11/16/2005 **Start of Review** 11/16/2005 **End of Review** 01/12/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 4 State of California Governor's Office of Planning and Research, January 13, 2006

Response 4.1

This comment letter acknowledges compliance with State Clearinghouse review requirements for draft environmental documents pursuant to the California Environmental Quality Act. No further response is needed.

Letter No. 5

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: W-9

November 30, 2005

Mr. Colin Donahue
Director of Facilities Planning, Design, and Construction
The Board of Trustees of the California State University
c/o California State University Northridge
18111 Nordhoff Street
Northridge, CA 91330

Dear Mr. Donahue:

REVIEW OF ENVIRONMENTAL DOCUMENTS
DRAFT ENVIRONMENTAL IMPACT REPORT
CALIFORNIA STATE UNIVERSITY NORTHRIDGE
CITY OF NORTHRIDGE

As requested, we have reviewed the Draft Environmental Impact Report for the above project and have no comments to offer.

If you have any questions, please contact Mr. Norman Cortez, Waterworks and Sewer Maintenance Division, at (626) 300-3388.

1

Very truly yours,

DONALD L. WOLFE
Director of Public Works

for Nicholas A. Hyden

MANUEL DEL REAL
Assistant Deputy Director
Waterworks and Sewer Maintenance Division

NC:dh
SM7823

Letter 5 County of Los Angeles Department of Public Works, November 30, 2005

Response 5.1

This comment acknowledges the County's receipt of the Draft EIR for review and states that no comments will be provided by this agency. No further response is required.

Letter No. 6

LOS ANGELES CITY COUNCILMEMBER
GREIG SMITH
TWELFTH DISTRICT

November 22, 2005

California State University Northridge
Facilities Planning Office
Attn: Colin Donahue
18111 Nordhoff
Northridge, CA 91330-8219

RE: CSUN Draft EIR Comment Period

Dear Mr. Donahue:

As I am sure you know, CSUN's plans have elicited a great deal of interest in the surrounding community, which has been eagerly awaiting the release of the Environmental Impact Report (EIR) for Envision 2035. It has come to my attention that the draft EIR was recently released for a 45-day comment period, which ends Thursday, December 29, 2005.

While I realize that 45 days is a normal comment period for many EIRs, this is a very complicated and extensive EIR, that will take a great deal of time to review. Further, releasing the EIR at this time so that the comment period is encompassed within the busiest time of the year puts an additional burden on the community, who has waited for the opportunity to submit comments.

1

Therefore, I am writing to request that the comment period be extended for an additional 45-days to Monday, February 13, 2006 to give all interested parties sufficient time to review and comment.

Thank you for your consideration.

Sincerely,

GREIG SMITH
Councilman, 12th District

cc: Assemblyman Lloyd Levine
cc: Assemblyman Lloyd Levine

City Hall Office • 200 N. Spring Street, Room 405 • Los Angeles, CA 90012 • Phone (213) 473-7012 • Fax (213) 473-6925
City Hall Office • 200 N. Spring Street, Room 405 • Los Angeles, CA 90012 • Phone (213) 473-7012 • Fax (213) 473-6925
Northridge Office • 18917 Nordoff Street, Suite 18 • Northridge, CA 91324 • Phone (818) 756-8501 • Fax (818) 756-9122
Chatsworth Office • 10044 Old Depot Plaza Road • Chatsworth, CA 91311 • (818) 701-5253 • Fax (818) 701-5254

Letter 6 City of Los Angeles, City Council, Twelfth District, November 22, 2005

Response 6.1

The comment requests that the public review period be extended for an additional 45 days. As stated in Section 15105 (a) of the *CEQA Guidelines*, "When a draft EIR is submitted to the Sate Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse." The Draft EIR was initially circulated for a 45-day public review period beginning November 16, 2005 and ending December 30, 2005. At the request of members of the community, the Draft EIR review period was extended 13 days to January 12, 2006. A letter providing information regarding the extension of the review period was sent by the University to Councilman Smith.

Letter No. 7

LOS ANGELES CITY COUNCILMEMBER
GREIG SMITH
TWELFTH DISTRICT

January 11, 2005

Mr. Colin Donahue
Director of Facilities Planning, Design and Construction
18111 Nordhoff Street
Northridge, CA 91330-8219

RE: Comments to the 2005 Draft Environmental Impact Report

Dear Mr. Donahue:

As Councilman of the Los Angeles City Council district in which California State University, Northridge (CSUN) is located, I was most interested in reviewing the recently released draft environmental impact report (EIR) for the 2005 Master Plan Update. Having completed my initial review, I would like to take this opportunity to make some comments.

While I am proud to have the University in my district and believe it is an asset to the district, the community and the City, dealing with some of the impacts its operation creates is endlessly challenging. The future expansion that this EIR addresses brings up a great many areas of concern that needs to be addressed.

It is well known that CSUN has many actively functioning fraternities and sororities on campus, but no "Greek Row" where they should be located. While this EIR focuses on providing housing for students as well as faculty and staff, it makes no provision for a Greek Row, nor even mentions the existence of these organizations. To negate the impacts forced onto the neighborhoods by these fraternal organizations, an area needs to be designated and provisions made to create a Greek Row on campus. 1

I was also surprised that the chart of related projects, Table 1.0-1, did not include the project on the old Litton site, located between Shirley and Corbin, from Nordhoff to Prairie, that was omitted from the list of related projects. This project needs to be included and cumulative impacts analyzed. 2

With so much emphasis being placed on how to deal with trash, another surprising omission to the EIR is the fact that no mention is made of how the University plans to deal with its trash. What provisions for handling trash have been made? Further, are there provisions for recycling and trash reduction? 3

City Hall Office • 200 N. Spring Street, Room 405 • Los Angeles, CA 90012 • Phone (213) 473-7012 • Fax (213) 473-6925
Northridge Office • 18917 Nordhoff Street, Suite 18 • Northridge, CA 91324 • Phone (818) 756-8501 • Fax (818) 756-9122
Chatsworth Office • 10044 Old Depot Plaza Road • Chatsworth, CA 91311 • (818) 701-5253 • Fax (818) 701-5254

Summary Chart, Table 1.0-2, lists some transportation control measures under Air Quality AIR-5. These TCMs, if implemented, could provide some relief for the operation-related emissions that are considered significant. As currently written, however, there is no sense of an actual time frame to gauge when implementation would occur. A better implementation schedule that includes periodic re-evaluation needs to be provided. 4

While section 3.3, Hazard and Hazardous Materials, essentially concludes that the project will not create a significant hazard in any respect, a proposed mitigation program is outlined in the event something does occur. The program lists entities to be notified if specific conditions occur, but the list is incomplete. The Los Angeles Environmental Affairs Department needs to be added to HAZ-2; The Councilman of the 12th District and the Environmental Affairs Department need to be added to HAZ-3; and the Councilman of the 12th District, Environmental Affairs Department, and the Los Angeles City Fire Department Hazardous Material Division need to be added to HAZ-4. 5

Under 3.4, the NOISE-2 mitigation caps the noise level within 500 feet of residential at a maximum of 75 dba. The City of Los Angeles' noise ordinance caps this kind of noise at 65 dba. Allowing this increase in the maximum noise allowed places an additional, unnecessary burden on the residents. NOISE-2 needs to be revised to match the City's 65 dba limit. 6

Another addition that needs to be made concerns Section 3.6, Public Services. The existing Memorandum of Agreement (MOA) that Campus Police has with the Los Angeles Police Department that expanded the Campus Police's jurisdictional response boundaries needs to be modified to give the Campus Police the authority to perform parking enforcement within these same boundaries. 7

Section 3.8, dealing with transportation, traffic, and parking is an area of major concern to me and the entire community. I commend the University for its creation of the Parking and Transportation Management Component, and believe the measures contained therein will, for the most part, be very helpful. I also understand that there are times when impacts cannot be fully mitigated, and that many of these are occurring within this context. While acknowledging this as fact, I believe additional targeted mitigation measures would further improve conditions and lessen the negative impacts on the community. 8

One continuing issue is parking availability. The chronic shortage of convenient parking spaces coupled with an unwillingness of some to pay for parking has resulted in these vehicles parking on and impacting the residential streets surrounding the campus. In spite of the creation of new measures outlined in this plan, there is no reason to believe

the situation will improve, and every reason to believe it will not, since this plan includes this parking, calling it "Off-Campus Parking Supply." One way to help alleviate this overflow parking problem would be to create preferential parking districts, where welcomed by residents. It would be unfair, however, to put the burden of permit parking on the residents. Therefore, the cost of providing this mitigation should be absorbed by CSUN.

Some suggestions to consider for additional improvement are:

1. Providing off-site parking for commercial vehicles;
2. Prohibiting all parking on Zelzah and Nordhoff as a means to aid traffic flow;
3. Requiring further dedication and widening of Nordhoff Street;
4. Requiring further dedication and widening of Zelzah, south of Lassen;
5. Installing a traffic signal on Reseda and Halsted.

In reviewing the numbers for total parking demand in year 2035, I take exception to the conclusion that a 115-space parking surplus will exist under 2035 conditions. The projected parking demand requires 18,851 spaces, but the university comes up 1,323 spaces short. In working the numbers, a 5% "contingency" is added which actually exacerbates the shortage. Next, using expected improvements in circulation as well as a "possible" 12.5% reduction in need, a 115-space "surplus" appears. This "surplus" becomes the rationale for saying that in 2035, "Impacts to parking capacity would be less than significant." I disagree strongly and object to this kind of manipulation of numbers to create a faulty outcome. 8

However, at the same time, I would like to commend you for including the parking demand reduction program, and the implementation of the transit improvements. I support the establishment of the inter-modal hub on the campus as well as the expansion of the on-campus tram system.

Under Public Utilities–Wastewater, Treatment Facilities, 3.10 -2 states that DWP provides sewage collection service to the project. This is incorrect and needs to be changed to reflect that Public Works, Department of Sanitation, provides the service. 9

I want you to know that my comments and suggestions incorporate concerns and issues that have been the result of several meetings with local residents, community groups, businesses around the University, and several Neighborhood Council members. I have assembled their concerns within this response and will continue to communicate with all parties of interest to ensure the continuance of beneficial mitigation. 10

We are fortunate to have an administration that believes in an open and positive

dialogue and one that cares about the surrounding community. I believe that we can all work together to improve and mitigate some of the current and future impacts.

We sincerely appreciate the benefit – not only to the local neighborhood, but to the entire region – of having such a venerable institute of higher education within our community.

10

Sincerely,

GREIG SMITH
Councilman, 12th District

GS:pw

Letter 7 City of Los Angeles, City Council, Twelfth District, January 11, 2006

Response 7.1

The 2005 Master Plan evaluates potential environmental impacts resulting from adoption and implementation of the 2005 Master Plan Update. Residential fraternity and sorority houses are private homes located off-campus and the University has no jurisdiction over their operation. There are no plans to provide fraternity or sorority housing on campus under the 2005 Master Plan.

Response 7.2

There are three projects proposed in the vicinity of Nordhoff Street, Prairie Street, Shirley Avenue, and Corbin Avenue: a Lowes store; a mixed-use residential/retail project (District at Northridge); and an independent living/assisted living/residential project (SRC/Homeplace).

CEQA requires that related projects considered in an EIR be current as of the date of the Notice of Preparation (NOP) for the EIR. The California State University, Northridge Master Plan EIR NOP was issued in May 2005. The Lowes project was approved by the Los Angeles City Planning Commission in June 2005. The District at Northridge project was originally filed in October 2005 and was refiled in February 2006, and has not yet been approved. The SRC/Homeplace project was filed in December 2005 and has not yet been approved.

These projects were subsequent to the California State University, Northridge Master Plan EIR NOP date, and were not included in the list of projects provided by the City in the spring of 2005 for use in the CSUN EIR. Even if they had been included, however, based on a review of projected operating conditions and the level of incremental impact caused by the California State University, Northridge Master Plan project at the study intersections, the conclusions of the Draft EIR in regards to significance of California State University, Northridge Master Plan traffic impacts would be unchanged.

It should also be noted that, due to the 30-year planning horizon for the California State University, Northridge Master Plan, future cumulative traffic projections for the year 2035 were developed in the Draft EIR traffic study based on long-term growth projections from the Southern California Associated Government (SCAG) regional travel demand forecasting model. Because the SCAG regional model data used to develop the background growth factors already assumes population and employment growth throughout the Los Angeles metropolitan area including in the Northridge area, only larger specific projects that could be beyond the level of growth already inherent in the SCAG projections for the Northridge area and known at the time of the EIR NOP were included in the related projects analysis in

the Draft EIR traffic study. Future projects not explicitly included on the related projects list could nevertheless be an element of the long-term traffic growth anticipated in the area based on the SCAG model.

Moreover, as stated in **Topical Response 1, Environmental Review**, additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts.

At that time, the evaluation of existing conditions (in this case, traffic conditions) would necessarily take into account the effects of any new projects that have become operational since the 2005 Master Plan EIR was prepared.

Subsequent analysis would also take into account any new related projects (i.e., reasonably foreseeable past, present, and future proposed projects) that could affect the determination of Master Plan project-related contributions to cumulative impacts.

Response 7.3

A discussion of Master Plan impacts on solid waste disposal is provided in **Section 4.0, Revised Draft EIR Text,** of this Final EIR. As stated therein, incremental implementation of the Master Plan over the next 30 years is expected to generate construction and demolition as well as waste associated with campus operations. The campus currently implements waste diversion and recycling programs in compliance with AB 75, which requires state facilities, such as the University to attain a 50 percent waste stream diversion goal by 2004. The University waste diversion and recycling programs include programs for the diversion of construction and demolition debris, green waste, and hazardous materials. Campus solid waste is disposed of at Sunshine Canyon Landfill, which has a projected closure date of 2008, unless the facility is expanded.

Incremental buildout of the proposed Master Plan over the next 30 years is anticipated to contribute incrementally to the increase in demand for waste disposal capacity in the City, but will nonetheless result in less than significant impacts on solid waste disposal. Master Plan buildout would occur in 2035, after the projected closure dates of Sunshine Canyon Landfill and the other landfill facilities serving the City of Los Angeles. It is assumed that the City and County will continue to seek long-term solutions waste disposal, including expanding existing landfill capacity, seeking new landfills, and increasing diversion.

Additionally, if necessary, project-specific impacts on solid waste disposal will be evaluated as projects are undertaken during Master Plan implementation.

Response 7.4

The timing for implementation of air quality mitigation measures will vary from measure to measure. In a general sense, the measures are intended to reduce impacts associated with specific Master Plan projects, and therefore their implementation will be tied to implementation of those projects. More specifically, implementation of individual measures will occur during pre-construction or ongoing throughout construction. A Mitigation Monitoring Reporting Program (MMRP) has been developed as part of the administrative record for this EIR, and identifies all project mitigation measures, timing of implementation with respect to individual project implementation, and responsible oversight agency. The MMRP must be adopted at the same time the project is approved and the EIR certified, ensuring the measures will be implemented.

Response 7.5

As requested by the commenter, the City of Los Angeles Environmental Affairs Department (EAD) has been added to Mitigation Measure HAZ-2 in Section 3.3, Hazards, of the Draft EIR, which identifies agencies with which the University shall share the results of Phase 1 environmental investigations.

The remainder of the comment requests the addition of EAD, the Councilmember's offices, and City of Los Angeles Fire Department Hazardous Materials Division to other mitigation measures contained in Section 3.3, Hazards, of the Draft EIR, which would be implemented in the event that contaminated materials on campus are deemed to pose a significant threat to the public and/or environment. Language has been added to Mitigation Measure HAZ-4 that requires the University to notify all appropriate agencies as directed by the public health oversight agencies (i.e., Los Angeles Regional Water Quality Control Board and the California Department of Toxic Substances Control).

These amendments have been made to the Draft EIR and are shown in **Section 4.0, Revised Draft EIR Text,** of this Final EIR.

Response 7.6

As stated in the Draft EIR in Section 3.4.7, Mitigation Measures, Mitigation Measure NOISE-2 is intended to reduce Master Plan buildout construction noise impacts on surrounding residential uses to the extent feasible.

As indicated in Section 3.4, Noise, of the Draft EIR, the City of Los Angeles Noise Ordinance and Public Welfare Regulations (Chapter IV of the Los Angeles Municipal Code) regulate construction noise in several ways. The standards defined by the City for construction activity noise control include Section 112.05 of the Los Angeles Municipal Code (Ordinance No. 161 564), which establishes performance standards for powered equipment or tools. Section 112.05 states, "Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet from: (a) 75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;" Therefore, Mitigation Measure NOISE-2 is in accordance with the Los Angeles Municipal Code. The ordinance number on page 3.4-10 of the Draft EIR is a typographical error. The correct ordinance number for Section 112.05 of the Los Angeles Municipal Code is Ordinance No. 161 574. Please refer to **Section 4.0, Revised Draft EIR Text,** of the Final EIR, for the correct ordinance number.

Response 7.7

This comment is noted for the record and will be considered by the Board of Trustees of the California State University (CSU).

Response 7.8

The campus parking program is a self-sustaining unit that is not supported by campus general funds. Parking fees are the primary source of revenue for the parking program and are required to fund personnel and operating costs, maintenance, and debt service for construction of parking facilities. Parking fees are established at rates required to sustain the program. Many students, including residents

and commuters, do not park vehicles on campus. Requiring the purchase of a parking permit by all students (or all student housing residents) would impose an unnecessary financial burden on many students. Further more, this would encourage the increased use of vehicles and would be detrimental to the Master Plan goal of reducing vehicle trips and increasing the use of public transportation.

See **Topical Response 7, Parking/Traffic: Parking,** for a discussion on the provision of parking within the 2005 Master Plan as well as a clarification that available parking on neighborhood streets was not included in this parking supply.

With respect to University assumption of the costs of creating "preferential parking districts," please refer to the **Response to Comment 2.1,** which addresses the limitations placed on the CSU regarding the funding of off-site improvements arising from projects on CSU campuses.

The commenter makes specific suggestions for additional mitigation measures. The first is the provision of off-site parking for commercial vehicles. This would not substantially improve parking on campus, as commercial vehicles only constitute a small portion of the overall parking demand. Second, prohibiting parking on Zelzah Avenue and Nordhoff Street as a means to improve traffic flow is suggested. The City of Los Angeles has jurisdiction over Zelzah Avenue and Nordhoff Street and could implement peak period parking restrictions along these streets. However, the University does not have the authority to require such a measure. Further dedication and widening of Nordhoff Street and Zelzah Avenue, south of Lassen Street is suggested. Nordhoff Street and Zelzah Avenue are both classified as Major Highway Class II arterials in the Northridge Community Plan. The pavement widths of both streets adjacent to the campus are already consistent with these classifications. Nordhoff Street currently provides three through-lanes in each direction while Zelzah Avenue provides two lanes in each direction. Three lanes could be provided in each direction on Zelzah Avenue via implementation of peak period parking restrictions if desired by the City without requiring dedication and widening. Further dedication and widening would effectively entail upgrading the streets to a Major Highway Class I or modified Class I status, and would have limited effectiveness since the dedication and widening would only be along the campus frontage. The University will consider installing right-turn lanes on the campus property adjacent to Nordhoff Street and Zelzah Avenue at campus access points in order to improve traffic flow to future parking structures in the eastern portion of the campus. Lastly, the comment suggests installing a traffic signal at the intersection of Reseda Boulevard and Halsted Street. The 2005 Master Plan is designed to reduce campus impacts on the residential neighborhood north of Halsted Street and west of Lindley Avenue, primarily through vacation and closure of the portion of Etiwanda immediately south of Halsted Street. Halsted Street is not intended to be a major route for travel to and from the campus.

Response 7.9

The cementer's correction concerning the wastewater treatment provider (DPW, not DWP) for the CSUN campus is noted. Please refer to **Section 4.0, Revised Draft EIR Text,** of the Final EIR, which contains the amended text.

Response 7.10

This comment is noted for the record and will be considered by the Board of Trustees of CSU.

Letter No. 8

SOUTHERN CALIFORNIA
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December 13, 2005

Mr. Colin Donahue
Director of Facilities Planning, Design & Construction
18111 Nordhoff Street
Northridge, CA 91330-8219

RE: SCAG Clearinghouse No. I 20050784 California State University, Northridge 2005 Master Plan

Dear Mr. Donahue:

Thank you for submitting the **California State University, Northridge 2005 Master Plan** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **California State University, Northridge 2005 Master Plan**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time. 1

A description of the proposed Project was published in SCAG's November 1-30, 2005 Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

BRIAN WALLACE
Associate Regional Planner
Intergovernmental Review

Doc #115655

40

Letter 8 Southern California Association of Governments, December 13, 2006

Response 8.1

This letter acknowledges that the Southern California Association of Governments has determined the 2005 Master Plan Update project is not regionally significant, consistent with the University's interpretation of Section 15206 of the *CEQA Guidelines*. This comment is noted for the record and no further response is required.

Letter No. 9

To: Colin Donahue
Director of Facilities
CSUN
FAX 818/677-6552

January 10, 2006

From R.W. Buckles
Lindley West Coalition-Board of Directors
18104 Marilla St. NR 91325

Subject: Comments on the Envision 2035 EIR/Master Plan

(Most of this was verbally transmitted to you Colin a few weeks ago. This is intended to be a more formal missive.)

As most of us know the existing Master Plan was prepared in 1997/98 and was surrounded in controversy. This "new" MP in our collective opinion is extremely convoluted, complex and confusing in many regards and is also controversial. It would seem that most of the reason for creating still another MP has to do with the "need" to increase enrollment at CSUN to 35,000 students, well over the currently approved student limit and the capacity of the State's acreage, with very adverse effect on the surrounding neighborhoods in terms of more traffic, more noise and plain old grops infringement. It's all about money I'm sure. Many of the problems and "mitigations" in the new MP are deemed by the authors as "unavoidably significant". Can these items be re-addressed? 1 2

Phase One- Much of this is underway. However we have many questions as to the logistics of the plans to create Faculty Housing and more dorms. Among them are; where do you park these people and their guests?; how will they enter and exit their abodes?; what will prevent the State from "later" offering these same abodes for or lease or sale to the general public? 3

Phase Two- Where do you park the 600-800 vehicles that will enter the Campus for events at the new Performing Arts Center? Underground? Why not in the "Historic Orange Grove" area? Which is the question many of us have asked before...why does CSUN want to keep this mass of dying trees? Soon all the original trees (~75 years old) will die. Will you continue to replace them with "new" trees and then call the area "The Former Historic Orange Grove"?? Question. Why not use the acreage for something else planned for elsewhere in your new MP. There must be 15 or so acres just being wasted. 4 5

When the planned new parking structure is built (PSC6) it will displace the presently existing CSUN Tennis Courts to a new location (PFF7). We would like to believe and be assured that no access to these courts be allowed from Lindley Avenue. The traffic and noise on Lindley has been out of control for years and access to these courts would simply worsen that. 6

A new playing field (PFF12) is proposed and shown on Figure 2.0-18 but designated as G12 on page 2.0-40. We fear that since is depicted with a Soccer Field overlay that, once it is built, it COULD be rented out to private or pro Soccer teams. This is true with all the other new playing fields as well. Why do they need be lighted? Don't you know what else to do with the acreage? Is this a way to postpone those decisions?? Please comment. 7

More dorms are planned (SH2 & SH3) in the existing dorm area between Lindley and Zelzah avenues. Currently, as is well known by CSUN officials, dorm vehicles overflow into the surrounding neighborhoods, presumably to avoid paying the "high" parking fees. This will make it worse. Please help NOW. 8

Phase Three and Four- 15 years from now many of us neighbors of CSUN won't be around so why worry... right?? However once this 2035 MP is released and made public our property values will be seriously affected. Oh well, it's only money. 9

Last but certainly not least- Traffic in and out of the campus needs to be improved and we know and appreciate your efforts (especially you Colin) to do this. Why not petition the City (again) to open Plummer from Zelzah on the East?? 10
Also, how will all this expansion affect the already taxed public utilities (sewers, electricity and water) plus police and fire services??? 11

Sincerely,

Robert W. Buckles

Letter 9 Lindley West Coalition, by Robert W. Buckles, January 10, 2006

Response 9.1

The Master Plan is proposed to accommodate projected increases in local and systemwide CSU enrollment, as discussed in the Draft EIR in Section 1.0, Introduction and Executive Summary, on pages 1.0-1 and 1.0-2, and in Section 2.0, Project Description, on pages 2.0-11 through 2.0-14. Actual implementation of Master Plan components over time will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational and student-support programs that necessitate new or modified facilities, as stated on page 2.0-17 of the Draft EIR. A detailed discussion of projected enrollment increases is provided in **Topical Response 2, Enrollment Increase**. The existing and planned building square footage on the CSUN campus is directly tied to existing and projected enrollment numbers. Accordingly, the Master Plan is proposed for incremental implementation as enrollment increases over the next 30 years. More information regarding Master Plan Phasing is provided in **Topical Response 4, Master Plan Phasing**, in the Final EIR.

With 356 acres, the campus has the physical capacity for growth. The Master Plan focused on a more balanced use of campus land resources. By introducing significant roadway configuration changes in the eastern and southern sections of the campus, future campus development in this presently underutilized area can be intensified. This allows the campus to meet facility growth needs while maintaining the pastoral, pedestrian oriented nature of the campus core.

This comment is noted for the record and will be considered by the Board of Trustees of CSU.

Response 9.2

See also **Topical Response 1, Environmental Review**, in this Final EIR for details about the environmental review process undertaken for the Master Plan, including discussion of the reasons for program-level analysis and project-level analysis in the Draft EIR.

Because of the long-term nature of the Master Plan, the precise nature, size, and location of all the proposed programs and facilities cannot be accurately projected at this time. Moreover, the University does not anticipate proceeding with development of all proposed Master Plan projects in the immediate future. Accordingly, the EIR evaluates the campus Master Plan at the programmatic, or general, level, and specific near-term Master Plan projects, for which site-level detail is available, at the project, or detailed, level. Phased implementation of projects will be influenced by student enrollment, availability

of funding, and changes in academic, administrative, recreational, and student-support programs that necessitate new or modified facilities.

The University has developed sufficient detail for some Master Plan Phase 1 and Phase 2 projects to enable project-specific evaluation of potential environmental impacts. As subsequent Master Plan phases are implemented, specific facilities will be designed and information regarding building location, size, open space, and circulation and parking will be developed. Additional environmental review of Master Plan projects will be undertaken at the time planning for each project commences, to determine whether the potential exists for any new, significant environmental impacts. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on specific project proposals. More information regarding Master Plan Phasing is provided in **Topical Response 4, Master Plan Phasing**. See **Topical Response 1, Environmental Review**, for a discussion on the scope and purpose of both the 2005 Master Plan and Draft EIR.

Response 9.3

See **Topical Response 3, Faculty/Staff Housing** for a discussion on the current level of design detail as well as the University's position on the sale of residential units to those not affiliated with the campus.

See **Topical Response 7, Traffic/Parking**, for a discussion about the provision of parking to serve proposed student housing.

Response 9.4

The Master Plan proposes construction of the PS-G3 structure to the east and within a five-minute walk of the new Valley Performing Arts Center. This structure is included in Phase 1 and is intended to complete construction prior to the Valley Performing Arts Center. In addition, existing surface parking exists to the west in lot B1, and the Master Plan proposes construction of a future parking structure (PS-B1) at this location in Phase 4. The Valley Performing Arts Center will provide convenient patron drop-off areas and Americans with Disabilities Act (ADA) parking immediately south of the building. The University will also use the campus tram system as necessary to shuttle patrons from parking structures and surface lots to the Valley Performing Arts Center.

For a discussion of the use of the historic Orange Grove, please refer to the **Response to Comment 9.5**, below.

Response 9.5

The Orange Grove is considered an important historic feature on the University's campus and will remain as open space within the South Campus Arts Precinct. It is planned for revitalization and integration into the Orange Grove Arts Walk, which will link the expanded University Club with the planned performing arts center and related facilities to the west.

Response 9.6

The University anticipates that the primary parking for the tennis courts at PF-F7 would be located at parking structure PS-G6. Vehicular access to parking structure PS-G6 would be from Zelzah Avenue, while primary pedestrian entrance to the tennis courts would be on the east side of the courts, internal to the campus. Parking structure PS-G6 is shown in the California State University, Northridge, 2005 Master Plan Update in Chapter 4, Master Plan, in Figure 4J, Vehicle Circulation and Parking Plan, on page 89 and in Figure 4FF, University Park Student Housing on page 116, and in the Draft EIR in Section 3.8, Transportation/Traffic, in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-11.

Response 9.7

Information regarding recreational facilities in provided in **Topical Response 6, Recreation**. The athletic/instructional playfields in the Master Plan, including the playfield at the north end of campus and the athletic/instructional playfields located near the campus boundary along Zelzah Avenue, in the Instructional, Athletics, and Recreational Precinct and the East Gateway Precinct, have been planned to provide the instructional, intercollegiate athletic and student recreational space required as a result of long-term projected enrollment growth. Field lighting has been included to provide for extended daily use, thereby making more efficient use of land resources to better serve campus instructional and athletic programs. The master planning process was concerned only with providing adequate facilities to meet the above stated needs; use of the spaces for other specific purposes was not considered. The campus has traditionally rented or leased a variety of campus spaces, including spaces within buildings and exterior spaces, to outside groups. The University anticipates that this will continue in a similar manner in the future. Field amenities are expected to include equipment storage and restrooms.

Response 9.8

See **Topical Response 7, Traffic/Parking, Parking,** for a discussion on the provision of parking to serve proposed student housing.

The campus parking program is a self-sustaining unit that is not supported by campus general funds. Parking fees are the primary source of revenue for the parking program and are required to fund personnel and operating costs, maintenance, and debt service for construction of parking facilities. Parking fees are established at rates required to sustain the program. Many students, including residents and commuters, do not park vehicles on campus. Requiring the purchase of a parking permit by all students (or all student housing residents) would impose an unnecessary financial burden on many students. Furthermore, this would encourage the increased use of vehicles and would be detrimental to the Master Plan goal of reducing vehicle trips and increasing the use of public transportation.

Response 9.9

The faculty/staff housing community will support the University's Academic Mission by providing high quality for-sale and rental housing on the CSUN campus that will assist in recruitment and retention of faculty and staff. The structure of the for-sale housing agreement will provide for homebuyer ownership of the building, with the University maintaining ownership of the land. A long-term ground lease of the land will be utilized with appropriate restriction to ensure that the University maintains long-term control of the homes and community. The University will fulfill the property management functions customarily undertaken by a homeowner association. This ensures that the University can maintain quality control with regard to community appearance, maintenance, and repairs; thereby ensuring the community continues to serve its function as a recruitment and retention tool.

Homeowner future resale value will be tied to an income-related cost of living index. The University will maintain the first right of refusal to purchase the home. Provisions for recovery of the home by the University in the case of severance of employment will also be included in the purchase agreement. The homes will be sold on a prioritized basis in the following order: (1) new faculty recruits, (2) existing faculty members, (3) new management recruits, and 4) existing management.

A demand study conducted by the campus in late 2005 projected demand for for-sale and rental housing in 2007/2008 at approximately 370 units. Phase 1 of the faculty staff housing community will include a total of 250 units, including 150 for-sale units and 100 rental units. Future phases will be developed based on updated demand projections to ensure that demand exceeds supply at any given time.

Upon completion of conceptual design documents, the University will update interested community members, including the Northridge East Neighborhood Council, on the status and details of the Phase 1 project. In addition, the University will evaluate the potential environmental impacts of the project with respect to the findings of this EIR and process any additional CEQA documentation deemed necessary at that time.

Response 9.10

The extension of Plummer Street from Lindley Avenue to Zelzah Avenue will counteract several of the positive traffic and parking improvements included in the master plan. A main goal of the long-term parking plan is to balance the parking supply between the east and west sides of campus (parking supply is currently substantially greater on the west side of campus). Balanced parking accessed directly from the major perimeter roadways (Nordhoff, Reseda and Zelzah) will substantially improve vehicle circulation by limiting unnecessary circulation impeded by stop signs and pedestrian conflicts. The extension of Plummer through campus would bisect the campus, creating potentially serious safety concerns for pedestrians moving between the academic core and the student housing, athletic fields and academic facilities north of Plummer Street Depressing Plummer Avenue below grade would require construction of ramping on both the east and west sides of the campus and would be very costly due to need to construct retaining walls and at-grade deck. Furthermore, construction of a below grade roadway would not be feasible due to the impacts to existing academic buildings and major campus utilities located within and adjacent to the right of way. The vehicle circulation improvements depicted in the Master Plan will naturally reduce the vehicle traffic on the campus loop road (Etiwanda, Plummer and Lindley), providing a pedestrian friendly zone accessed primarily for ADA parking, building services and critical emergency response. It should be noted that the Plummer Street is currently a vital part of campus access from both the east and west side of campus, and will increase in importance with the future development of the eastern PSG6 and western PSB5N structures, which are both accessed directly from Plummer Street.

Response 9.11

Please refer to the **Response to Comment 14.10** for a discussion regarding public utilities (sewers, electricity and water) and police and fire services. As discussed in **Response to Comment 14.10**, project-related impacts in these issues areas will be less than significant, with mitigation where applicable.

Letter No. 10

Date sent: Thu, 22 Dec 2005 02:16:15 -0800 (PST)
From: Thomas Baker <scnpln@yahoo.com>
Subject: NENC meeting with CSUN
To: Colin Donahue <colin.donahue@csun.edu>
Copies to: "Kelly M. Lord" <kmlord@rosemontfinancial.com>,
"Thomas J. Baker" <scnpln@yahoo.com>

Colin
First let me Thank-You and Dr. Jennings for all of your time tonight. We started off a bit rocky and didn't have many Stakeholders attending because of the time of year but... I was caught in traffic on the 5 north so decided I should let Kelly know I would be a bit late, he told me the Auditorium was locked. I just melted in my seat and shook my head. Of all nights.

I think by moving to Greig Smiths office it allowed for a much more intimate discussion. Many questions were asked and good ideas were exchanged. I felt CSUN is interested and wants community involvement, but it will always be a difficult situation when one is dealing with growth in a residential neighborhood.

As a child I utilized the University and it was always my dream to own a house near it so my children could have all the opportunities I did. I believe everyone on the Northridge Eas! ! ! t Neighborhood Council (NENC) Board has good thoughts about CSUN but are also very committed to maintaining Northridge as a great place to live, work, play, and learn. We all intend to keep a good working relationship with the University as it continues to grow. We have talked about this at meetings, so please know we would like to have periodic visits as each phase has more set plans. 1

The streets of concern that were not listed in the Draft EIR but should be because they currently receive a lot of cut-through traffic are on both the East and West sides of the University. Halsted, Superior, Kinzie 2

Even with the future vacation of Etiwanda it must be noted that since it links to streets that are utilized for cut-through traffic as Reseda backs up it too will remain busier then a normal residential street should ever be. I think most of the concerns are with traffic speeds, lack of sidewalks putting pedestrians in closer proximity to autos, and ! ! ! the lack of street lights in relation to pedestrians. It should be noted in the Draft EIR and addressed in the EIR. 3

We also have concerns for White Oak from Plummer to Devonshire especially since many area's are between a 15mph to 25mph zone. The intersection at White Oak and Lassen has a school and the intersection at White Oak and Devonshire not only has a school but also a Alzheimer Retirement Home and a Temple. The Temple creates an above average amount of pedestrians on Friday evenings and Saturday mornings for the entire area. Their safety must be protected. Cut through traffic on White Oak is just as severe as Etiwanda if not worse because of the enormous population growth on the East side of campus. 4

Well lit cross walks are essential. I can't tell you how many times driving Zelzah at night I've come close to hitting a pedestrian because they were crossing the street in dark clothing. You just don't see pedestrians! ! ! when you are traveling any faster then 25mph. 5

Hope this helps for now, and we'll send you a complete list sometime early Jan. We will meet as a Board for a special session Jan. 3rd to prepare comments to the Draft EIR and other Agenda items we were not able to cover tonight.

Thomas Baker

Northridge East Neighborhood Board Member Outreach Coordinator

cc: Kelly Lord President of NENC

Letter 10 Northridge East Neighborhood Council, by Thomas Baker, December 22, 2005

Response 10.1

See **Topical Response 7, Traffic/Parking, Traffic**, for a discussion of the scope of roadways and intersections studied in the Draft EIR.

Response 10.2

As stated in the comment and discussed in Section 3.8, Transportation/Traffic, on page 3.8-48 of the Draft EIR, the campus entry at Etiwanda Avenue and Halsted Street would be closed to reduce campus-related traffic trips on Etiwanda Avenue, in response to community concerns about traffic on neighborhood streets. Moreover, as stated in the Draft EIR in Section 3.8 on page 3.8-46, an analysis of Master Plan impacts on local neighborhood street segments was conducted in accordance with Los Angeles Department of Transportation methodology, and impacts on Etiwanda were determined to be less than significant. The determination of impacts on these neighborhood streets took into account not just Master Plan-specific traffic (i.e., project only), but increases in traffic attributable to background growth over the 30-year duration of Master Plan implementation (i.e., future with project). Significant impacts were only identified at Dearborn Street west of Darby Avenue, West University Drive/Etiwanda Avenue south of Nordhoff Street, and Prairie Street east of Zelzah Avenue.

As stated in page 3.8-47 of the Draft EIR, mitigation of neighborhood intrusion impacts requires the development of neighborhood traffic management plans on an area-wide basis, to avoid merely shifting impacts from one street to another, or one neighborhood to another. The City of Los Angeles has a neighborhood traffic management process in place that includes specific steps: neighborhoods petition LADOT for a neighborhood traffic study; if changes are identified and can be attributed to a specific project, LADOT works with neighbors to identify traffic-calming and management measures; improvements are installed on a trial basis; and residents are then asked if they want improvements installed permanently. This program extends to pedestrian safety improvements and the reduction of vehicle/pedestrian conflicts. However, as a state educational entity, CSUN is not legally responsible for funding or constructing improvements to off-campus roadways, including traffic management and pedestrian accommodations.

Response 10.3

Please see the **Response to Comment 10.2.**

Response 10.4

Please see the **Response to Comment 10.2.**

Response 10.5

This comment is noted for the record. No further response is required.

Letter No. 11

NORTHRIDGE EAST NEIGHBORHOOD COUNCIL
01/06/2006

To: California State University Northridge
Facilities Planning Office
Attention: Colin Donahue
18111 Nordhoff St.,
Northridge, CA 91330-8219

Mr. Colin Donahue,

The following is a series of inquiries and responses from Board Members and Stakeholders from the Northridge East Neighborhood Council (NENC) from two Council Meetings. Agendas were posted as per the Bylaws prior to the December 21, 2005 and January 3, 2006 Council Meetings. The Agendas listed, among other issues before the Board, the California State University Northridge (CSUN) Draft EIR. In order to comply with the deadline of January 12, 2006 that CSUN listed on their website as the date all Public Comments to the Draft EIR should be mailed to Colin Donahue's Office we felt a Special Meeting, held January 3, 2006, for NENC was necessary to be in compliance with this short time frame.

It should be noted that the Draft EIR was released November 15, 2005 without exact previous notification, our NENC Agenda was set for the November 16, 2005 council meeting as per a 72 hour posting time frame required by the Bylaws and the Ralph M. Brown Act. NENC requested more time to study and respond to the Draft EIR at the December 21, 2005 council meeting during the presentation of the Draft EIR from Dr. William Jennings, and Colin Donahue. CSUN President Jolene Koester extended the original 45 day period which began November 15, 2005 an additional two weeks (14 days) from December 29, 2005 to January 12, 2006 after numerous requests were made publicly that the release and comment period fell around several major Holidays. 1

Following are the inquiries and/or responses:

Is the lighting being added to the current and proposed sports fields on Zelzah just south of Plummer being done to accommodate student athletes or to extend hours into the evening to allow for rental of the fields to outside groups? 2 Currently CSUN is able to accommodate all their sports teams during daylight hours and does not mention adding any more teams. The community is questioning why lights suddenly are needed so close to single-family homes? The community is aware that CSUN rents its sports fields out to different organizations on weekends to generate revenue. We also think this provides a much needed service to the youth and adults of our community. Stakeholders are wondering if the idea is to increase these rentals to during the week and need the lights for this reason? 3 We believe the Draft EIR noise studies and parking do not adequately address this issue since the lights and fields are not in use in the evenings during the week or

1/6

do not currently exist in the same area. We are requesting two neighborhood parks with single family homes nearby (Northridge on Reseda at Mayall, and Petit on Petit at San Jose) to be studied for light spillage, noise, and parking during the weekday hours of 7:00pm to 10:00pm when sports are taking place, preferably the same sports that CSUN intends on using the fields for. 3

NENC is asking for more clarification on the type of ownership of housing and land being designated as Faculty/Staff residences on what is now referred to as the North Campus. How will the Title be restricted? If not enough Faculty/Staff are interested in purchasing or renting the units will they be available to the public? How will the University fulfill their statement that this is only to attract employees that cannot afford housing in the area? Specifically, how will the University keep these units that will be sold from attaining Market Value for the neighborhood in a couple of years after the initial sale? If the Housing is eventually sold for Market Price in future years this would be in direct contrast to the idea of creating affordable housing for Faculty/Staff. Since the Land will be owned by the State, as we are being told at this time, will a local Homeowners Association be created to address internal issues since petitioning the State for the Faculty/Staff residents doesn't seem to be an adequate solution when problems arise? NENC feels a University Panel during construction of the Faculty/Staff housing, with an eventual transfer of power to a Homeowners Association, is essential to provide a local conduit of interaction just as we have for any other development within our borders. 4 5

A NENC Stakeholder has formally requested to our Council President that a Land Use Oversight Committee be created to communicate directly with the California State University Board of Trustees and CSUN Administration through each construction phase of the 2006 master plan. It was requested that this Committee must be comprised of residents living adjacent to all sides of the campus. Committee members must be selected by NENC, not CSUN, and representatives from the following politicians' staff need to be appointed to serve on this committee: LA City Councilman Smith, Assembly member Lloyd Levine, Representative Brad Sherman, Senator Tom McClintock and Office of the President of the CSU, Chancellor Charles Reed. 6

The Draft EIR mentions several times that car trips to the University will be greatly reduced by adding more student housing and the Faculty/Staff housing. In fact a reduction of daily trips and peak hour trips were taken off the top because of the added housing the University intends to construct. This idea works only if they are truly filled with those mentioned above and they never travel to outside eateries or jobs. It does not reduce commuting in the surrounding neighborhoods if those residences have any other members not studying or working at the University or if students work offsite as most do. We would like to point out many 7

students living on or near campus take classes in between working part time jobs outside the University. This actually creates daily trips not being accounted for in the Draft EIR. We would also like a breakdown on the percentage of students in the current housing that are enrolled in a meal plan at the cafeteria. Knowing this stat would help us determine how many daily trips are in actuality not viable to discount from the total. The formula appears to break down once again if the University hands over the task of keeping the residences full to an outside management agency. An outside Management Agency may be more inclined to rent or lease to any individual not necessarily affiliated to CSUN to maintain revenue so initial construction loans can be fulfilled and a profit for their services guaranteed. 7 8

The Draft EIR states that trip generation for the proposed faculty/staff and student housing was reduced to reflect the anticipated commute traffic that would remain on campus between housing and academic uses. This is a great idea but the reality of getting individuals in Southern California out of their cars requires then a mode of safe alternative transportation and facilities. The addition of two trams is a great start. NENC would like to see "safe, well lit" cross walks installed on the perimeter intersections and streets along the University borders. One very good comment was to have crosswalks light up at street level as an additional aid of awareness to drivers. 9

NENC would like to see the use of the above-mentioned "safe well lit" cross walks along Zelzah (Superior,), and Reseda (Vincennes) or any other area around the campus where there are no signal lights but yet cross walks exist. If the intention is to transform the University from a well-known commuter college then we challenge the University to make the surrounding streets safe for pedestrians, and cyclists. This is first and foremost to getting people out of their cars. 10

NENC would like to see bicycle lanes added all around the University to encourage alternative safe commuting corridors. We think that bicycle lockers or racks near all tram stops are a necessity to encourage the use of altemative transportation. Some type of toilet facility needs to be at all tram stops since individuals who commute may have to wait. Individuals who bicycle to the campus from distances of several miles especially in summer months will need shower facilities. We did not see those exact accommodations listed in the Draft EIR but yet bicycling was mentioned numerous times as an alternative to reduce daily trips. Signage at tram stops would be a good idea to inform commuters to the locations of those facilities. 11

With the influx of more students, more student and faculty/staff housing, will the University begin positioning safety personnel at intersections that are deemed unsafe by LAPD and the University Police? Currently the University does this 12

during the first few days of each new semester especially in some of the core areas such as Etiwanda at Plummer. NENC believes this program may need to be expanded especially around the areas that have children attending school. We feel Zelzah at Plummer is a prime location for additional safety officers as well as Zelzah at Devonshire. We have two smaller schools just off Reseda at Kinzie and Reseda at Superior. We also feel a need may arise at the transportation hub of Prairie at Darby because of its proximity to the massive parking structures either currently built or proposed. With that in mind we also felt the MTA Transportation hub might be better suited to be built along a larger roadway like Plummer at Darby then a small residential street (Prairie) that it's proposed for. We just don't see how the large buses can make the turn safely on such a narrow residential street (Prairie), especially if a car is waiting to make a left turn onto Reseda. Buses will be forced to wait to turn right until left turn traffic has yielded which will create more backups on heavily congested Reseda Blvd. 12

The University states in the Draft EIR that carpooling, use of public transit, walk or bicycle, drop offs, motorcycles will help them reduce daily trips and help them raise their student Average Vehicle Ridership (AVR) from 1.18 to 1.31 which account for a much larger percentage of the daily trips surrounding the University then does Faculty/Staff. If the University is committed to reducing daily trips and peak hour trips then the MTA is one very good solution but it must be timely, safe, and serve the areas that students, faculty, and staff commute from. 13

NENC investigated the major bus lines that service the University and found some astounding faults in service. The MTA line that services Lassen, #168, where a big majority of the new housing is going in and where one of the trams stops are, only runs a few hours in the morning and evening. The #168 does not run more then once an hour and does not run during the afternoon or late evening. The line that services Zelzah, #239, only runs once an hour which does not make it very accommodating to anyone on a tight schedule. The line that services Reseda, #240, runs every 20 minutes for most of the day and every 30 minutes in the evening. The issue with the #240 line is it does not go any more north then Devonshire. So it really only can help individuals that live south of the campus. The best line, #166, which services Nordhoff runs frequently but is quite often full at peak periods, because it services the Northridge mall just a mile west of the campus. Creation of shuttle service from CSUN to the Metrolink Station is a great idea but the hours of operation are poor, which will in turn not make it feasible for most people to utilize it. We would like to see those hours expanded in the morning, and servicing the early evening for a real commitment. We think the addition of a Metro Rapid from the Sylmar Metrolink station is the right start and are very happy to see the University petition the MTA to get the stop closer to campus core. Public transportation in order to be effective must be as convenient 14

as driving, or more, to entice people to use it. Buses that stop short or run once an hour do not fulfill that requirement. 14

In the 1998 EIR several streets that this current Draft EIR are petitioning for restriping were shown to be poor candidates for enlargement or restriping. What is the thinking that in seven years LADOT will reverse its position when they gave very valid reasons why it would not work in 1998? In addition in those seven years more apartments and condos have been built around the University that will always require overflow street parking. The Draft EIR shows secondary streets (Reseda, and Zelzah) have posted street limits of 25mph zones when school children are present. They are being requested to be primary thoroughfares. In one section the Draft EIR is pointing out all the free parking outside the University core but fails to mention it's not useable parking because of the amount of apartments or condominiums present. In the same areas the Draft EIR shows free street parking it contradicts itself later by requesting those same streets be restriped (addition of extra lanes) to allow more traffic. Where would the residents park and wouldn't that negate the free parking? The Draft EIR fails to point out that just east of the University some of the neighborhoods have seen a 2400% increase in cars because single-family homes on extremely large lots have been demolished to provide land for massive apartment and condominium projects. Years ago this area was mostly rural with horses and such. It just isn't the case anymore once it was rezoned by the City of Los Angeles in 1995 with a new Master Plan for the area. The parking is just not available and the street vehicle capacity is completely overloaded. Please see notes to the University dated March 20, 1998 EIR from Alan E. Willis Senior Transportation Engineer for Department of Transportation. 15 16 17

NENC is formally requesting through this correspondence and a previous written email that White Oak from Plummer to Devonshire be added to the Draft EIR and have traffic studies. White Oak has several sections that are reduced to 15mph and cannot accept without modifications any more cut through traffic. White Oak at Lassen has two schools for children surrounded by mini-mart retail and massive apartment complexes. White Oak at Devonshire has a school, Alzheimer care facility, town homes, and a Temple on its corners. All four corners generate substantial pedestrian traffic and need to be included for safety. We are encouraging more visible cross walks for the above listed intersections and 25mph zones where necessary. We are wondering why cut through traffic from Reseda and Zelzah on residential streets such as Prairie, Vincennes, Halsted, Superior, and Kinzie were not added to the Draft EIR and studied? Cut through traffic when Reseda or Zelzah get congested is an increasing concern for the residences of those above-mentioned streets. If Envision 2035 is approved for the larger phases of expansion this problem increases with the number of daily and peak trip in the area. Commuters will look for delay solutions as street infrastructure 18 19

improvements to aid the University begin. NENC did not find any contingency plans in the Draft EIR or solutions to discourage cut through traffic in residential neighborhoods on the borders of the University.

19

NENC is wondering why Plummer through the University (possibly below grade) is not being included as a viable solution to relieve traffic as the City of Los Angeles City Planning Department, Franklin P. Eberhard, suggested it in the 1998 EIR? Franklin stated, "The future expansion of Plummer St. through the University should be completed. This project is needed to relieve local traffic in the vicinity and to provide an important alternative route in and through the area."

20

The Medtronics Facility on what is referred to as North Campus has taken over a sizeable amount of parking and still utilizes street parking on Lindley. As the development begins on the North Campus how will the need for additional parking be addressed? Just as in any private venture when multiunits are constructed parking always becomes a commodity because code does not account for large vehicles, several visitors, multiple drivers sharing a bedroom, etc. We foresee more spillage into the surrounding communities, which cannot absorb any more parked cars because the area is already full. An additional structure will be needed to handle the overflow of Medtronics alone and that does not address the anticipated overflow from the new faculty/staff housing that is proposed.

21

Northridge East Neighborhood Council and the Stakeholders who added to our responses believe the Draft EIR is flawed. We believe it was compromised to accommodate the request by the State to the University to make room for an additional 40% increase from the currently congested reality of the Campus. NENC believes that acquisition of land for another campus (possibly the north west or north east San Fernando Valley) is really the solution to the growing needs of the State. When we reviewed the Envision 2035 proposals for more Academic Facilities, Administration Facilities, Faculty/Staff Housing, Student Housing, Retail Space, Parking Structures, and Miscellaneous Uses, we felt the surrounding infrastructure with so many other projects weighing in on it, just doesn't have the capacity to absorb all four phases being presented. NENC and its Stakeholders believe if all four phases are implemented it will adversely affect the quality of life in the University, and the Northridge Community.

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Contact info:
Thomas Baker
Northridge East Neighborhood Council Board Member
Outreach Coordinator
Email: scnplo@yahoo.com

Letter 11 Northridge East Neighborhood Council, by Thomas Baker, January 6, 2006

Response 11.1

This comment correctly notes that at the request of members of the community, the Draft EIR review period was extended from December 30, 2005 to January 12, 2006.

Response 11.2

Information regarding recreational facilities in provided in **Topical Response 6, Recreation**. As stated therein, the athletic/instructional playfields in the Master Plan, including the playfield at the north end of campus and the athletic/instructional playfields located near the campus boundary along Zelzah Avenue, in the Instructional, Athletics, and Recreational Precinct and the East Gateway Precinct, have been planned to provide the instructional, intercollegiate athletic and student recreational space required as a result of long-term projected enrollment growth. Field lighting has been included to provide for extended daily use, thereby making more efficient use of land resources to better serve campus instructional and athletic programs. The master planning process was concerned only with providing adequate facilities to meet the above stated needs; use of the spaces for other specific purposes was not considered. The campus has traditionally rented or leased a variety of campus spaces, including spaces within buildings and exterior spaces, to outside groups. The University anticipates that this will continue in a similar manner in the future.

Mitigation Measures AES-1 through AES-5 provided in Section 3.1, Aesthetics, on page 3.1-34 of the Draft EIR regarding lighting at fields along Zelzah Avenue, PF-G3, PF-G4, and PF-G6, would assure compliance with applicable state and local ordinances. Mitigation Measure AES-5 specifically states that field lighting associated with all playfields along Zelzah Avenue shall be used only when the fields are being utilized during nighttime hours. Because these fields are proposed as part of the long-term Master Plan phases, lighting at these fields will be designed and evaluated when specific projects are proposed. See **Topical Response 1, Environmental Review**, for additional discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities.

Response 11.3

The comment states that the Draft EIR noise and parking studies do not adequately address the issue of lighting for rental use of the proposed play fields and requests that Northridge and Petit Parks be studied

for light spillage, noise and parking during the hours of 7:00 pm and 10:00 pm. Because these fields are proposed as part of the long-term Master Plan phases, these fields will be designed and evaluated with regard to noise and parking when specific projects are proposed. See **Topical Response 5, Noise, Playfields** and **Topical Response 7, Traffic/Parking**, Parking for discussion of additional environmental review and development of the proposed playfields.

Mitigation Measures AES-1 through AES-5 provided in Section 3.1, Aesthetics, on page 3.1-34 of the Draft EIR regarding lighting at fields along Zelzah Avenue, PF-G3, PF-G4, and PF-G6, would assure compliance with applicable state and local ordinances. Mitigation Measure AES-5 specifically states that field lighting associated with all playfields along Zelzah Avenue shall be used only when the fields are being utilized during nighttime hours. Because these fields are proposed as part of the long-term Master Plan phases, lighting at these fields will be designed and evaluated when specific projects are proposed. See **Topical Response 1, Environmental Review**, for additional discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities.

As indicated above, the Draft EIR has adequately addressed issues regarding the playfields and because these fields are proposed as part of the long-term Master Plan phases, lighting, parking and noise issues at these fields will be designed and evaluated when specific projects are proposed. Therefore, off-site studies requested by the comment are not necessary. This comment becomes part of the record and will be forwarded to the CSU Board of Trustees prior to deliberations on this project.

Response 11.4

Please refer to **Topical Response 3, Faculty/Staff Housing**, of this Final EIR for discussion of this topic. As stated therein, the faculty/staff housing community will support the University's Academic Mission by providing high quality for-sale and rental housing on the CSUN campus that will assist in recruitment and retention of faculty and staff. The structure of the for-sale housing agreement will provide for homebuyer ownership of the building, with the University maintaining ownership of the land. A long-term ground lease of the land will be utilized with appropriate restriction to ensure that the University maintains long-term control of the homes and community. The University will fulfill the property management functions customarily undertaken by a homeowner association. This ensures that the University can maintain quality control with regard to community appearance, maintenance, and repairs; thereby ensuring the community continues to serve its function as a recruitment and retention tool.

Homeowner future resale value will be tied to an income-related cost of living index. The University will maintain the first right of refusal to purchase the home. Provisions for recovery of the home by the University in the case of severance of employment will also be included in the purchase agreement. The

homes will be sold on a prioritized basis in the following order: (1) new faculty recruits, (2) existing faculty members, (3) new management staff recruits, and (4) existing management.

A demand study conducted by the campus in late 2005 projected demand for for-sale and rental housing in 2007/2008 at approximately 370 units. Phase 1 of the faculty staff housing community will include a total of 250 units, including 150 for-sale units and 100 rental units. Future phases will be developed based on updated demand projections to ensure that demand exceeds supply at any given time.

Response 11.5

Please see the **Response to Comment 11.4**, above.

Response 11.6

The mission of the campus is to provide higher education to the people of the State of California. The campus Master Plan provides a framework for development of facilities required to support this mission. Since campus facility development is driven by student enrollment and pedagogical requirements, the Trustees maintain sole responsible for facility planning and development activities. In addition to complying with all environmental requirements under CEQA, the campus will continue to inform the community regarding project development and will respond to inquiries from any interested community member or group regarding design and construction activities for any given component of the Master Plan. For this reason, formation of an oversight committed by the Northridge East Neighborhood Council and the University is not needed.

Response 11.7

Trips were first estimated for faculty/staff housing through application of standard residential trip generation rates from the Institute of Transportation Engineers (ITE). These trips include all types of trips generated by residential uses, including commute trips, shopping trips, etc. A reduction was then taken for the portion of the trips that would be commute trips internal to the campus. The other trips generated by the faculty/staff housing were added to the external street system as part of the Master Plan project trip generation.

Trips were not generated explicitly nor discounted for the increase in on-campus student housing. Instead, trips were generated for the overall projected increase in student FTE using university/college

trip generation rates from ITE. No adjustment was made to reflect the potential increase in the number of students who may be housed on campus.

Response 11.8

Please see the **Response to Comment 11.4**, above.

Response 11.9

This comment does not raise any issues related to the content or adequacy of the Draft EIR. It is noted for the record and will be considered by the Board of Trustees of CSU. No further response is required.

Response 11.10

Please see the **Response to Comment 10.2**. As stated therein, as a state educational entity, CSUN is not legally responsible for funding or constructing improvements to off-campus roadways, including traffic management and pedestrian accommodations. Therefore, the University is limited in its ability to influence off-campus pedestrian safety conditions. However, the City of Los Angeles has a neighborhood traffic management process in place that includes specific steps: neighborhoods petition LADOT for a neighborhood traffic study; if changes are identified and can be attributed to a specific project, LADOT works with neighbors to identify traffic-calming and management measures; improvements are installed on a trial basis; and residents are then asked if they want improvements installed permanently.

Response 11.11

The perimeter of the University campus is composed of City streets. The provision of bicycle lanes within City streets is within the control of the City and not the University.

The Multimodal Transit Center is proposed to include bicycle storage. Bicycle racks are provided at various locations around the campus near major facilities. Bicycle lockers or racks are not proposed near all tram stops.

Since existing and proposed tram stops are located within the University campus, existing and proposed buildings provide sufficient and proximal restroom facilities for patrons of the tram system.

The comment states that individuals who bicycle to the campus from distances of several miles, especially in the summer months, will need shower facilities. Page 92 of the 2005 Master Plan states: "It is proposed

that the Transit Hub development incorporate facilities that will encourage the use of bicycles, such as bicycle storage, lockers, and potentially showers." Comments regarding the need for shower facilities and associated tram stop signage will considered as part of the development of specific projects.

Response 11.12

As stated on page 3.6-17 of Section 3.6, Public Services, of the Draft EIR, the University Police Department would continually reassess the need for additional staff and equipment over Master Plan buildout and acquire those resources accordingly, so that service to the campus remains adequate. This would include evaluating the need to expand the practice of placing safety personnel at key intersections. The University will consider the need for provision of additional safety officers at the intersections of Zelzah Avenue at Plummer and Devonshire Streets as well as at the proposed transportation hub.

Response 11.13

The Metropolitan Transportation Authority (MTA) was contacted concerning the proposed transit center location. Consideration of the location of the transit center included accessibility of existing and future transit routes along Reseda Boulevard and Nordhoff Street to and from the proposed transit center, minimization of the extent of route deviation required to reach the center and maximum serviceability to the campus (i.e. proximity to the campus). The current proposed transit center site at Darby Avenue and Prairie Street was the result of discussion with MTA staff. In addition, design of the transit center coordinated with the MTA.

Response 11.14

While the University can make recommendations to MTA regarding local bus lines, it does not have the authority to require the implementation of such recommendations. Bus lines are continually subject to change, at the discretion of MTA, based on demand. The University will consider the service currently offered by MTA lines 168, 239, 240, and 166, with respect to the campus, in future coordination with and recommendation to MTA.

With regard to the commenter's suggestion to expand the hours of the campus shuttle providing service from campus to the Northridge Metrolink Station, the ridership on the shuttle does not support an expansion of service. The majority of riders are employees who use the shuttle early in the morning and late in the afternoon. In addition, the Metrolink trains do not run as frequently in the middle of the day. Should a rider need service between the campus and the Metrolink Station at midday, the Los Angeles

Department of Transportation (LADOT) DASH bus provides service from the corner of Reseda Boulevard and Nordhoff Street to the Metrolink Station.

Comments in support of University petition for the closer location of the Metro Rapid stop, with service from the Sylmar Metrolink Station to the campus core, are noted and will referred for consideration by the CSU Board of Trustees.

Comments regarding the general effectiveness of public transportation with respect to stop locations and schedules are not within the scope of the EIR, which evaluates environmental impacts related to the proposed 2005 Master Plan, and will referred for consideration by the CSU Board of Trustees.

Response 11.15

See **Topical Response, Traffic/Parking, Off-Site Roadway Improvements**. As stated therein, the Draft EIR identified potential mitigation measures to mitigate significant impacts identified in the Draft EIR at various study intersections. As a state educational entity, however, the University is not legally responsible for funding or constructing improvements to the local or state highway system. Funding and implementation of mitigation measures is the responsibility of public agencies other than the University, such as the City of Los Angeles.

With respect to the comment concerning restriping of campus area roadways, circumstances that precluded restriping seven years ago may have changed as the result of changes in circulation in the vicinity of campus. In any event, implementation of the intersection mitigation measures suggested in the Draft EIR, or other improvements deemed appropriate, would be the responsibility of the City of Los Angeles, and the City of Los Angeles Department of Transportation would have authority over ultimate design of any improvements to be implemented.

Response 11.16

The comment makes reference to new multi-family development in the surrounding area over the last seven years. New traffic counts were conducted as part of the traffic study prepared for the Draft EIR. In addition, residential growth between 1998 and 2005 was taken into consideration in the traffic study.

With regard to Reseda Boulevard and Zelzah Avenue and associated classifications, Reseda Boulevard and Zelzah Avenue, north of Nordhoff Street, are classified as Major Highway Class II arterials in the Northridge Community Plan and are currently functioning as such.

Response 11.17

See **Topical Response 7, Traffic/Parking, Parking**, for a discussion of the provision of parking within the 2005 Master Plan.

Response 11.18

See **Topical Response 7, Traffic/Parking: Vehicle Circulation**, for a discussion of the scope of roadways and intersections studied in the Draft EIR.

As stated therein, the study area for the traffic study prepared for the Draft EIR was developed in conjunction with LADOT through evaluation of the streets and intersections that were considered to be likely travel routes to/from the future campus access points and parking locations. The traffic study included analysis of the intersections of White Oak and Plummer, Prairie and Nordhoff Streets. White Oak Avenue north of Plummer Street, although classified as a Major Highway Class I arterial in the Northridge Community Plan, is physically constructed as a narrow residential street and it is anticipated that only a limited amount of additional University traffic may use this route.

With respect to the comments regarding off-campus pedestrian circulation, please see the **Response to Comment 10.2**. As stated therein, as a state educational entity, CSUN is not legally responsible for funding or constructing improvements to off-campus roadways, including traffic management and pedestrian accommodations. However, as discussed on page 3.8-47 of the Draft EIR, mitigation of neighborhood intrusion impacts requires the development of neighborhood traffic management plans on an area-wide basis, to avoid merely shifting impacts from one street to another, or one neighborhood to another. The City of Los Angeles has a neighborhood traffic management process in place that includes specific steps: neighborhoods petition LADOT for a neighborhood traffic study; if changes are identified and can be attributed to a specific project, LADOT works with neighbors to identify traffic-calming and management measures; improvements are installed on a trial basis; and residents are then asked if they want improvements installed permanently.

Response 11.19

See **Topical Response 7, Traffic/Parking: Vehicle Circulation**, for a discussion of the scope of roadways and intersections studied in the Draft EIR.

As stated therein, the study area for the traffic study prepared for the Draft EIR was developed in conjunction with LADOT through evaluation of the streets and intersections that were considered to be likely travel routes to/from the future campus access points and parking locations. The 2005 Master Plan is designed to reduce campus impacts on the residential neighborhood north of Halsted Street and west of Lindley Avenue, primarily through vacation and closure of the portion of Etiwanda Avenue immediately south of Halsted Street as well as the elimination of future extensions of Darby Avenue and Lindley Avenue between Plummer Street and Halsted Street. It should be noted that Prairie and Vincennes Streets between Reseda Boulevard and the campus were included in the study, as was Prairie Street, east of Zelzah Avenue.

With regard to possible measures to discourage cut through traffic in residential neighborhoods bordering the University, the traffic study prepared for the Draft EIR noted that mitigation of neighborhood traffic intrusion impacts requires development and implementation of neighborhood traffic management plan(s) that would identify measures to make local routes less attractive to through traffic, such as turn restrictions, chokers or narrowing of street widths, diverters or semi-diverters, cul-de-sacs or street closures, speed humps and stop signs. As implementation of neighborhood traffic controls on one street can shift traffic to other streets, an effective neighborhood traffic management plan can only be implemented on an area-wide basis with all affected parties involved in development of the plan, including neighborhood residents, council representatives, planners and traffic engineers.

The City of Los Angeles has a neighborhood traffic management process in place that includes a number of specific steps. In the event that neighbors are concerned with the potential impacts of a proposed project, they may petition LADOT for a neighborhood traffic study. If traffic conditions have changed and if LADOT staff believes that the changes are attributable to the project, LADOT staff will work with the residents to identify traffic calming/traffic management improvements that would address the problem. If the neighbors agree that the suggested solutions are workable, the improvements are installed on a trial basis. Once the improvements have been in place for a sufficient trial period (usually six months), the residents are asked if the desire the improvements on a permanent basis. If a minimum number of residents agree, said improvements are installed permanently.

See **Topical Response 7, Off-Site Roadway Improvements**, for a discussion of University authority to impose off-site mitigation measures.

Response 11.20

See **Response to Comment 9.10** for a discussion on the feasibility of the extension of Plummer Street from Reseda Boulevard to Zelzah Avenue.

Response 11.21

See **Topical Response 3, Faculty/Staff Housing**, for a discussion of the parking accommodations for the faculty/staff housing proposed within the North Campus.

Response 11.22

The Master Plan is proposed to accommodate projected increased CSU enrollment, as discussed in the Draft EIR in Section 1.0, Introduction and Executive Summary, on pages 1.0-1 and 1.0-2, and in Section 2.0, Project Description, on pages 2.0-11 through 2.0-14. Actual implementation will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational and student-support programs that necessitate new or modified facilities, as stated on page 2.0-17 of the Draft EIR. A detailed discussion of projected enrollment increases is provided in **Topical Response 2, Enrollment Increase**. The building square footage on the CSUN campus is directly tied to enrollment; therefore, the Master Plan is proposed for incremental implementation over the next 30 years, as enrollment increases. More information regarding Master Plan Phasing is provided in **Topical Response 4, Master Plan Phasing**. See **Topical Response 1, Environmental Review**, for a discussion on the scope and purpose of both the 2005 Master Plan and Draft EIR.

With 356 acres, the campus has the physical capacity for growth, and alternative sites need not be considered. The Master Plan has focused on a more balanced use of campus land resources. By introducing significant roadway revisions in the eastern and southern section of campus, future campus development in this underutilized area can be intensified. This allows the campus to meet facility growth needs while maintaining the pastoral, pedestrian oriented nature of the campus core.

The addition of approximately 2,500 student housing beds and 600 on-campus faculty/staff housing units will help to transform CSUN into a more residential campus, thereby reducing peak hour vehicle trips to and from campus. Future parking structure development will balance the parking load between the east and west sides of the campus, resulting in improved traffic conditions on the major roadways surrounding campus. In addition, the Master Plan proposes significant improvements in mass transit access for faculty, staff, and students that will reduce the percentage of commuters using private vehicles in the future. A transit center proposed at the main western entry to campus will serve local MTA buses

and commuter shuttles. An expanded campus tram system will link student housing, faculty/staff housing, and MTA rapid bus stops with the transit center.

The CSUN main campus has several existing facilities, such as the Oviatt Library, Student Union and Student Services Center, which are vital to the academic experience and cannot be feasibly replicated in an off-site location.

For these reasons, alternative locations such as those suggested in this comment have been removed from consideration. Please refer to the **Response to Comment 14.8** for additional discussion regarding alternatives.

Letter No. 12

Ginger
677-6552

Northridge Townhome Estates
Homeowner's Association

November 29, 2005

California State University Northridge
Facilities Planning Office
Attn: Colin Donahue
18111 Nordhoff Street
Northridge, CA 91330-8219

Re: CSUN Draft EIR Comment Period

Dear Mr. Donahue:

This letter comes to you on behalf of the Board of Directors of Northridge Townhome Estates Homeowners Association.

CSUN's plans are of great interest to the Board and our Homeowners who have been eagerly awaiting the release of the Environmental Impact Report (EIR) for Envision 2035. It has been brought to the Board's attention that the draft EIR was recently released for a 45-day comment period, which ends on Thursday, December 29, 2005.

While it is understood that 46 days is a normal comment period for many EIR's, this is a very complicated and extensive document that will take a great deal of time to review. Additionally, releasing the EIR at this time of year, so that it coincides with the holiday season, places a burden on the community and those who have waited for the opportunity to submit comments.

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Therefore, the Board is requesting that the comment period be extended for an additional 45-days to Monday, February 13, 2006 in order to provide all interested parties with sufficient time to review and comment. Thank you for your kind consideration of this request.

Sincerely,
For the Board of Directors
NORTHRIDGE TOWNHOME ESTATES H.O.A.

Carol A. Brockhouse, AMS, CCAM
General Manager

c: Board of Directors

(818) 886-6753 • 10051 Melinda Way • Northridge, CA 91325 • Fax (818) 886-1306

Letter 12. Northridge Townhome Estates Homeowners Association, by Carol A. Brockhouse, November 29, 2005

Response 12.1

The comment requests that the public review period be extended for an additional 45 days. As stated in Section 15105 (a) of the *CEQA Guidelines*, "When a draft EIR is submitted to the Sate Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse." The Draft EIR was circulated for a 45-day public review period beginning November 16 and ending December 30, 2005. The University is in compliance with *CEQA Guidelines* and, at the request of members of the community, the Draft EIR review period was extended 13 days to January 12, 2006, for a total of 58 days. No further response is required.

Letter No. 13

18144 Marilla St.
Northridge, CA 91325
December 4, 2005

Dr. Jolene Koester
Office of the President
California State University
Northridge

Re: Envision 2035 Master Plan Update, 11-29-05

Dear President Koester;

No! No! A thousand times no on 500 low cost public housing units. Even though you folks vow that it is for professors and various college employees, since the late 1950s college leadership has made plans for and attempted to provide another Nickerson Gardens and/or Jordan Downs on college property. So you will forgive your neighbors for looking with askance on your disingenuous concern for the housing plight of your professors and various others. 1

If you were more forward thinking, even visionary, you would anticipate that the baby boomers will be retiring soon and build a retirement complex and initiate a geriatrics department, similar to Andrus 2

at U & C. The complex could be a training ground for students wishing to major in geriatrics: management, services, etc. Also, student employment opportunities would be available.

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During the presentation on November 29 the, a number of community members in the audience expressed an earnest desire to extend the review period of the Plan Update another 90 days for further scrutiny. It seemed apparent that the current review time frame gave the appearence that CSUN was once again trying to ram rod a "plan" through to acceptance with the apparent blessings and gratitude of its nice neighbors.

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Respectfully,
D. K. Dardarian

cc - Judy Nutter

Letter 13 D.H. Dardarian, December 4, 2005

Response 13.1

Housing proposed under the Master Plan will be reserved for student and faculty/staff residential use only. For a detailed discussion of faculty/staff housing, please refer to **Topical Response 3, Faculty Staff Housing**, in this Final EIR.

Response 13.2

Please see the **Responses to Comments 14.8** and **14.9** for a detailed discussion of alternatives. An alternatives analysis is provided in Section 5.0, Alternatives, of the Draft EIR. As indicated on page 5.0-1 through 5.0-2, Section 15126.6 of the *CEQA Guidelines* states that an EIR must describe a range of reasonable alternatives to the proposed project that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the project's significant effects. The alternative proposed in this comment, senior housing, would not meet the objectives of the project.

Response 13.3

At the request of the community, the Draft EIR review period was extended 13 days to January 12, 2006, for a total of 58 days. The review period is compliant with the requirements of the *CEQA Guidelines*.

Letter No. 14

Robert D. Galletly
18165 Andrea Circle North #1
Northridge, CA 91325

January 9, 2006

California State University, Northridge
18111 Nordoff Street
Northridge, California 91330-8219

Attention: Colin Donahue, Director of Facilities Planning, Design & Construction

Subject: Review of Draft Environmental Impact Report, 2005 Master Plan Update, CSUN, SCH #2005051008, dated November 2005

Dear Sir:

The following are comments and concerns regarding the Subject document:

1. Traffic and Parking Near The Proposed University Faculty / Staff Housing Village on North Campus

Traffic along Lindley Ave. between Devonshire St. and Lassen St. will be heavily impacted by traffic from the proposed Housing Village. Street locations entering / exiting the Housing Village are not shown on any of the EIR planning maps or figures. Further, two (2) existing streets, namely Andrea Cir. North and Andrea Cir. South, are not shown on planning maps or figures. Andrea Cir. North and Andrea Cir. South are the only streets available for egress and ingress on Lindley Ave for the 217 units of Northridge Townhome Estates. The combined traffic from all sources on Lindley Ave. presents a serious local traffic management concern. This problem must be studied and resolved. A similar situation exists on Zelzah Ave. between Devonshire St. and Lassen St.

A review of the parking area on the North Campus now used by Metronics-Minimed reveals that this area will be reduced in size to accommodate the development of the proposed Housing Village. Parking in the general area of the proposed Housing Village will be adversely impacted. This problem has not been addressed in the EIR.

2. Traffic and Parking Near The Proposed University Faculty / Staff Housing at Halsted St. and Darby Ave.

EIR maps and figures indicate a proposed University Faculty / Staff Housing unit with a northern border on Halsted St. and western border on Darby Ave., if it was extended north of its terminal point on Plummer St. By agreement between CSUN, City of Los Angeles and the local community, Darby Ave. is not to be opened between Plummer St. and Halsted St. without formal review and agreement by all parties. Does CSUN plan to open Darby Ave. to Halsted St. if this housing unit is developed?

3. Use, Noise and Lighting of Play Fields on Zelzah Ave.

There is no clear and unambiguous statement in the EIR indicating how these play fields will be used. Can these play fields be used for commercial uses such as,

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but not limited to, Flea Markets, Circuses, Concerts and other paid public gatherings?

Mitigation of noise and lighting of the play fields is mentioned in the EIR. Is this mitigation designed to meet all state and local ordinances regarding lighting in areas adjoining public housing?

4. Traffic and Parking Near The Proposed New Student Housing

New student housing (1638 beds) is proposed to be built near University Park and on Halsted St. How will traffic and parking in this area, which is already greatly impacted by existing parking and traffic, be planned and managed?

5. Reconsideration of Project Objectives When Environmental Impacts Are Unavoidable

The EIR indicates that the project objectives, such as accommodating 35,000 students by 2035, can only be met by accepting serious environmental impacts which remain unavoidably significant. The FIR also indicates that the environmental impacts predicted for overall growth in the community would be greater than those predicted for the CSUN planned development. The project objectives, although noble, will have a significant adverse environmental impact on this community. The project objectives should be reviewed and evaluated to see whether they can be met in other ways with less environmental impact on this community and consistent with the overall goals. The alternative studies in the EIR only addressed a narrow view of options. The addition of extension programs in Valencia, Palmdale, Simi Valley and / or Thousand Oaks were not considered.

6. Public Services and Utilities

The current LA city water supply is near 100% capacity. I assume that electrical power is operating at or near capacity. The LA city water waste capacity is near its limit. The most LA city services including police and fire protection, although of very high quality, are under extreme pressure to provide basic services to current customers. Expansion of these services and utilities must be reviewed carefully and responsibly by both city and state officials .

7. Concluding Remarks

The EIR under investigation was well prepared and very revealing. The community as a whole has a vested interest in the development of the project. The community leaders include CSUN, the State Assemblymember's office, the City of Los Angeles Councilman's office and neighborhood representatives. When communicating with each other and working together they have an opportunity to develop and implement the project to the benefit of everyone for the foreseeable future.

Submitted Respectfully,

Robert D. Galletly

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Letter 14 Robert D. Galletly, January 9, 2006

Response 14.1

See **Topical Response 3, Faculty/Staff Housing**, for a discussion of this component of the Master Plan.

The Master Plan is programmatic in nature, identifying locations for faculty/staff housing that has not yet been designed. The quantity of housing units and general location for the phase one and two faculty/staff housing projects have been determined and these projects have been reviewed at the project level. Further environmental review will be required at the time that each phase of faculty/staff housing is proposed and design documents are developed. Design of new access points to serve faculty/staff housing will be subject to LADOT review and approval.

See **Topical Response 7, Traffic/Parking, Vehicle Circulation**, for a discussion of the roadways and intersections studied in the Draft EIR.

Response 14.2

See **Topical Response 3, Faculty/Staff Housing**, for a discussion of this component of the Master Plan.

See **Topical Response 7, Traffic/Parking, Vehicle Circulation**, for a discussion of the roadways and intersections studied in the Draft EIR.

Response 14.3

See **Topical Response 3, Faculty/Staff Housing**, for a discussion of the parking proposed to serve the faculty/staff housing proposed within the North Campus.

Response 14.4

As shown in Figure 2.0-20 in 2.0, Project Description, of the Draft EIR, the Faculty/Staff Housing complex proposed at the southeast corner of Halsted Street and Darby Avenue is proposed within Phase 4 of the 2005 Master Plan, to be implemented between the years 2020 and 2035. The Master Plan does not include a provision for the extension of Darby Avenue between Plummer and Halsted Streets.

Response 14.5

Information regarding recreational facilities in provided in **Topical Response 6, Recreation.** The athletic/instructional playfields in the Master Plan, including the playfield at the north end of campus and the athletic/instructional playfields located near the campus boundary along Zelzah Avenue, in the Instructional, Athletics, and Recreational Precinct and the East Gateway Precinct, have been planned to provide the instructional, intercollegiate athletic and student recreational space required as a result of long-term projected enrollment growth. Field lighting has been included to provide for extended daily use, thereby making more efficient use of land resources to better serve campus instructional and athletic programs. The master planning process was concerned only with providing adequate facilities to meet the above stated needs; use of the spaces for other specific purposes was not considered. The campus has traditionally rented or leased a variety of campus spaces, including spaces within buildings and exterior spaces, to outside groups. The University anticipates that this will continue in a similar manner in the future.

Field amenities are expected to include lighting, equipment storage, and restrooms, all of which currently exist and are in use at the playing field at the north end of campus. A new stadium is not proposed for the playing field at the north end of campus.

Response 14.6

As indicated in Section 3.4, Noise, of the Draft EIR, Mitigation Measures NOISE-1 through NOISE-5 are intended to reduce Master Plan buildout construction noise impacts on surrounding residential uses to the extent feasible. Even with the implementation of the required mitigation measures, construction noise impacts would be significant and unavoidable because of the proximity of sensitive receptors on-campus and off site. In other words, construction-related noise may exceed state and local noise ordinances. The Board of Trustees of CSU will consider the significant impacts identified in the Draft EIR and weigh these impacts against the economic, legal, social, technological, and other benefits of the project.

No significant Master Plan operational noise impacts on off-site uses were identified in the Draft EIR, and no mitigation measures are required.

Mitigation Measures AES-1 through AES-5 provided in Section 3.1, Aesthetics, on page 3.1-34 of the Draft EIR regarding lighting at fields along Zelzah Avenue, PF-G3, PF-G4, and PF-G6, would assure compliance with applicable state and local ordinances. Mitigation Measure AES-5 specifically states that field lighting associated with all playfields along Zelzah Avenue shall be used only when the fields are

being utilized during nighttime hours. Because these fields are proposed as part of the long-term Master Plan phases, lighting at these fields will be designed and evaluated when specific projects are proposed. See **Topical Response 1, Environmental Review**, in this Final EIR for additional discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities.

Response 14.7

A portion of the new student housing is proposed south of Halsted Street. This portion of the student housing would be accessed via Plummer Street and Halsted Street as indicated in Figure 4J, Vehicle Circulation and Parking Plan, of the Master Plan. The other portion of new student housing is proposed to be located south of Lassen between Lindley and Zelzah Avenues. The primary access to this portion of student housing is proposed to be from Lassen Street, where the future F9 parking structure is proposed.

As stated on page 2.0-17 of Section 2.0, Project Description, in the Draft EIR, in regards to Master Plan implementation, actual implementation will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational and student-support programs that necessitate new or modified facilities. As each phase of the Master Plan is implemented, the need for individual proposed parking components to serve proposed student housing will be evaluated. This will be determined through additional environmental review and the planning process within the University. Construction of parking lots and structures will be timed to ensure that sufficient parking will be provided to serve new student housing uses.

Response 14.8

An alternatives analysis is provided in Section 5.0, Alternatives, of the Draft EIR. As indicated on page 5.0-1 through 5.0-2, Section 15126.6 of the *CEQA Guidelines* states that an EIR must describe a range of reasonable alternatives to the proposed project that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the project's significant effects. The alternatives discussion must evaluate the comparative merits of each alternative relative to the proposed project. An EIR's evaluation of alternatives is key to CEQA's substantive mandate that avoidable significant environmental damage be avoided or reduced where feasible (*CEQA Guidelines* §§15002(a)(3), 15021(a)(2), and 15126.6). *CEQA Guidelines* §15126.6(f) state that an EIR must evaluate the comparative merits of a reasonable range of alternatives. That is, an EIR need not consider every conceivable alternative to a proposed project; rather, the number and range of alternatives is governed by the "rule of reason," which requires that an EIR set forth only those alternatives necessary to permit informed

decision making and a reasoned choice. Alternatives considered in detail in the Draft EIR are limited to those that meet the project objectives; are ostensibly feasible; and would avoid or substantially lessen at least one significant environmental impact of the proposed project. Feasibility may be determined by, but is not limited to, site suitability, jurisdictional boundaries, infrastructure or services availability, economic viability, and regulatory limitations. An EIR will typically evaluate two classes of alternatives: alternative uses for the same site and alternatives sites for a proposed project.

The EIR analyzes three alternatives, which are discussed in detail in Section 5.0, Alternatives. The three alternatives are the No Project Alternative, which is discussed on pages 5.0-4 through 5.0-9; the Reduced FTE Alternative, which is discussed on pages 5.0-9 through 5.0-14; and the No Faculty/Staff Housing Alternative, which is discussed on pages 5.0-14 through 5.0-20. This selection of alternatives provides the University with a reasonable range of potentially feasible alternatives, and is more than adequate to provide the University with the ability to make a "reasoned choice" as required by CEQA. See *CEQA Guidelines* §15126.6(f).

In addition, the *CEQA Guidelines* §15126 state that an EIR must describe those alternatives that were initially considered but rejected as infeasible during the scoping process and provide a brief rationale for their rejection, such as failure to meet basic project objectives or reduce significant project effects.

The University has explained the reasons for eliminating alternatives on pages 5.0-3 thorough 5.0-4. To develop the final 2005 Master Plan, the University initiated an 18-month-long collaborative process involving the academic and administrative campus communities and the local Northridge community, in order to ascertain the campus's needs over the next 30 years. A number of project alternatives were initially evaluated in an effort to reduce significant environmental effects associated with the proposed project. The alternatives considered a number of arrangements of Master Plan components (primarily University academic, administrative, housing, and recreational facilities) across campus, in attempts to co-locate complementary uses and distribute support services, housing, and parking facilities where they were most needed or appropriately sited.

One alternative, called Scenario A, concentrated housing in the north part of campus, concentrated new parking on the east side of campus along Zelzah Avenue, and relocated the track to the north of its present location, with additional playfields. However, this alternative was rejected because it isolated housing from the rest of campus and concentrated parking too much in one part of campus, leading to potential traffic circulation problems on campus and on Zelzah Avenue.

Scenario B contemplated fewer faculty housing units (325) concentrated along Lindley Avenue, concentration of student housing in the campus core, developing 51 net acres of play fields, and

concentrating play fields along Zelzah Avenue. This scenario was rejected because of the need for more faculty/staff housing to aid in employee recruitment; to concentrate academic facilities in the academic core; and to use more of the developable campus land for buildings as opposed to open space or recreational facilities.

Scenario C contemplated 3,300 student beds (700 more than under the final 2005 Master Plan), 330 faculty/staff dwelling units, 5,540 parking spaces concentrated along Zelzah Avenue, and 48 acres of playfields. Elements of this scenario were rejected because of the need for more faculty/staff housing to aid in employee recruitment; the potential for vehicular circulation problems on campus and on Zelzah Avenue associated with parking concentrated on Zelzah Avenue, among other reasons.

Alternative sites were not considered during the master planning process and are not evaluated in detail in this EIR, since development of University facilities at other locations is infeasible and would not meet project objectives, which relate to the CSUN campus.

Response 14.9

Please refer to the **Response to Comment 14.8** for a detailed discussion of alternatives. With 356 acres, the campus has the physical capacity for growth, and alternative sites need not be considered. The Master Plan has focused on a more balanced use of campus land resources. By introducing significant roadway revisions in the eastern and southern section of campus, future campus development in this underutilized area can be intensified. This allows the campus to meet facility growth needs while maintaining the pastoral, pedestrian oriented nature of the campus core.

The addition of approximately 2500 student housing beds and 600 on-campus faculty/staff housing units will help to transform CSUN into a more residential campus, thereby reducing peak hour vehicle trips to and from campus. Future parking structure development will balance the parking load between the east and west sides of the campus, resulting in improved traffic conditions on the major roadways surrounding campus. In addition, the master plan proposes significant improvements in mass transit access for faculty, staff, and students that will reduce the percentage of commuters using private vehicles in the future. A transit center proposed at the main western entry to campus will serve local MTA buses and commuter shuttles. An expanded campus tram system will link student housing, faculty/staff housing, and MTA rapid bus stops with the transit center.

The CSUN main campus has several existing facilities, such as the Oviatt Library, Student Union and Student Services Center, which are vital to the academic experience and cannot be feasibly replicated in an off-site location.

For these reasons, alternative locations were removed from consideration.

Response 14.10

The comment states that the City of Los Angeles water supply is near 100 percent capacity. As indicated in the Draft EIR in Section 3.9, Water Supply, Los Angeles Department of Water and Power's (LADWP) Draft 2005 Urban Water Management Plan (UWMP) states that it has adequate current water supplies to serve its service area for normal, single-dry years, and multiple-dry years, based on the availability of supplies from the State Water Project, Colorado River aqueduct, Los Angeles-Owens River aqueducts, and local groundwater supplies. The LADWP service area is defined as the entire City of Los Angeles, plus portions of West Hollywood, Culver City, and Los Angeles County. Projected demand for water supplies in the service area is based on Metropolitan Water District (MWD) and Southern California Association of Governments (SCAG) population projections for the area as well as SCAG economic and employment projections. The UWMP contains most of the data used in preparing Water Supply Assessments, and LADWP's assessments typically rely primarily on the UWMP to determine whether adequate water supplies exist for its service area. Since University's growth is consistent with SCAG projections for the Los Angeles region as well as the Northridge community (see Section 3.5, Population and Housing, of the Draft EIR), water supplies for the proposed project would be adequate.

Table 3.9-2, Summary of Projected Total Master Plan Water Demands for 2035, of the Draft EIR shows projected campus water demand for the project in 2035. The annual campus water usage, including new student and faculty/staff housing, would increase from 1,808 AFY to 4,299 AFY in 2035. The project water consumption represents a relatively small fraction (approximately 0.55 percent) of the projected water demand (776,000 AFY) that LADWP plans to meet by 2035. The project is consistent with SCAG's population growth projections for the City of Los Angeles. LADWP has utilized SCAG's growth projections in projecting future water demand. The Master Plan project's water demand would, therefore, be met by the planned growth of the water system. Consistent with CSU policy, the University would continue to implement conservation measures to reduce the use of water.

To ensure that there are sufficient water supplies to meet the demand created by the 2005 Master Plan, the University sought and obtained a will-serve letter from LADWP (see Appendix E of the Draft EIR). This letter indicates that LADWP is obligated to provide service. With regard to the expansion of facilities, the cost of service, upgrades, etc. would be determined at the time that schematic designs for individual project components are developed and implemented. Based on the information above, the Draft EIR concluded, there is adequate water to meet the Master Plan project's water demand and impacts to the water supply would be less than significant.

The comment states that City of Los Angeles wastewater treatment capacity is near its limit. Existing wastewater facilities, utilized by the University, fall under the jurisdiction of City of Los Angeles,

Department of Public Works (DPW). As indicated in Section 3.10.3, Existing Conditions, Treatment Facilities, of the Draft EIR, wastewater generated by the project is treated at the Hyperion Wastewater Treatment Plant (HTP) located in Playa del Rey. The HTP service area also includes two inland reclamation plants: the Los Angeles/Glendale Water Reclamation Plant (LAGWRP) and the Tilman Water Reclamation Plant (TWRP). In total, the HTP, inclusive of LAGWRP and TWRP, has the capacity to treat 590 MGD of domestic wastewater under normal operating conditions. Currently, the HTP system is treating 350 MGD, which is 240 MGD below its rated capacity. This excess capacity is due in part to water conservation measures now required as part of the City of Los Angeles Uniform Building Code. Therefore, the wastewater treatment facility is not presently at or near capacity.

As indicated in Section 3.10.6 of the Draft EIR, the additional 1.29 MGD of wastewater generated by the 2005 Master Plan represents a relatively small fraction (approximately 0.54 percent) of the available 240 MGD capacity of the HTP. The existing on-and off-campus wastewater facilities systems would need to be upgraded and extended, and new connections would be required to meet the future demands of the 2005 Master Plan. The DPW requires that the new development connect to the City's existing sewer system. With respect to expansion of facilities, the Draft EIR indicated that the campus is responsible for all lines within its property and for installing connections to the DPW's lines off-campus. It would then be the responsibility of the DPW to upgrade the wastewater collection and treatment systems by providing relief for existing trunk lines nearing capacity and expanding treatment facilities. Connection to the DPW's lines would require coordination with the DPW to ensure the off-site DPW improvements could accommodate on-site campus improvements. The DPW may require a fee for each new connection. The University would coordinate directly with the DPW at the appropriate times during project phasing. Mitigation Measure WW-2 requires that the University comply with the requirements of Government Code §54999 with respect to connections to off-site wastewater facilities and improvements to off-site wastewater facilities.

The comment states that the City's fire and police protection services are under extreme pressure to provide basic services to current customers and expansion of these services must be reviewed carefully by both City and state officials. As stated in Section 3.6.3, Existing Conditions, Fire Protection, of the Draft EIR, fire prevention, fire protection, and emergency medical services (EMS) for the University campus are provided by the Los Angeles Fire Department (LAFD). Primary fire protection for the south campus is provided by Fire Station No. 103; Fire Station No. 70 provides primary fire protection for the North Campus. Target response times within the City of Los Angeles are 5 minutes for first response and 8 minutes for paramedic response. Currently, average response times are 5.5 minutes for first response and 3.7 minutes for paramedic response in the Northridge community. At this time, the LAFD considers fire protection services in the Northridge community adequate based on equipment, staffing, facilities,

and response times.[4] The Draft EIR concluded that existing fire protection services for the University campus are considered adequate, and construction associated with buildout of the Master Plan would not substantially increase demand for those services. Master Plan buildout construction impacts on fire protection services would, therefore, be less than significant.

With respect to expansion of fire protection services, the LAFD works with the City of Los Angeles to review plans for new development. As indicated in Section 3.6.6, Environmental Impacts, Fire Protection, of the Draft EIR, LAFD areas of concern for new development include adequate access, proper fire flow, hydrant locations, and overall site plan layout. In addition, the State Fire Marshal maintains ultimate review and approval authority over aspects of the proposed Master Plan that relate to fire protection, and may identify further recommendations and/or requirements. Operations resulting from Master Plan buildout are expected to result in an increase in the number of required building plan-check reviews and building inspections, as well as ongoing public education activities, participation in community events, and communication with the campus Departments of Public Safety and Environmental Health and Safety. As individual buildings are developed on campus, building plans would expand on the current fire protection water system to provide new buildings with adequate water supply. Individual development projects would also be required to comply with applicable fire and life safety standards and code requirements such as fire hydrant flows, hydrant spacing, adequate fire land turning-radius, access, and design to comply with the LAFD's fire protection requirements. In addition, individual development projects on campus would comply with standard design requirements in accordance with the CBC, which include fire sprinklers and fire alarm devices. New building construction would also be required to install backflow preventers, post indicator valves, and LAFD connections for new building sprinkler systems.

With regard to police protection, Section 3.6.3, Existing Conditions, Police Protection, of the Draft EIR, indicated first-response police protection services for the University campus are provided by the University Police Department, which is a part of the University Department of Public Safety. Off-campus police protection services and on-campus calls for felony offenses are provided by the Los Angeles Police Department (LAPD). The University Police Department has a Memorandum of Agreement (MOA) with the LAPD for mutual aid, jurisdictional issues, and any other relevant mutual assistance. According to the University Police Department, this is a satisfactory working relationship.[5] As indicated in the Draft EIR current staffing and equipment are not sufficient to serve the growth associated with the proposed Master Plan. The University Police Department expects to receive the same type of calls for service as the

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4 Written correspondence with Captain William N. Wells, LAFD, September 1, 2005.

5 Written correspondence with Anne Glavin, Chief of Police, California State University, Northridge, September 1, 2005.

Master Plan is implemented. However, additional staff and equipment would be required to handle the increased volume of calls for service.

With regard to expansion of services, Section 3.6.6, Environmental Impacts, Police Protection indicated that the public safety building currently under construction is intended to accommodate a growing University Police Department and will provide sufficient space for additional staff and equipment for many years.[6] As individual development projects occur on campus over the next 30 years, the department would continually reassess the need for additional staff and equipment and acquire those resources accordingly, so that service to the campus always remains adequate. As maintaining public safety is a crucial, the University would provide sufficient funding to support the acquisition of additional staff and equipment, gradually, during Master Plan implementation. In addition, the University would maintain its strong relationship with LAPD in order to provide a safe environment both on campus and in the surrounding area. Based on the above information the Draft EIR concluded, operational impacts on police protection would be less than significant.

Response 14.11

This comment is noted for the record and will be considered by the Board of Trustees of CSU. This comment does not raise any issues related to the content or adequacy of the Draft EIR. No further response is required.

6 Ibid.

Ronnie L. Grant

January 12, 2006

Mr. Colin Donahue
Director, Facilities Planning, Design and Construction
California State University, Northridge
18111 Nordhoff Street
Northridge, CA 91330-8219

BY FAX DELIVERY
TO 818-677-6552

Dear Mr. Donahue:

This letter is my comments to California State University, Northridge in the matter of its Draft Environmental Impact Report for the 2005 Master Plan Update, State Clearinghouse No. 2005051008 (hereafter "DEIR").

These comments are solely my own, and do not represent my employer or union.

DEIR § 2.4.3 – Master Planning Committee

The DEIR states, "In January 2004, CSUN President Jolene Koester appointed a 25-member Campus Physical Master Planning Committee comprising faculty, staff, student representatives, and community representatives."[1] This is incorrect. After reviewing the list of Committee members,[2] I was unable to find any Committee member who is a University staff member. A breakdown of Committee members' status, as determined by my review, is shown in Table 1.

Count	Percentage	Status with the University
10	40%	Management Personnel Plan (MPP) employees
9	36%	Faculty (Unit 3) employees
4	16%	Neighbors
1	4%	Student
1	4%	Auxiliary corporation employee
25	*100%*	*Total membership*

Table 1. Breakdown of Master Planning Committee members.

1

[1] *DEIR*, p. 2.0-11
[2] California State University, Northridge. Campus Physical Master Planning Committee Members. August 11, 2004. <http://www-admn.csun.edu/pubrels/envision2035/roster.pdf>. Accessed December 26, 2005.

• 17825 Los Alimos Street • Granada Hills, California 91344 • Phone 818-488-5101 •

The auxiliary organization employee is not an employee of the California State University (CSU).[3] It should be noted that California law and CSU regulations and policies treat MPP employees and other employees separately. The law governing employee relations does not allow a supervisory employee[4] (such as an University MPP employee[5]) to represent a non-supervisory employee in labor relations matters,[6] and the CSU Board of Trustee's own regulations expressly define any MPP as not being an academic, non-academic, or administrative employee.[7]

1

There is no law requiring staff employees be on the Campus Physical Master Planning Committee, but it would appear to be inaccurate to state the Committee contains "staff," when there actually is no staff on the Committee.

DEIR § 3.3.3 – Existing hazardous materials

The list of buildings on page 3.3-2 where hazardous materials are stored, transported, and/or disposed may be incorrect. Several buildings that I know store hazardous materials are omitted from the list. Examples include:

- Sequoia Hall: stores 200 gallons of diesel fuel for computer room backup generator, and stores small amounts of chemicals for use in University support operations. Sequoia Hall also contains academic labs with fume hoods installed; amounts of chemicals may also be stored for these labs.
- Main Distribution Frame (MDF): stores 1000 gallons of diesel fuel for telecommunications backup generator.
- Oviatt Library: stores an unknown amount of diesel fuel for a backup generator.
- University Park Apartments 14: this building has a diesel backup generator for the University Police, storing an unknown amount of diesel fuel.

2

DEIR § 3.4.6 – Noise – Parking Structures

The DEIR states, "Parking structures can be a source of annoyance due to [...] the occasional accidental activation of car alarms."[8] I take issue with the unfounded characterization of car alarm noise in parking structures as "occasional." In my

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[3] See, *e.g.*, Cal. Ed. Code § 89901, Tit. 5 Cal. Code. Reg. 42405, Cal. Gov. Code § 3562(e).
[4] Cal. Gov. Code § 3580.3.
[5] Tit. 5 Cal. Code Reg. 42720(a).
[6] Cal. Gov. Code § 3580.5.
[7] Tit. 5 Cal. Code. Reg. 42700(bb).
[8] *DEIR*, p. 3.4-22

experience on the campus, the activation of auto alarms in the existing B5 parking structure is not occasional or infrequent. I regularly hear auto alarms from the B5 structure in the quad area south of the Student Services building, and while walking on Vincennes Street adjacent to the structure.

Since the Master Plan is proposing to essentially convert the campus from surface parking to structure parking by adding additional parking structures to the campus, I fear the campus pedestrian environment will become punctuated by the distant ringing of alarms. This noise pollution is not adequately addressed in the DEIR. The DEIR admits parking structure noise will be "potentially significant" on-campus.[9] While mitigation of the car alarm noise by structural design is considered,[10] there is no discussion of mitigation of the car alarm activations themselves.

There are ways to operationally mitigate alarm noise. Within the City of Los Angeles, it is an infraction for any person to use a car alarm system that sounds for more than five minutes.[11] It is not, however, a crime for a person to use a car alarm system which is known to repeatedly sound false alarms – as long as each alarm silences automatically within five minutes, there appears to be nothing which can be done.

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The city of Alhambra, California has taken the additional step of making all *false* car alarms illegal. In Alhambra, not only are vehicle alarms prohibited to sound for more than five minutes,[12] it is also "unlawful for any person to cause, allow or permit an alarm to be emitted from a motor vehicle registered in the name of or driven by such person."[13] Vehicles emitting false alarms are public nuisances,[14] and violating vehicles may be impounded.[15] Alhambra's statute applies equally to both public and private property.[16]

The University has the right under California law to post parking regulations, and to enforce those posted regulations on the campus via the parking citation process.[17] CSUN presently uses this authority to, among other things, require parked vehicles display a valid permit, park "head-in," and to restrict certain parking areas and stalls to specialized permit holders (such as deans of colleges).

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[9] *DEIR*, p. 3.4-34
[10] *DEIR*, see "NOISE-7."
[11] Los Angeles Municipal Code § 114.06.
[12] Alhambra Municipal Code § 9.75.020
[13] *Ibid*, § 9.75.040.
[14] *Ibid*, § 9.75.050.
[15] *Ibid*, § 9.75.060
[16] *Ibid*, § 9.75.030
[17] Cal. Veh. Code § 21113.

The University could simply post a sign at each parking structure entrance advising, "VEHICLES WITH AUDIBLE FALSE ALARMS SOUNDING WILL BE CITED. CVC 21113." This may enable the University to cite *any* vehicle with *any* false alarm sounding inside the structure.

3

DEIR § 3.8 – Transportation/Traffic

Metro Rapid stop location

As a part of the mitigation for the additional trips generated to the campus, the Los Angeles County Metropolitan Transportation Agency (LACMTA) will place a Metro Rapid bus stop at Nordhoff and Lindley.[18] I find the placement of this stop puzzling, as it would seem to burden the use of LACMTA's bus rapid transit (BRT).

One of the features that differentiates LACMTA's Metro Rapid BRT program from conventional local bus transit is the placement of bus stops. Metro Rapid has fewer bus stops then local service bus lines[19] for the goal of increasing operating speeds.[20] If the design of the Nordhoff route is to be consistent with BRT design principles, then a stop of Nordhoff/Lindley precludes placing a stop at Nordhoff/Reseda. Nordhoff/Reseda is a logical transfer point to line 240, which travels south to Ventura Boulevard.[21] Placing the nearest Rapid stop at Nordhoff/Lindley, as proposed, would require a passenger needing to transfer from the Rapid line to line 240 to walk approximately 2,600 feet westbound along Nordhoff.

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This seems rather inconvenient, and would appear to dissuade travelers from using the Rapid line for any trip involving a transfer to or from line 240.

I was unable to locate any figures for bus line ridership in the DEIR, but based on my own experience as a former daily transit rider from 1999 to 2003, I suspect believe many more riders on the new Rapid line will need to transfer to or from to line 240 than will need to board or alight at the University.

The University should work with LACMTA to relocate the planned Rapid stop to Nordhoff/Reseda. The University can consider extending the route of the planned tram service to include the Nordhoff/Reseda intersection to interface with Metro Rapid.

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[18] *DEIR*, pg. 3.8-52
[19] Transportation Management & Design, Inc., Final Report: Los Angeles Metro Rapid Demonstration *Program*, 2002, p. iii
[20] United States. General Accounting Office. Mass Transit: Bus Rapid Transit Shows Promise, 2001. p. 5
[21] *DEIR*, p. 3.8-8

Zelzah Ave. parking

Despite being a Major Highway Class II,[22] Most of Zelzah Ave. between Nordhoff and Devonshire has parking available during all hours, including rush hours.[23] I believe continuing to allow parking on Zelzah is contributing to the traffic delay on that street. Many times I have observed the following chain of events occurring on Zelzah, particularly in the morning peak hours on the southbound side:

1. A car drives slowly (15-20 mph) in the right line, presumably looking for a parking space.
2. The car stops suddenly when a space is found, blocking the lane. Vehicles behind it brake suddenly. Within 30 seconds a queue of vehicles appears behind the stopped car.
3. The stopped car engages the right turn signal and shifts into reverse to parallel park. However, the queue of vehicles behind the car prevents the driver from backing into the space.
4. The car waits to back into the space while queued vehicles attempt to change lanes, with traffic in the left lane continuing at the regular volume and 35-40 mph speeds.
5. Traffic in the right lane approaching the stopped car slows and becomes congested.
6. Eventually, after anywhere from 45 seconds to 5 minutes, the stopped car successfully parks, clearing the lane for traffic again.

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Allowing parking – at least during peak hours – makes no sense to me. I suggest, as a mitigation, the University consider working with the City of Los Angeles to restrict parking and stopping on Zelzah between Nordhoff and Lassen during the hours of 7-10 a.m. and 3-7 p.m. This would reduce the University's space inventory, but only by a handful of spaces compared to the number of planned additional spaces in all project phases.

Thank you for reviewing and responding to these comments. If you have any questions, please contact me at 818-488-5101 or by email to ronnie@ronniegrant.com.

Very truly yours,

Ronnie L. Grant

[22] *DEIR*, p. 3.8-4
[23] *DEIR*, figure 3.8-5

Letter 15 Ronnie L. Grant, January 12, 2006

Response 15.1

The Master Plan Committee was comprised of a diverse group of individual from across the campus and the community. The committee membership was designed to incorporate members familiar with specific aspects of campus life, including academic instruction, athletics, student life and services, housing, and transportation.

Response 15.2

The comment states that the list of buildings on campus known to store, transport, and/or dispose of hazardous materials on page 3.3-2 of the Draft EIR is incomplete, and should include Sequoia Hall; Main Distribution Frame; Oviatt Library; and University Park Apartments 14. As indicated in Section 3.3.6 of the Draft EIR, present campus operations already involve the transport, use, and/or disposal of hazardous materials. All known hazardous materials users, generators, and disposers are inventoried, in compliance with federal and state regulations, by the University's Environmental Health and Safety Office. The latest inventory includes a list of all hazardous materials, including their chemical descriptions, located on the campus. Additionally, all buildings known to have Asbestos Containing Materials (ACMs) are inventoried by the Environmental Health and Safety Department.

Diesel fuel for back up generators is stored in several locations on campus, outside the buildings, with the exception of the Oviatt Library, which has diesel fuel for backup generators stored in the basement.

The Environmental Health and Safety Office is aware of, and oversees, all hazardous materials present on the University campus, including any present in Sequoia Hall, in compliance with federal, state, and local regulations. The Environmental Health and Safety Office has prepared and adopted numerous programs, policies and procedures intended to prevent accidents resulting from the release of hazardous materials into the environment. However, in the unlikely event of a real or potential release, the Environmental Health and Safety Office's emergency procedure for Hazardous Materials Spills/Releases is employed. This procedure requires immediate notification of the real or potential release to the Environmental Health and Safety Office, which then contacts the Los Angeles Fire Department (LAFD) and the Cal/EPA.

Therefore, in the event of a real or potential release of a hazardous substance, the same procedures currently in place at University would be employed upon implementation of components of the proposed Master Plan.

Response 15.3

See **Topical Response 5, Noise, Parking Structures**, for discussion of noise generated from parking structures and signage notifying that motorists will be cited for false car alarms sounding.

Response 15.4

The University understands that the MTA plans to locate a Metro Rapid stop at the intersection of Nordhoff Street and Reseda Boulevard,. It is also the understanding of the University that the MTA will decide if another stop is needed at the intersection of Nordhoff Street and Zelzah Avenue or the intersection of Nordhoff Street and Lindley Avenue. The University will work with the MTA to assure the new Metro Rapid stop is conveniently located for all Metro riders, including those not commuting to the University. This suggestion is noted for the record and will referred for consideration by the CSU Board of Trustees.

Response 15.5

The comment discusses the role of street parking with regard to traffic delay on Zelzah Avenue. Zelzah Avenue is classified as a Major Highway Class II arterial in the Northridge Community Plan. Zelzah Avenue currently provides two lanes in each direction, with on-street parking. The City of Los Angeles has jurisdiction over Zelzah Avenue and could implement peak period parking restrictions to smooth flow and/or provide additional travel lanes. However, peak period restrictions between the hours of 7:00 to 9:00 a.m. and 3:00 to 7:00 p.m. would not substantially affect the parking supply serving the campus as the peak period for University parking demand is mid-morning to late morning and early afternoon.

Letter No. 16

Colin Donahue

From:	"Pat LoPresti" <patlo86@earthlink.net>
To:	<envision2035@csun.edu>
Copies to:	"kelly lord" <kmlord@rosemontfinancial.com>, "bob galletly" <rgalletly@socal.rr.com>, "Pam McNair" <NrthrdgeHomownrs@aol.com>
Subject:	draft EIR and master plan
Date sent:	Tue, 15 Nov 2005 20:36:56 -0800

Good Evening Dr. Jennings,

When will the draft EIR/Master Plan Envision 2035 documents be available on the website? What are the exact dates of public review?

I have requested, via Colin Donahue, four printed copies of the documents. The November 29th public meeting notices arrived today. CSUN's "holiday timing" of the public meeting and review process is not appropriate for thorough review of this expansion project. The community will not want to attend meetings or review documents between Thanksgiving and the end of December. Who will want to attend a December 21st presentation at the NENC meeting? This review process should be taking place in January in order to obtain optimum input. This reflects CSUN's lack of interest in the community's input.

1

Regards,
Pat LoPresti

Letter 16 Patricia LoPresti, November 15, 2005

Response 16.1

The Draft EIR was published on the University's website on November 16, 2005. Ms. LoPresti was provided with one copy of the Draft EIR and one CD containing the Draft EIR in electronic format.

The comment requests that the public review meeting be conducted in January, not on December 21, and that more time be allowed for review of the Draft EIR.

CSUN moved the public meeting up to November 29, 2005, in conjunction with circulation of the Draft EIR, to provide an opportunity for public input on the content of the Draft EIR and to address questions regarding the Draft EIR.

The *CEQA Guidelines* specify the number of day for public review periods of the Draft EIR, but do not specify certain dates the Draft EIR cannot be circulated. As stated in Section 15105(a) of the *CEQA Guidelines*, "When a draft EIR is submitted to the Sate Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse." The Draft EIR was circulated for a 45-day public review period, as required by state law, beginning November 16 and ending December 30, 2005. At the request of members of the community, the Draft EIR review period was extended 13 days to January 12, 2006. A letter providing information regarding the extension of the review period was sent by the University to Mr. Kelly Lord, and Ms. LoPresti was provided with a copy of this letter. The University is in compliance with *CEQA Guidelines* with regard to the provision of the public review period and the provision of a public meeting.

Letter No. 17

January 12, 2006

California State University Northridge
Facilities Planning Office
18111 Nordhoff Street
Northridge, CA 91330-8219

Subject: Response to draft EIR
CSUN 2005 Master Plan Update

Dear Mr. Donahue,

As residents who lived adjacent to the CSUN campus for nineteen years, who were involved in the 1998 Master Plan, and who have attended the Envision 2035 public meetings, we are submitting our draft EIR comments. This newest master plan is massive with far reaching effects not just to residents living near campus but for miles away. This expansion plan effects all of Northridge and those who travel to and from Northridge via both the 118 Freeway and the 405 Freeway. The documents flaws, our concerns and questions are as follows:

p. 1.0-2 CSUN educates 33,000 undergraduates and graduate students. Approximately 24,400 are classified as FTEs / full time enrolled. Have all the approximately 9,000 part time commuter students and their vehicles been included in the EIR calculations and analysis? 1

p. 1.0- 6/7 Of the three project alternatives, we select the Reduced FTE Alternative or a Reduced Faculty/Staff Housing Alternative. 2

p. 1.0-8 Projects and Cumulative Impacts The new housing complex between Tampa and Corbin just south of Plummer (old NR Tennis Club property), new Lowe's complex on Nordhoff and the proposed WalMart on Nordhoff do not appear on your maps. These are present and future projects with impacts. Why have they not been included in your analysis, especially the traffic studies? 3

p. 1.0-13 If the California Supreme Court issues a ruling reversing the City of Marina v. Board of Trustees of the California State University (2003) how will CSUN comply fully with the law during each phase of this master plan through 2035? How will the needed funding be obtained? Will all mitigations be implemented as outlined in the approved EIR? 4

p. 1.0-25 3.4 Noise It is determined that project construction noise will exceed existing ambient exterior noise levels. Significant and unavoidable is the rating. How will CSUN communicate with the residential community when subjected to the noise and 5

air pollution, if regulations and city ordinances are not being followed by the contractors on site?

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p. 1.0-38 This section states that the campus is projected to have a parking deficiency of 1,323 parking spaces until the parking demand reductions program is applied then there will be a surplus of 115 spaces. Please explain the PDR program. When and how will it be implemented.

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p. 2.0 -10 As a witness who attended the May 1997 approval of the 1998 Master Plan by the CSU Board of Trustees, the multi-purpose stadium proposed in the 1998 Master Plan was removed from that plan just days prior to review by the Trustees.

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p. 2.0-11 Proposed significant changes to the north campus (1) The development of a faculty/staff housing community of 550 units within a primarily one story, single family dwelling neighborhood is overdevelopment and high density for our community. No definitive drawings have been given to the community as to planned parking, structure height, parking lot lighting, landscaping, ingress/egress of the parking lots which must be on Zelzah Avenue not Lassen Street. A new parking structure is proposed for the student dorm apartments with ingress/egress on Lassen. Without the precise location of parking lot driveways, how can there be accurate traffic and circulation flow studies? When will architectural renderings be available for phase I? We are asking for a public meeting prior to the CSU March meeting so that the public can view the plans for the first 250 units. When will that be held? (2) Instructional/athletic space is also proposed north of the housing community. This ambiguous green space sends up a red flag in a community which will vehemently oppose any outdoor athletic/arena venue that will be leased for any special events. If this is to be used for instructional space, it is far from other athletic facilities located on main campus, and there is no parking planned adjacent to the facility. Students are not going to walk that distance from main campus. We request to see drawings of this proposed facility including temporary and/or permanent bleachers, restrooms, buildings, facility lighting, landscaping and parking lots. We also request a contractual agreement that this instructional/athletic space will only be used for CSUN instructional and intercollegiate athletic events. No outdoor concerts or professional or semi professional soccer matches will be tolerated by the residential community.

8 9 10 11 12 13

p. 2.0 – 33 Precinct 6 University Park Housing Precinct What will be the height of the four additional infill buildings which will house 896 students? – that is an increase from original 800. If you are constructing four new buildings and a new parking structure in the existing area, where is the open space going to be? The map on 2.0-15 shows several trees. Presently, there are outdoor tables, covered areas with tables, and volleyball courts. There needs to be open space to be appealing to students who live in student housing. If the dorms are not appealing and comparable to nearby apartment complexes that have courts and pools, the dorms will not fill, like in the past, and portions of buildings will be used by other CSUN departments and leased to private companies. At this moment, all the present dorms buildings are not being used for student housing. They are not full yet CSUN wants us to believe there is a waiting list

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for dorm rooms. What will be done to create or enlarge open space for students? A five story parking structure nestled within three story dorm apartment buildings results in high density and congestion. Where is the exact location of the ingress/egress to that proposed structure on Lassen Street? That structure is critical to the neighborhood directly west of the dorms as it is experiencing overnight, weekend, guest and long term (weeks at a time) student parking by those students and guests who do not want to pay the resident parking fee or the $4. per day guest parking fee. Therefore, students and their weekend guests,' park on neighborhood streets, leave their fast food trash on lawns, play loud music late at night as they come and go. Car alarms blaring at all hours of the night are also disturbing. The neighborhood currently has restricted parking but several blocks do not include weekend and all night parking. Is this structure going to be constructed simultaneously during Phase I when the first set of dorms is constructed? It is imperative that the construction be simultaneous. Increasing student housing by removing parking lots eliminates both the current needed parking spaces and creates a deficit of spaces for the increased number of students needing parking. Will all the parking lots enter/exit on Lassen and Zelzah? The community has many times requested that the parking lot entrances/exits on Lindley Ave., directly across from homes on Lindley Avenue, be moved to Lassen and Zelzah but we have seen no action. When will the dorm driveways be eliminated or sealed on Lindley Avenue?

16

What is the plan to accommodate student and guest parking needs when the parking lots within the student housing area is "in filled" with the additional dorm structures and the simultaneous elimination of Lot T when the faculty housing construction begins on Lassen and Lindley?

17

What is the plan for accommodating student housing guest parking in the future?

What is the plan to remedy the present student housing and guest parking problems in the adjacent neighborhoods?

18

The issue is not the number of parking spaces available for students and guests, but the utilization of those spaces. The critical factors in utilization by the students, is cost and convenience. The students refuse to pay the expensive parking fees for on-campus parking when they can easily park for free in the adjacent neighborhoods. These fees must be dramatically reduced or eliminated to resolve the problem that has existed for years and years, for blocks and blocks, surrounding the campus. The parking must also be convenient for the students. They refuse to walk any distance especially if neighborhood parking is closer. This is evident by the significant underutilization of the parking structure located on Zelzah Avenue near Lassen Street. Students and their guests use the adjacent neighborhood as a more convenient and less expensive parking area. What does CSUN plan to do to mitigate the existing and soon to expand parking problems at student housing on Lassen St.?

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p. 2.0-34 The final paragraph provides more information on the large academic/intercollegiate athletic use playfield (PF-G12). There will now be a small building housing restrooms, showers and/or storage. How small is small? Please provide

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square footage and height. What else will there be? When can the public view definitive drawings? 22

p. 2.0-47 Valley Performing Arts Center Construction related noises are being considered a short term nuisance. What is short term? How will residents be able to communicate with on site contractors and CSUN administrators, if City Zoning Ordinance standards are not being followed? 23

p. 3.5-5 As stated in the EIR – "Further, the Master Plan residential component is consistent with Policy 1-2.3 of the Northridge Community Plan, which states that there should be an adequate supply of housing to meet the needs of students attending CSUN without creating adverse impacts on adjacent permanent residential neighbors." Presently adverse impacts are occurring in residential neighborhoods; dorm noise causing residents to call the CSUN housing office, student traffic in and out of the parking lots onto residential streets, students speeding through residential streets, students/ guests partying in parking lots on Lindley Ave. next to the track. Lindley Ave. student foot traffic noise as dorm residents and guests attend parties at the fraternity houses on Halsted Street. Loud, blaring music from cars entering and exiting the student housing areas. These are some of the adverse effects that develop when college student housing is directly across the street for student housing complexes and parking lots. As mentioned previously, the student/guest parking problem that exists in the residential neighborhoods to the west of Lindley Avenue has escalated to the degree that residential permit parking/preferential parking is needed. Why should residents have to pay to park in their own neighborhoods or need restricted parking in order to prevent students, guests and athletic event spectators from parking on residential streets on a regular basis? Will CSUN pay for permit parking to resolve this issue which conflicts with the Northridge Community Master Plan? Will CSUN use a portion of fees generated from student parking fees to annually pay for neighborhood residential permit parking/preferential parking? 24

p. 3.6-4 There needs to be an addition made to the University Police Department typical calls. On a number of occasions prior to January 1, 2005 and in late August of 2005, residents have been forced to contact CSUN police regarding party noise emanating from one or both of the fraternity houses located on Halsted Street near Etiwanda. There should be a record of a number of calls, from us, and from other neighbors. CSUN administration should also have a record of phone calls and emails. The ZBT's and Sigma Phi Epsilon have a long history of creating both noise and trash problems in the neighborhood to the point that meetings were held with Chief Anne Glavin, CSUN Public Safety Director, the Greek Advisor, Jameson Keller, LAPD, Jim Dellinger of Councilman Smith's office and several residents in June 2004. The established "registered party regulations" have been repeatedly ignored. The fraternity problem continues to date. If CSUN recognizes the Greeks, then CSUN must be willing to hold them accountable and the property owners of the houses accountable, ensuring that residential properties not zoned for fraternities be well maintained, aesthetically pleasing and peaceful. When will these properties be cleaned up, maintained in a fashion fitting the neighborhood and permanently quiet? 25

These neighborhood problems are examples of adverse effects of current student housing located too close to residential, family oriented neighborhoods. New student housing is also proposed on Halsted Street at Lindley Avenue directly across from a gated, two story residential community. More faculty and student housing is proposed further west on Halsted between Etiwanda Avenue and Darby Avenue also directly across the street from single family dwellings. Doubling the number of students living on campus will most certainly compound current problems that have remained unresolved for decades. What does the Public Safety Department and Student Housing plan to do concerning these current problems of traffic, noise, and parking as well as the future problems that will definitely occur? Where will the parking lots/spaces be located for all the proposed Halsted Street student and faculty housing? What will be the ingress/egress to those parking areas? How many parking spaces will be provided for how many students, staff, faculty? Factoring in two vehicles per married faculty member and one vehicle per student is necessary. Again, how can traffic studies be valid when such traffic and traffic circulation information is not included in the EIR? 25 26

p. 3.8-10 Local intersections Reseda at Superior has not been studied and Lassen at White Oak has not been studied. These two neighborhood intersections, both with traffic signals, handle heavy Reseda Blvd. traffic and handle heavy LAUSD High School and CSUN traffic volumes daily. Both access residential neighborhoods. Why were they not included in the traffic study? 27

Recently, there has been local discussion concerning a proposal to connect White Oak Avenue to the existing, graded on/off ramps at White Oak and the 118 Freeway. An alternative north/south thoroughfare to relieve the severe congestion on Reseda Blvd. may possibly be a needed mitigation in the future. Why was this not included in the traffic study? 28

p. 3.8-17 Student Parking Fees Two paragraphs address student parking fees which are now enforced 24/7 in all CSUN parking lots. Students do not want to pay the high fees so they park in neighborhoods surrounding campus, pull bikes and skateboards out of trunks then go to class. Student housing guests do not want to pay parking fees so they park in neighborhoods. Students have been known to park in "empty looking" driveways of private residences and block driveways. Who determines the student parking fees at CSUN? Can parking fees be assessed when students register for classes forcing them to prepay for parking? Can dorm residents with registered vehicles also pay parking fees when paying for student housing? Will pre paying encourage students to park on campus? Will significant discounts for pre payment encourage on campus parking? CSUN, what do you plan to do to address and solve this parking fee problem? 29

p. 3.8-52 Transportation demand management measures The fifteen measures listed all need to be implemented. Assigning student parking spaces in specific parking structures may discourage students from parking in one location then moving their vehicle to another during the day. Assigned parking spaces will also alleviate additional vehicle trips between parking areas as students move cars to be closer to classes thus 30

avoiding walking from class to class. When will the TDM measures be implemented? When will an assigned parking space plan be developed, implemented and enforced? Assigning parking in specific parking structures was discussed at one of the Envision 2035 meetings last year. 30

p. 5.4.3 No Faculty/Staff Housing Alternative We propose modifying this and reducing the faculty/staff housing by 50%. Build half the units (250) and occupy them fully with professors and staff before creating a ghost town of empty town homes and condos. Once occupancy is full, consider the next phase. 31

We are requesting that the Northridge East Neighborhood Council form an Oversight Committee tasked with monitoring, reviewing and communicating with CSUN administration during all phases of the approved master plan development. This committee must be comprised of interested Northridge residents, selected by NENC not CSUN, living north, east, south and west of campus. Due to the configuration of the campus and the specific proposed construction planned each residential area will have their specific concerns with both construction and management issues. This committee should also contain representatives from Councilman Smith's and Assemblymember Levine's staff. This Oversight Committee will then report to Northridge Stakeholders at regular NENC meetings on a monthly or quarterly basis until construction has been completed. 32

General comments on the traffic study We will be eager to read the LADOT's analysis of the study as they are the traffic experts. In the 1998 EIR there were numerous mitigations described to help alleviate or minimize traffic congestion and problems which were to be implemented by the City of Los Angeles, at their expense. Many of those mitigations were never implemented, due to lack of funding, thereby failing to mitigate the effects of the 1998 master plan on local traffic problems. The 2005 EIR once again includes many mitigating steps, 46 intersections, to be taken to reduce the effects of the increased traffic. Is CSUN planning on arranging, implementing and funding these proposed mitigations? Is CSUN going to expect the LA City 12th Council District to fund and perform these mitigations? If so, there is little likelihood that CSUN created mitigations will ever be done, thereby resulting in no mitigations – just words. Lack of needed mitigations will increase an already unbearable traffic situation surrounding the campus. CSUN and the CSU Board of Trustees must be responsible and held accountable for the cost and implementation of all mitigating measures. 33

General comments on pollution and noise. Pollution and noise are of great concern to the Northridge communities surrounding CSUN, especially in the areas of the existing athletic fields and student housing. According to the proposed master plan, there is an extensive increase of student housing, relocation of existing athletic space and the addition of new athletic space on Zelzah Avenue and north campus. The results are an increase in the amount of pollution and noise so that the surrounding community will be exposed to amounts in excess of those allowed by the SCAQMD regulations and Los Angeles City ordinances. When does CSUN plan to mitigate these issues so as to be in 34

compliance with these regulations and ordinances? Does CSUN, the state, believe is does not have to comply with these regulations and ordinances? Is the University willing to accept liability for damages, i.e. personal injury, property damage, medical treatment, and medical monitoring arising out of the creation and exposure to excessive and unacceptable levels of air and noise pollution that is described in the draft EIR as unavoidable significant impacts? 34

Due to CSUN's role in the present Northridge traffic congestion currently created by the nearly 40,000 students, faculty, employees and CSUN's desire to add 10,000 more students, five new parking structures, new academic buildings, new student housing complexes for 2500 students living on campus who will also have vehicles, a transit hub and a new Valley Performing Arts Center, we plan to request that LADOT study traffic issues surrounding CSUN specifically Plummer Street at Reseda and Zelzah Ave. Connecting Plummer Street from Reseda Blvd. to Zelzah Avenue would create a much needed east/west thoroughfare thus relieving traffic congestion on Devonshire, Lassen and Nordhoff Streets. 35

Sincerely,

Robert and Patricia LoPresti

Robert and Patricia LoPresti
18136 Labrador St.
Northridge, CA 91325

Letter 17 Robert and Patricia LoPresti, January 12, 2006

Response 17.1

Part-time commuter students and their vehicles were included in EIR calculations and analysis. Trip calculations in the traffic study prepared for the Draft EIR considered all students, including full-time students and equivalent part-time students. FTE refers to full-time equivalent, not full-time enrolled, as this comment indicates. Please refer to page 3.0-1 of the Draft EIR, Section 3.0, Project Description, footnote number 1, which defines full-time equivalent. As stated in footnote number 1, "Whereas headcount simply accounts for the number of students enrolled, for master planning and academic planning purposes, CSUN utilizes the full-time equivalent (FTE), unit of measurement to calculate enrollment. One FTE is defined as one student taking 15 course units, which represents a full course load. Students taking fewer course units are considered to constitute a fraction of an FTE (10 course units = .66 FTE), whereas students taking more than 15 course units constitute more than one FTE (20 units = 1.33 FTEs)."

Response 17.2

The commenter's preference for the Reduced FTE Alternative or a Reduced Faculty/Staff Housing Alternative is noted for the record and will be considered by the Board of Trustees of CSU. This comment does not raise any issues related to the content or adequacy of the Draft EIR. No further response is required.

Response 17.3

CEQA requires that related projects considered in an EIR be current as of the date of the Notice of Preparation (NOP) for the EIR. The California State University, Northridge Master Plan Draft EIR NOP was issued in May 2005. The Wal-Mart project was proposed subsequent to that date; since then, however, the project application has been withdrawn by Wal-Mart.

There are three projects proposed in the vicinity of Nordhoff Street, Prairie Street, Shirley Avenue, and Corbin Avenue: a Lowes store; a mixed-use residential/retail project (District at Northridge); and an independent living/assisted living/residential project (SRC/Homeplace). The Lowes project was approved by the Los Angeles City Planning Commission in June 2005. The District at Northridge project

was originally filed in October 2005 and was refiled in February 2006, and has not yet been approved. The SRC/Homeplace project was filed in December 2005 and has not yet been approved. These projects were subsequent to the California State University, Northridge Master Plan EIR NOP date, and were not included in the list of projects provided by the City in the spring of 2005 for use in the CSUN EIR.

Even if these projects had been included, however, based on a review of projected operating conditions and the level of incremental impact caused by the California State University, Northridge Master Plan project at the study intersections, the conclusions of the Draft EIR in regards to significance of California State University, Northridge Master Plan traffic impacts would be unchanged.

It should also be noted that, due to the 30-year planning horizon for the California State University, Northridge Master Plan, future cumulative traffic projections for the year 2035 were developed in the Draft EIR traffic study based on long-term growth projections from the Southern California Associated Government (SCAG) regional travel demand forecasting model. Because the SCAG regional model data used to develop the background growth factors already assumes population and employment growth throughout the Los Angeles metropolitan area including in the Northridge area, only larger specific projects that could be beyond the level of growth already inherent in the SCAG projections for the Northridge area and known at the time of the EIR NOP were included in the related projects analysis in the Draft EIR traffic study. Future projects not explicitly included on the related projects list could nevertheless be an element of the long-term traffic growth anticipated in the area based on the SCAG model.

Moreover, as stated in **Topical Response 1, Environmental Review**, additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts.

At that time, the evaluation of existing conditions (in this case, traffic conditions) would necessarily take into account the effects of any new projects that have become operational since the 2005 Master Plan EIR was prepared.

Subsequent analysis would also take into account any new related projects (i.e., reasonably foreseeable past, present, and future proposed projects) that could affect the determination of Master Plan project-related contributions to cumulative impacts.

Response 17.4

In the event that California courts modify a CSU University's obligation under existing law with respect to the funding of off-site improvements, CSUN, will comply with the law in accordance with CSU system directives.

CSUN is required by law to implement the mitigation measures contained in the Draft EIR as a condition of project approval and EIR certification by the Board of Trustees. A MMRP has been developed and must be adopted at the same time the project is approved and the EIR certified, and identifies all project mitigation measures, timing of implementation, and responsible oversight agency.

Response 17.5

As stated in the comment letter, the Draft EIR concluded that construction noise impacts would be significant and unavoidable due to the proximity of sensitive receptors on-campus and off site. Please refer to Section 3.4, Noise, of the Draft EIR. The Board of Trustees of CSU will consider the significant impacts identified in the Draft EIR and weigh these impacts against the economic, legal, social, technological, and other benefits of the project.

The comment also questions how the University will communicate with the residential community when subjected to the noise and air pollution, if regulations and City ordinances are not being followed by the contractors onsite. As per Mitigation Measure NOISE-4 and the City of Los Angeles Noise ordinance, the University shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design and Construction at (818) 677-2561. Mitigation Measure NOISE-4 has been amended to reflect this information. The Mitigation Monitoring Plan will ensure that this mitigation measure is implemented prior to construction activities on the site.

A MMRP has been developed for the project. The MMRP identifies the mitigation measure, phase during which the mitigation measure is required, the person or agency responsible for ensuring the mitigation measure is implemented, and the frequency of monitoring/reporting. Implementation of the MMRP will ensure that regulations and City ordinances are followed by the contractors on site. For construction-related Mitigation Measures AIR-1 through AIR-3, the Staff Architect, Construction Engineer and Campus Construction Manager will be responsible for ensuring that construction-related mitigation measures are implemented throughout the pre-construction and construction phases. For construction-related Mitigation Measures NOISE-1 through NOISE-5, the Campus Project Manager and Construction

Engineer will be responsible for ensuring that construction-related mitigation measures are implemented throughout the construction phase.

Response 17.6

The Parking Demand Reduction program is discussed on page 3.8-51 in 3.8, Traffic of the Draft EIR. The following measures comprise the program. When each measure will be implemented is also provided.

Expansion of the on-campus tram system, Phase I (2005-2009).

The campus tram system would be expanded to include an additional route. The current tram operates between the University Park student housing just south of Lassen Street and the campus core, terminating near the University Student Union (USU). The second route would operate as a loop on East University Drive (Lindley Avenue), North University Drive (Plummer Street), West University Drive (Etiwanda Avenue), and the campus roadway along the north side of Nordhoff Street between East and West University Drives. The existing and proposed tram routes are shown in Figure 3.8-11 of the Draft EIR.

Construction of Multimodal Transit Center, Phase I (2005-2009).

The Multimodal Transit Center would include a bus stop, tram stop, Metrolink pick-up and bicycle storage. The transit center would serve bus routes operated by the MTA that would travel to the transit center via either Prairie Street from Reseda Boulevard or via Darby Avenue from Nordhoff Street. The transit center would serve as a connection point between the public bus system, the expanded on-campus tram system, and the University Metrolink shuttle.

New Metro Rapid bus stop on Nordhoff Street at Lindley Avenue, 2006.

The MTA is planning to implement Metro Rapid bus service on a route that includes Reseda Boulevard from Ventura Boulevard to Nordhoff Street, Nordhoff Street east of Reseda Boulevard past the University campus to Woodley Avenue, and eventually via Sepulveda Boulevard, Brand Boulevard, and San Fernando Road to the Sylmar Metrolink station.

Other demand management measures throughout Master Plan implementation.

Pages 3.8-52 and 3.8-54 list demand management measures that may be implemented throughout Master Plan implementation. As implementation of the Master Plan proceeds, the precise combination and nature of the measures to be implemented will be determined. The Master Plan will also include a

monitoring program to evaluate parking utilization, transit ridership, and average vehicle ridership (AVR) on a periodic basis to determine the extent to which the desired demand reduction is being achieved.

Table 3.8-15 in the Draft EIR shows parking demand with and without implementation of the Parking Demand Reduction program. As shown in Table 3.8-15, with an expected 12.5 percent reduction associated with the Parking Demand Reduction Program, demand would be reduced from 19,760 to 17,413 when a parking contingency is accounted for. As the Master Plan would provide a total of 17,528 parking spaces, 16,991 on-campus and 537 off-campus, under 2035 conditions, the overall result is a surplus of 115 spaces.

Response 17.7

This comment does not raise any issues related to the content or adequacy of the Draft EIR. It is noted for the record and will be considered by the Board of Trustees of CSU. No further response is required.

Response 17.8

Please refer to **Topical Response 1, Environmental Review**, for a discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities.

As stated **Topical Response 1**, the Master Plan is intended predominantly as a guide for long-term land and building use; it identifies what facilities will be needed to accommodate growth over the next 30 years and where those facilities should be located. As such, the Master Plan cannot accurately predict, and therefore does not contain, details concerning every project proposed under all of the Master Plan phases. Because of the long-term nature of the Master Plan, the precise nature, size, and location of all the proposed programs and facilities cannot be accurately projected at this time and any such projections would be speculative at best.

As the Master Plan is implemented, specific buildings and facilities, including playfields and other recreational facilities, will be designed, and information regarding building location, size, open space, lighting, and circulation and parking will be developed. Additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals.

For example, the design for faculty/staff housing in the North Campus has not yet been developed. At such time as design development for that project is undertaken, additional environmental review of potential associated impacts will be required under CEQA. Should that process of environmental review, or compliance, determine that the potential exists for new, significant impacts not anticipated in the Master Plan Draft EIR, then the appropriate environmental documentation will be prepared, public noticing conducted, and public review opportunities provided as required by law. (See **Topical Response 3, Faculty/Staff Housing**, for more discussion of this particular Master Plan project).

The conceptual driveway location on Lassen Street for parking structure PS-F9 is shown in Chapter 4 of the Master Plan, in Figure 4J, Vehicle Circulation and Parking Plan, on page 89, and in Figure 4FF, University Park Student Housing, on page 116, as well as in the Draft EIR in Section 3.8, Transportation/Traffic, in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-11. Should this driveway be located several feet to the east or west during preparation of final building plans, the traffic and circulation conclusions reached in Section 3.8, Transportation/Traffic of the Draft EIR would remain the same. This is because the number of parking spaces in the structure and location of the driveway on Lassen Street would not change; therefore, the same number of cars that would utilize the structure and the location of ingress/egress on Lassen Street would remain the same as that analyzed in the Draft EIR.

Response 17.9

Please refer to **Topical Response 1, Environmental Review**, for a discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities. As Phase 1 and 2 projects are developed, specific buildings will be designed and information regarding building location, size, open space, and circulation and parking will be developed. Upon completion of conceptual design documents, the University will update interested community members-including the Northridge East Neighborhood Council on the status and details of the Phase 1 project.

Response 17.10

Please refer to the **Response to Comment 17.9**. No design documents would be available prior to the March 2006 Board of Trustees meeting; therefore, a community meeting prior to the March 2006 Board of Trustees meeting is not possible.

Response 17.11

Please refer to the **Topical Response 6, Recreation**. As stated there, the playing field at the north end of campus is intended for instructional purposes and intercollegiate athletic events. Parking for the playing field at the north end of campus would be provided in the existing surface parking lot located east of the field, as shown in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-2 of the Draft EIR. This lot provides approximately 140 parking stalls, and is accessible from Zelzah Avenue. During intercollegiate athletic events, parking would be available in other on-campus surface lots and structures, and an on-campus shuttle would be utilized as needed to transport attendees between the field and the parking areas.

Response 17.12

Please refer to **Topical Response 6, Recreation**. As stated there, as the Master Plan is implemented, specific buildings and facilities, including playfields and other recreational facilities, will be designed, and information regarding building location, size, open space, lighting, and circulation and parking will be developed. As discussed in **Topical Response 1, Environmental Review Process**, additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals. The playing field at the north end of campus is proposed as part of Phase 2. Field amenities are expected to include equipment storage, restrooms, and nighttime lighting all of which currently exist and are in use at the playfield at the north end of campus. A new stadium is not proposed for the playfield at the north end of campus.

Response 17.13

Please refer to **Topical Response 6, Recreation**. As stated there, the playing field at the north end of campus is intended for instructional purposes and intercollegiate athletic events. Such uses and intercollegiate events would be consistent with instructional and intercollegiate athletic events that currently take place elsewhere on campus. Permanent seating in the form of bleachers currently exists at this location.

As stated in **Topical Response 6**, parking for this field would be provided in the existing surface parking lot located east of the field, as shown in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-2

of the Draft EIR. This lot provides approximately 140 parking stalls, and is accessible from Zelzah Avenue. During intercollegiate athletic events, parking would be available in other on-campus surface lots and structures, and an on-campus shuttle would be utilized as needed to transport attendees between the field and the parking areas.

The University Park Student Housing is discussed in the Master Plan in Chapter 6, Design Guidelines, Section 6.2.8, University Park Student Housing. As stated there, the buildings are all expected to be a maximum of 4 stories or 60 feet in height.

Response 17.14

Four infill buildings housing a total of 896 students are proposed within Precinct 6, University Park Housing. The first building is proposed for Phase 1, the second and third buildings are proposed for Phase 2, and the fourth building is proposed for Phase 3. Please refer to **Topical Response 1, Environmental Review**, for a discussion of future Master Plan project environmental compliance requirements and associated public review and comment opportunities. As projects are developed, specific buildings will be designed and information regarding building size and height, open space, and circulation and parking will be developed.

Response 17.15

Please refer to the **Response to Comment 17.14**. Open space amenities proposed for Precinct 6, University Park Housing will be developed as projects within Precinct 6 are developed. Precinct 6 is shown in greater detail in Chapter 4 of the Master Plan, in Figure 4FF, University Park Student Housing, on page 116. Outdoor open space for informal activities intended to strengthen the campus residential community as a whole is proposed for Precinct 6. Adequate facilities to meet outdoor activity space needs will be incorporated in the project design.

Response 17.16

Please refer to the **Response to Comment 17.8**. The conceptual driveway location on Lassen Street for parking structure PS-F9 is shown in the Master Plan in Figure 4J, Vehicle Circulation and Parking Plan, on page 89, and in Figure 4FF, University Park Student Housing, on page 116, as well as in the Draft EIR in Section 3.8, Transportation/Traffic, in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-11. Pedestrian access to parking structure PS-F9 would be available at the driveway and at the four corners of the structure, similar to pedestrian access to existing parking structures. This structure is

proposed for construction during Phase 2, when the second and third housing buildings are proposed for construction. The design of the first phase of student housing will include a detailed analysis of parking requirements and will provide a parking plan for the resident population both during construction and after occupancy. Adequate facilities to meet parking needs will be incorporated in the project design.

The comment states that students and their guests playing loud music on neighborhood streets and activation of car alarms at night are disturbing. As indicated in Section 3.6, Public Services, of the Draft EIR, off-campus police protection services and on-campus calls for felony offenses are provided by the LAPD. The Devonshire Area Community Police Station provides service to the project area. The University Police Department (LAPD), which is a part of the University Department of Public Safety, provides police protection services on campus, and has only limited jurisdiction or authority with regard to off-campus incidents that occur within a 1-mile radius of campus. The University Police Department does not have jurisdiction for parking enforcement issues off-campus. The University Police Department Patrol Operations Division provides 24-hour patrol of University property, buildings, parking lots, and residence halls. All laws and codes of the state and the United States are enforced on the campus, including regulations the University establishes to administer the campus community. Because maintaining public safety is a crucial, the University would provide sufficient funding to support the acquisition of additional staff and equipment, gradually, during Master Plan implementation. As stated above, the University has limited jurisdiction over incidents that occur off-campus. However, the University would maintain its strong relationship with the LAPD in order to provide a safe environment both on campus and in the surrounding area.

The vehicle circulation and parking plan is shown in Chapter 4 of the Master Plan, in Figure 4J, Vehicle Circulation and Parking Plan, on page 89 and in the Draft EIR in Section 3.8, Transportation/Traffic, in Figure 3.8-11, Vehicle Circulation and Parking Plan, on page 3.8-11. As shown, primary access for parking structure PS-F9 would be on Lassen Street . The other parking structures and lots would be accessible from Zelzah and Darby Avenues, West University, East University, North University, and Matador Drives and Halsted, Plummer, Vicennes, Prairie, and Nordhoff Streets.

With regard to the provision of parking lot entrances/exits on Lindley Avenue across from homes on Lindley Avenue, the design has not yet been finalized. The elimination of driveways may not comply with the requirements of the Fire Department; as the design for this area of the campus is finalized, the Fire Department will be consulted. As discussed in **Topical Response 1, Environmental Review Process**, additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts. This additional review will comply with the requirements of CEQA and, as

appropriate, will include public noticing and opportunities for public comment on the specific project proposals.

Response 17.17

See **Topical Response 7, Traffic/Parking, Parking,** for a discussion on the provision of parking within the 2005 Master Plan.

Response 17.18

The comment identifies existing student housing parking impacts on residential neighborhoods. As stated in Section 15126.2 (a) of the *CEQA Guidelines*, "An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, at the time environmental analysis is commenced." Existing parking supplies are not, by definition, significant environmental effects of the proposed Master Plan, and were appropriately evaluated as part of the existing conditions discussion in Section 3.8.3, Traffic, of the Draft EIR.

Response 17.19

The campus parking program is a self-sustaining unit that is not supported by campus general funds. Parking fees are the primary source of revenue for the parking program and are required to fund personnel and operating costs, maintenance, and debt service for construction of parking facilities. Parking fees are established at rates required to sustain the program.

Many students, including residents and commuters, do not park vehicles on campus. Requiring the purchase of a parking permit by all students (or all student housing residents) would impose an unnecessary financial burden on many students. Further more, this would encourage the increased use of vehicles and would be detrimental to the Master Plan goal of reducing vehicle trips and increasing the use of public transportation.

Response 17.20

See **Topical Response 7, Traffic/Parking, Parking,** for discussion of provisions for parking within the 2005 Master Plan.

Response 17.21

The comment identifies existing student housing parking impacts on Lassen Street. As stated in Section 15126.2(a) of the *CEQA Guidelines*, "An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, at the time environmental analysis is commenced." Existing parking supplies are not, by definition, significant environmental effects of the proposed Master Plan, and were appropriately evaluated as part of the existing conditions discussion in Section 3.8.3, Traffic, of the Draft EIR.

See **Topical Response 7, Traffic/Parking, Parking** for a discussion on the provision of parking within the 2005 Master Plan.

Response 17.22

Please refer to **Topical Response 6, Recreation**. As stated there, as the Master Plan is implemented, specific buildings and facilities, including playfields and other recreational facilities, will be designed, and information regarding building location, size, open space, lighting, and circulation and parking will be developed. Additional environmental review of Master Plan projects will be undertaken as each project proposed under the Master Plan is implemented, to determine whether the potential exists for any new, significant environmental impacts. This additional review will comply with the requirements of CEQA and, as appropriate, will include public noticing and opportunities for public comment on the specific project proposals. The playing field at the north end of campus is proposed as part of Phase 2. Field amenities are expected to include equipment storage, restrooms, and nighttime lighting, all of which currently exist and are in use at this location.

Response 17.23

As per Mitigation Measure NOISE-1 and Section 41.40 of the City of Los Angeles Noise Ordinance, construction operations shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays and holidays. No construction operations shall be permitted on Sundays. Therefore, construction activities are periodic and do not last all day. In addition, construction activities have a defined duration with a start and end date. Therefore, impacts associated with construction activities are considered shortterm.

The comment questions how residents will be able to communicate with on-site contractors and the University administrators, if the City Zoning Ordinance is not being followed. As per Mitigation Measure NOISE-4 and the City of Los Angeles Noise ordinance, the University shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design and Construction at (818) 677-2561. Mitigation Measure NOISE-4 has been amended to reflect this information. The MMRP will ensure that this mitigation measure is implemented prior to construction activities on the site.

Response 17.24

The comment identifies existing impacts on residential neighborhoods such as, dorm noise student traffic onto residential streets and students exceeding the speed limits along residential streets. As stated in Section 15126.2(a) of the *CEQA Guidelines*, "An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, at the time environmental analysis is commenced." Given that the existing impacts are not significant environmental effects of the proposed Master Plan, the Draft EIR did not analyze existing impacts in addition to impacts associated with the Master Plan.

The comment also states adverse effects from noise generated by students and guests who attend parties on Lindley Avenue and music from cars entering and existing student housing areas. As stated in the **Response to Comment 17.16** above, off-campus police protection services and on-campus calls for felony offenses are provided by the LAPD. The Devonshire Area Community Police Station provides service to the project area. The University Police Department, which is a part of the University Department of Public Safety, provides police protection services on campus, and has only limited jurisdiction or authority with regard to off-campus incidents that occur within a one-mile radius of campus. The University Police Department does not have jurisdiction for parking enforcement issues off-campus. The University Police Department Patrol Operations Division provides 24-hour patrol of University property, buildings, parking lots, and residence halls. All laws and codes of the state and the United States are enforced on the campus, including regulations the University establishes to administer the campus community. Because maintaining public safety is a crucial objective, the University would provide sufficient funding to support the acquisition of additional staff and equipment, gradually and as needed, during Master Plan implementation. As stated above, the University has limited jurisdiction with regard to incidents that occur off-campus. However, the University would maintain its strong relationship with the LAPD in order to provide a safe environment both on campus and in the surrounding area.

With regard to off-campus parking issues, the use of state funding for University Police is restricted to the scope of mandated University Police responsibilities. During the Dec. 22, 2005 Northridge East Neighborhood Council meeting attended by William Jennings and Colin Donahue of CSUN, Councilman Smith suggested the possibility of a parking fine revenue sharing agreement between the LAPD and the University that would provide non-state funding to cover expanded University Police parking enforcement in the neighborhoods adjacent to the campus. The University is willing to discuss the feasibility of this type of arrangement with the Councilman and the LAPD.

With regard to fraternity and sorority housing, the Greek houses are private facilities; therefore, the University has no jurisdictional control over off-campus private housing. There is also no way to mandate that fraternities and sororities pay for and reside in campus-designated housing.

The responsibility and authority for CSUN, to pay for off-site improvements, including the provision of permitted parking in neighborhoods adjacent to the campus, as discussed in **Topical Response 7, Traffic/Parking, Off-Site Roadway Improvements.** There are legal limitations on CSU regarding the commitment of funds for off-site improvements to local streets, roadways, highways, and freeways that arise from the proposed construction and development of "projects" on a campus within the CSU system. The provision of permitted parking in neighborhoods adjacent to the campus falls within the category of improvements for which legal limitations prohibit the CSU's financial involvement. CSU has specific powers to mitigate significant environmental impacts that occur within its jurisdiction (i.e., on the various campuses), but limited powers for those effects that occur outside of the various campus sites. Because of these legal limitations, it is not feasible for CSU to mitigate certain off-site impacts. Neither CSU nor any CSU campus has the jurisdiction to construct improvements beyond campus boundaries as mitigation for avoiding or minimizing impacts to campus development projects. Please refer to **Topical Response 7, Traffic/Parking, Off-Site Roadway Improvements**, for more information regarding the CSU's responsibility with regard to off-site mitigation.

Response 17.25

With regard to impacts on adjacent residential neighborhoods, please refer to the **Response to Comment 17.24**. As stated therein, the University has no jurisdictional control over off-campus private housing

The comment identifies existing traffic, noise, and parking impacts on residential neighborhoods, such as dorm noise, student traffic on residential streets, and students exceeding the speed limits along residential streets. As stated in Section 15126.2 (a) of the *CEQA Guidelines*, "An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes

in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, at the time environmental analysis is commenced." Given that the existing impacts are not significant environmental effects of the proposed Master Plan, the Draft EIR did not analyze existing impacts in addition to impacts associated with the Master Plan.

Response 17.26

See **Topical Response 7, Traffic/Parking, Parking** for a discussion of the provision of parking within the 2005 Master Plan.

See **Topical Response 3, Faculty/Staff Housing**, for a discussion of this component of the Master Plan.

With regard to ingress/egress to student housing along Halsted Street, access would be provided via Plummer and Halsted Streets as indicated in Figure 4J, Vehicle Circulation and Parking Plan, of the Master Plan. The University would plan the circulation pattern within the surface lot to prohibit the use of the lot by commuters as a by-pass between Halsted and Plummer Streets.

Regarding traffic study methodology, future parking demand for the campus was estimated using peak demand ratios empirically developed specifically for the campus by user group (e.g. commuter students, students in on-campus housing, faculty/staff). As explained in Chapter VII of the traffic study prepared for the Draft EIR, a ratio of 0.63 spaces per bed was used for students in student housing, based on empirical surveys conducted at the University as part of the *California State University, Northridge, Parking Feasibility Study* (Kaku Associates, Inc., February 2001). Separated parking for faculty/staff housing will be provided as part of the faculty/staff housing, with sufficient parking provided to accommodate needs based on City parking code requirements and/or demand studies specific to the uses.

Response 17.27

See **Topical Response 7, Traffic/Parking, Vehicle Circulation**, for a discussion of the scope of roadways and intersections studied in the Draft EIR.

Response 17.28

See **Topical Response 7, Traffic/Parking, Vehicle Circulation**, for a discussion of the scope of roadways and intersections studied in the Draft EIR.

Response 17.29

The campus parking program is a self-sustaining unit that is not supported by campus general funds. Parking fees are the primary source of revenue for the parking program and are required to fund personnel and operating costs, maintenance, and debt service for construction of parking facilities. Parking fees are established at rates required to sustain the program. Many students, including residents and commuters, do not park vehicles on campus. Requiring the purchase of a parking permit by all students (or all student housing residents) would impose an unnecessary financial burden on many students. Further more, this would encourage the increased use of vehicles and would be detrimental to the Master Plan goal of reducing vehicle trips and increasing the use of public transportation.

Response 17.30

See **Topical Response 7, Traffic/Parking, Parking** for a discussion on the manner in which the parking demand reduction program will be monitored and modified over the course of Master Plan implementation.

With regard to assigned parking, the University is considering implementation of an assigned parking program when campus parking supply has reached a sufficient distribution throughout the campus to allow such a program to operate successfully. The comment is noted for the record and will be considered by the Board of Trustees.

Response 17.31

Please refer to the **Response to Comment 14.8** for a detailed discussion of alternatives. As stated in **Response to Comment 14.8**, an alternatives analysis is provided in Section 5.0, Alternatives, of the Draft EIR. The EIR analyzes three alternatives, which are discussed in detail in Section 5.0, Alternatives. The three alternatives are the No Project Alternative, which is discussed on pages 5.0-4 through 5.0-9; the Reduced FTE Alternative, which is discussed on pages 5.0-9 through 5.0-14; and the No Faculty/Staff Housing Alternative, which is discussed on pages 5.0-14 through 5.0-20. This selection of alternatives provides the University with a reasonable range of potentially feasible alternatives, and is more than adequate to provide the University with the ability to make a "reasoned choice" as required by CEQA.

The University has explained the reasons for eliminating alternatives on pages 5.0-3 thorough 5.0-4. To develop the final 2005 Master Plan, the University initiated an 18-month-long collaborative process involving the academic and administrative campus communities and the local Northridge community, in

order to ascertain the campus's needs over the next 30 years. A number of project alternatives were initially evaluated in an effort to reduce significant environmental effects associated with the proposed project. The alternatives considered a number of arrangements of Master Plan components (primarily University academic, administrative, housing, and recreational facilities) across campus, in attempts to co-locate complementary uses and distribute support services, housing, and parking facilities where they were most needed or appropriately sited.

Two reduced faculty/staff housing alternatives were considered by the University and are discussed on pages 5.0-3 and 5.0-4.

One alternative considered and rejected, Scenario B contemplated fewer faculty housing units (325) concentrated along Lindley Avenue, concentration of student housing in the campus core, developing 51 net acres of play fields, and concentrating play fields along Zelzah. This scenario was rejected because of the need for more faculty/staff housing to aid in employee recruitment; to concentrate academic facilities in the academic core; and to use more of the developable campus land for buildings as opposed to open space or recreational facilities.

A second alternative considered and rejected, Scenario C contemplated 3,300 student beds (700 more than under the final 2005 Master Plan), 330 faculty/staff dwelling units, 5,540 parking spaces concentrated along Zelzah Avenue, and 48 acres of playfields. Elements of this scenario were rejected because of the need for more faculty/staff housing to aid in employee recruitment; the potential for vehicular circulation problems on campus and on Zelzah Avenue associated with parking concentrated on Zelzah Avenue, among other reasons.

For these reasons, a reduced faculty/staff housing alternatives was not considered in detail in the Draft EIR.

Response 17.32

The mission of the campus is to provide higher education to the people of the State of California. The physical campus Master Plan provides a framework for development of facilities required to support this mission. Since campus facility development is driven by student enrollment and pedagogical requirements, the Trustees maintain sole responsible for facility planning and development activities. In addition to complying with all environmental requirements under CEQA, the campus will continue to inform the community regarding project development and will be more than willing to respond to inquiries from any interested community member or group regarding design and construction activities

for any given component of the Master Plan. For this reason, formation of an oversight committed by the Northridge East Neighborhood Council and the University is not needed.

Response 17.33

See **Topical Response 7, Traffic/Parking, Off-Site Roadway Improvements**, for a discussion of University authority to impose off-site mitigation measures.

Response 17.34

Section 3.4, Noise, of the Draft EIR identified Mitigation Measures NOISE-1 through NOISE-7 which are intended to reduce Master Plan buildout construction noise impacts on surrounding residential uses and reduce operational noise impacts to on-campus uses to the extent feasible. Section 3.4.9, Unavoidable Significant Impacts/Impacts After Mitigation, concluded that even with the implementation of the required mitigation measures, construction noise impacts would be significant and unavoidable because of the proximity of sensitive receptors on-campus and off site. However, construction noise impacts would be short term in duration and would not constitute a substantial contribution to cumulatively considerable noise impacts. Operational noise impacts would be reduced to less than significant levels with mitigation and would not constitute a substantial contribution to cumulatively considerable noise impacts. Mitigation Measures NOISE-1 through NOISE-2 and NOISE-4 are in accordance with the City of Los Angeles Noise ordinance and the Mitigation Monitoring Plan shall ensure that the mitigation measures are implemented prior to development on site. Per Mitigation Measure NOISE-4 and the City of Los Angeles Noise Ordinance, the University shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design and Construction at (818) 677-2561. Mitigation Measure NOISE-4 has been amended to reflect this information.

The CSU Board of Trustees will consider the significant impacts identified in the Draft EIR and weigh these impacts against the economic, legal, social, technological, and other benefits of the project at the public hearing.

A MMRP has been developed for the project. The MMRP identifies the mitigation measure, phase during which the mitigation measure is required, the person or agency responsible for ensuring the mitigation measure is implemented, and the frequency of monitoring/reporting. Implementation of the MMRP will ensure that regulations and City ordinances are followed by the contractors on site. For construction-related Mitigation Measures AIR-1 through AIR-3, the Staff Architect, Construction Engineer and

Campus Construction Manager will be responsible for ensuring that construction-related mitigation measures are implemented throughout the pre-construction and construction phases. For construction-related Mitigation Measures NOISE-1 through NOISE-5, the Campus Project Manager and Construction Engineer will be responsible for ensuring that construction-related mitigation measures are implemented throughout the construction phase.

Response 17.35

The comment states that a request will be made to LADOT to study traffic issues surrounding the University, specifically Plummer Street at Reseda Boulevard and Zelzah Avenue. It is noted for the record and will be considered by the CSU Board of Trustees. No further response is required.

See the **Response to Comments 9.10** for a discussion of the feasibility and effectiveness of extending Plummer Avenue through the campus.

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4.0 REVISED DRAFT EIR TEXT

4.1 INTRODUCTION

This section contains the revised pages of the Draft EIR. Whenever applicable, response to comments have been incorporated into the text of the Draft EIR. All new text appears in "double underline type," and all deleted text appears in "~~Strikethrough~~" type. Additionally, revisions are indicated by a revision bar in the margin of the page.

The following pages from the Draft EIR have been modified in response to comments or due to minor University staff edits:

1.0-22

1.0-23

1.0-26

2.0-7

2.0-34

3.3-13

3.4-10

3.4-35

3.10-6

3.10-10

7.0-2

7.0-4

7.0-9

7.0-10

7.0-11

Environmental Impact	Mitigation Measures	Level of Project Impact After Mitigation
3.3 Hazards & Hazardous Materials (continued)		
	HAZ-2: If a proposed project site is listed as a contaminated site and poses a significant threat to the public and/or the environment, in accordance with Mitigation Measure HAZ-1, or if site contamination is known or believed to exist by CSUN, CSUN shall, as necessary, conduct a Phase I environmental assessment of that site. Based on the results of the Phase I environmental assessment, in conjunction with the LARWQCB and/or DTSC, CSUN and the agency(s) shall determine whether or not additional investigation is needed on the proposed project site. The results of each investigation shall be shared with the Los Angeles Regional Water Quality Control Board (LARWQCB) and/or the California State Department of Toxic Substances Control (DTSC), as well as the City of Los Angeles Environmental Affairs Department.	Less than significant.
	HAZ-3: If additional study is deemed to be needed and CSUN intends to proceed with the proposed project, additional investigation of the site shall be conducted in compliance with the requirements set forth by either LARWQCB or DTSC. The environmental evaluation shall include review of the historical use of the property, field sampling and analysis, estimates the potential threat to public health, and assesses potential impacts from off-site sources to the project. Based on review of the additional environmental assessment, either LARWQCB or DTSC would then make a decision on the potential risks posed by the site. This determination shall include one of three options: (1) further investigation is needed through additional more intensive investigations, (2) a removal action is needed; a cleanup agreement would be made between either LARWQCB or DTSC and CSUN, or (3) No Further Action is needed on the site.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Project Impact After Mitigation
3.3 Hazards & Hazardous Materials (continued)		
	HAZ-4: If removal action is required, CSUN shall take necessary steps to ensure proper handling of hazardous materials removed from the site and minimize the potential risks in accordance with the requirements of the public health oversight agency (LARWQCB or DTSC). In accordance with the requirements of these agencies, the appropriate agencies and City of Los Angeles departments shall be notified of the presence of, and removal actions plans for, hazardous materials on the campus.	Less than significant.
	HAZ-5: CSUN shall incorporate information regarding site investigations in subsequent environmental review documents prepared for specific projects, which shall be available to the public for review and comment as required by CEQA. The public has the opportunity to review the site-specific investigations through either LARWQCB's or DTSC's public review process.	Less than significant.
The CSUN Master Plan would not interfere with the CSUN Department of Public Safety's and/or the Environmental Health and Safety Office's emergency preparedness recommendations and/or campus emergency response and evacuation procedures. CSUN's Department of Public Safety and Environmental Health and Safety Office would review and update all emergency preparedness recommendations and campus emergency response and evacuation procedures to reflect changes in campus layout through implementation of the proposed Master Plan.	No mitigation measures are required.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Project Impact After Mitigation
3.4 Noise (continued)		
	NOISE-3: Equipment used for project construction shall be hydraulically- or electrically-powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible. The project applicant shall require construction contractors to ensure that construction equipment is fitted with sound reduction equipment, per manufacturer's specifications.	Significant and unavoidable.
	NOISE-4: As per the City of Los Angeles Noise ordinance, CSUN shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design and Construction at (818) 677-2561.	Significant and unavoidable.
	NOISE-5: Prior to construction, noise barriers with a sound transmission coefficient (STC) that would attenuate noise levels at off-site noise sensitive uses for all construction phases shall be specified by an acoustical engineer.	Significant and unavoidable.
The daily transport of construction workers to and from the project site is expected to cause temporary increases in noise levels along project roadways; however, this traffic would not be a substantial percentage of daily volumes in the area and, thus, would not increase levels by more than 3 dB(A).	No mitigation measures are required.	Less than significant.

Services facility are located at the center of campus, with academic programs housed in buildings throughout the south campus. University administration offices are located on the western edge of campus next to the Prairie Avenue entry, one of the more prominent gateways to campus. Playfields, instructional fields, and athletic facilities, including tennis courts and a track, are concentrated along the eastern edge of campus and in the north campus. The north campus remains largely devoted to student housing and additional athletic facilities, including the stadium.

Campus playfields total approximately 40 acres. Additional open space throughout campus includes quadrangles and greens, landscaped areas associated with buildings and roadways, and the Orange Grove in the campus' southeast quadrant.

Three multi-level parking structures are distributed across the campus, together with six surface parking lots. A total of 12,500 parking spaces are provided on the campus.

The primary point of campus entry is East University Drive at Nordhoff Street, along the southern perimeter. The campus is also accessible along its western perimeter via Prairie Street (where a visitor information booth is located), Vincennes Street, Dearborn Street, and Plummer Street. All four cross-streets provide access to/from Reseda Boulevard, a major commercial corridor one block to the west that provides access to the State Route 118 and US 101.

From the east, on-campus parking facilities can be accessed via Zelzah Avenue, Lassen Street, Plummer Street, and Prairie Street.

2.4 PROJECT BACKGROUND

2.4.1 California State University (CSU) Mission

The CSU originated with the passage of the Donahoe Higher Education Act of 1960, which united the individual state college campuses in a single system. Before 1960, the State Board of Education had oversight of the individual campuses. In 1972, the state college system was renamed the California State University and Colleges, subsequently becoming the California State University in 1982. Today, the CSU system comprises 23 campuses throughout California, including 10 campuses in Southern California. The mission of the CSU, as adopted by the Board of Trustees in 1985, includes the provision of access to postsecondary educational opportunities throughout California, including undergraduate and graduate instruction, through the University and its communities (i.e., campuses).[3, 4] As of 2004, the CSU had a total enrollment of nearly 400,000 FTEs and was responsible for more than half the bachelor's degrees and one-third of the master's degrees granted statewide.[5]

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3 California Education Code, §66010.4(b). Website: http://missionwww.lamission.edu/wms/accreditation/documentation/ed%20code-66010.4.htm. Accessed: July 6, 2005.

4 California State University, Board of Trustees. *The Mission of the California State University.* November 1985.

5 California State University. *About the CSU.* California State University official website. Accessed: June 15, 2005.

and a five-story residential parking structure with 487 spaces. The parking structure would be built on the site of an existing surface lot accessible from Lassen Street. The Master Plan would maintain the other parking facilities in this precinct.

Figure 2.0-15, University Park Housing Precinct, shows the University Park Housing Precinct in detail.

Precinct 7: Northwest Precinct. Two student-housing communities are proposed in the Northwest Precinct, on the site of the existing E5 and E6 parking lots. The buildings will accommodate 896 students, Resident Advisors and support facilities, and a dining facility.

Another student housing community is planned in this precinct along West University Drive. This community will also accommodate 896 students, resident advisors, and support facilities.

Three academic/administrative buildings are proposed for this precinct, all sited to face the residential neighborhood across Halsted Street.

A proposed surface parking lot adjacent to the housing community will provide some student parking and a loading area for the dining facility. Two new parking structures are proposed in this precinct: PS–G6 and PS–B5; existing parking structure B5 would also accommodate student parking.

Approximately 50 units of faculty/staff housing are also proposed in the Northwest Precinct, at the corner of Halsted Street and Darby Avenue.

Figure 2.0-16, Northwest Precinct, shows the Northwest Precinct in detail.

Precinct 8: North Campus Faculty/Staff Housing Village

The area north of Lassen Street is proposed as the site of the University faculty/staff housing community. Although the precise number and configuration of housing units would be determined by the University prior to each phase of development, this area is expected to include dedicated open space and a small retail complex to serve residents.

A large playfield (PF–G12) for academic/intercollegiate athletic use and a small building housing restrooms, showers, and/or storage is proposed is proposed north of the housing village.

results of each investigation shall be shared with the Los Angeles Regional Water Quality Control Board (LARWQCB) and/or the California State Department of Toxic Substances Control (DTSC), as well as the City of Los Angeles Environmental Affairs Department.

HAZ-3: If additional study is deemed to be needed and CSUN intends to proceed with the proposed project, additional investigation of the site shall be conducted in compliance with the requirements set forth by either LARWQCB or DTSC. The environmental evaluation shall include review of the historical use of the property, field sampling and analysis, estimates the potential threat to public health, and assesses potential impacts from off-site sources to the project. Based on review of the additional environmental assessment, either LARWQCB or DTSC would then make a decision on the potential risks posed by the site. This determination shall include one of three options: (1) further investigation is needed through additional more intensive investigations, (2) a removal action is needed; a cleanup agreement would be made between either LARWQCB or DTSC and CSUN, or (3) No Further Action is needed on the site.

HAZ-4: If removal action is required, CSUN shall take necessary steps to ensure proper handling of hazardous materials removed from the site and minimize the potential risks in accordance with the requirements of the public health oversight agency (LARWQCB or DTSC). In accordance with the requirements of these agencies, the appropriate agencies and City of Los Angeles departments shall be notified of the presence of, and removal actions plans for, hazardous materials on the campus.

HAZ-5: CSUN shall incorporate information regarding site investigations in subsequent environmental review documents prepared for specific projects, which shall be available to the public for review and comment as required by CEQA. The public has the opportunity to review the site-specific investigations through either LARWQCB's or DTSC's public review process.

Near-Term Project-Level Analysis

Mitigation Measures HAZ-1 through HAZ-5 would be applicable to impacts under significance criteria HAZ-4 and would reduce impacts to less than significant levels.

3.3.8 CUMULATIVE IMPACTS

The proposed project could result in a nominal, incremental increase in the quantities of hazardous materials stored, used, transported, and/or disposed of by CSUN operations. The proposed increase in students, faculty, and staff at CSUN, combined with the proposed increased intensity of operations on the campus, could increase demand for and use of, hazardous materials required for daily operations at CSUN. However, the presence of additional hazardous materials on the campus as a result of the proposed Master Plan would be minimal and would be overseen and managed by the CSUN Environmental Health and Safety Office in compliance with federal, state, and local hazardous materials regulations. Therefore, implementation of the Master Plan would result in a less than significant

tolerance for short-duration noise events. In cases where the actual ambient noise level is not known, presumed daytime (7:00 AM to 10:00 PM) minimum ambient noise for properties zoned commercial is considered to be 60 dB(A), while nighttime (10:00 PM to 7:00 AM) ambient noise is considered to be 55dB(A).[9]

Construction noise sources cannot be directly correlated to a 24-hour community noise standard because this type of noise typically occurs only during certain hours of the day, and construction source noise levels vary greatly over time. Construction activities are also treated separately in many community noise ordinances because they do not represent a chronic, permanent noise source. To abate the potential nuisance from construction noise, the City of Los Angeles Noise Ordinance and Public Welfare Regulations (Chapter IV of the Los Angeles Municipal Code) regulate construction noise in several ways. The standards defined by the City for construction activity noise control include the following:

- Section 41.40(a) limits hours of construction activities to 7 AM to 9 PM if such activities may disturb the sleep of any persons in the vicinity. Construction activities include equipment operations, as well as equipment repair and servicing, and also the delivery of any construction materials (Ordinance No. 158 587).

- Section 41.40(c) further limits hours of allowable operations from 8 AM to 6 PM on Saturday or any holiday (Ordinance No. 166 170; effective 9/29/90). Construction work is not permitted on Sundays.

- Additionally, Section 112.05 of the Los Angeles Municipal Code (Ordinance No. 161 5674) establishes performance standards for powered equipment or tools. The maximum allowable noise level for operations within 500 feet of any residential zone is 75 dB(A) measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

9 Los Angeles Municipal Code, Chapter XI, Article I, Section 111.03.

location of stationary construction equipment, shutting off idling equipment, notifying adjacent land uses in advance of construction work, ensuring that construction equipment is fitted with modern sound reduction equipment, and installing temporary acoustic barriers around stationary construction noise sources.

NOISE-3: Equipment used for project construction shall be hydraulically- or electrically-powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible. The project applicant shall require construction contractors to ensure that construction equipment is fitted with sound reduction equipment, per manufacturer's specifications.

NOISE-4: As per the City of Los Angeles Noise ordinance, CSUN shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design and Construction at (818) 677-2561.

NOISE-5: Prior to construction, noise barriers with a sound transmission coefficient (STC) that would attenuate noise levels at off-site noise sensitive uses for all construction phases shall be specified by an acoustical engineer.

On-Campus Construction Impacts. Mitigation Measures NOISE-1 through NOISE-5, above, are applicable to on-campus construction impacts associated with Master Plan buildout, and are intended to reduce construction noise impacts on on-campus uses adjacent to proposed development sites.

Off-Site Operational Impacts. No significant Master Plan operational impacts on off-site uses were identified, and no mitigation measures are required.

On-Campus Operational Impacts. The following measures are intended to reduce Master Plan buildout noise impacts on on-campus uses.

NOISE-6: CSUN shall install a solid barrier between the roadway and on-site residential uses along Zelzah Avenue, between Lassen Street and Parking Lot G7, and along Lassen Street, between

Campus Wastewater Generation

Table 3.10-2, Summary of Projected Total Master Plan Wastewater Generation for 2035, shows projected campus wastewater generation for the project in 2035, based on a 40 percent increase in total campus population between 2004 and 2035. As shown, the annual campus wastewater generation, including new student and faculty/staff housing, would be 2.38 MGD or 869 MGY. This represents an increase of 1.29 MGD or 417 MGY between 2005 and 2035.

Table 3.10-2
Summary of Projected Total Master Plan Wastewater Generation for 2035

Year	Use	Million Gallons Per Day (MGD)	Million Gallons Per Year (MGY)
2035	CSUN Campus Master Plan	2.38	869

*Source: Wheeler and Gray, October 2005. See **Appendix F** for calculations.*

Treatment Facilities

As stated above, currently, the HTP system is treating 350 MGD, 240 MGD below its rated capacity. The additional 1.29 MGD of wastewater generated by the 2005 Master Plan represents a relatively small fraction (approximately 0.54 percent) of the available 240 MGD capacity of the HTP. Consistent with CSU policy, CSUN would continue to implement conservation measures to reduce the use of water, further reducing sewage generation.

Based on the information above, there is adequate capacity at the HTP to accommodate the project's wastewater generation, and impacts to wastewater treatment facilities would be less than significant.

Collection Facilities

The existing on-and off-campus wastewater facilities systems would need to be upgraded and extended, and new connections would be required to meet the future demands of the 2005 Master Plan. The DPW requires that the new development connect to the City's existing sewer system. The Campus is responsible for all lines within its property and for installing connections to the DPW's lines off-campus. It would then be the responsibility of the DPW to upgrade the wastewater collection and treatment systems by providing relief for existing trunk lines nearing capacity and expanding treatment facilities. Connection to the DPW's lines would require coordination with the DPW to ensure the off-site DPW improvements can accommodate on-site Campus improvements. The DPW ~~would~~ may require a ~~development~~ fee for each new connection. CSU/CSUN would coordinate directly with the DPW at the

Treatment Facilities

As stated above, currently, the HTP system is treating 350 MGD, 240 MGD below its rated capacity. The additional 1.56 MGD of wastewater generated by the near-term Master Plan Projects represents a relatively small fraction (approximately 0.65 percent) of the available 240 MGD capacity of the HTP. Consistent with CSU policy, CSUN would continue to implement conservation measures to reduce the use of water, further reducing sewage generation.

Based on the information above, there is adequate capacity at the HTP to accommodate the project's wastewater generation and impacts wastewater treatment facilities would be less than significant.

Collection Facilities

The existing on-and off-campus wastewater facilities systems would need to be upgraded and extended, and new connections would be required to meet the future demands of the near-term Master Plan projects. The impacts of the near-term Master Plan projects with regard to connections to and coordination with the City DPW would be the same as the Master Plan project. The DPW requires that the new development connect to the City's existing sewer system. The Campus is responsible for all lines within its property and for installing connections to the DPW's lines off-campus. It would then be the responsibility of the DPW to upgrade the wastewater collection and treatment systems by providing relief for existing trunk lines nearing capacity and expanding treatment facilities. Connection to the DPW's lines would require coordination with the DPW to ensure the off-site DPW improvements can accommodate on-site Campus improvements. The DPW ~~would~~ may require a ~~development~~ fee for each new connection. CSU/CSUN would coordinate directly with the DPW at the appropriate times during project phasing. Mitigation Measure WW-2 requires that CSUN comply with the requirements of Government Code §54999 with respect to connections to off-site wastewater facilities and improvements to off-site wastewater facilities.

The proposed Campus wastewater system is shown in **Figure 3.10-2, Proposed Wastewater System**. The required upgrades and connections would be determined at the time that schematic designs for individual project components are developed and implemented. As stated above, connection to the DPW's lines would require coordination with the DPW to ensure the off-site DPW improvements can accommodate on-campus improvements.

Even with implementation of new on-campus and off-site improvements, impacts with regard to off-site wastewater service facilities would be significant and unavoidable.

7.2.2 Biological Resources

CSUN was established on its present site in 1956. The campus is located in a suburban setting and is fully developed with buildings, parking, roadways, and landscaped open space (including athletic fields and passive recreational facilities), and no longer contains any natural habitat. Existing vegetation, including trees, shrubs, lawn areas, and the Orange Grove provide habitat to a wide range of birds and mammals that are typically found in urban areas, such as pigeons and starlings. No natural habitat exists on the campus to support endangered, threatened, rare, or otherwise sensitive wildlife species, and no such species are known or expected to be present on campus.[1] Likewise, existing ornamental landscaping is not expected to constitute suitable habitat for any known special status species. Therefore, Master Plan implementation would have no impact on such species.

Trees on campus may be used for nesting by migratory and other birds. However, Master Plan implementation would increase the number of trees and amount of ornamental landscaping on the campus, and few trees are anticipated to require removal. No significant areas of landscaping, including Magnolia Walk and the Orange Grove, would be removed. The location of the proposed Science 5 building may require removal of some trees in the southern portion of the University's Botanic Garden. However, the Botanic Garden is an instructional space maintained by the College's Biology Department and removal of existing trees would be reviewed with the College during the design process. Master Plan implementation is not anticipated to substantially adversely affect migratory birds potentially present on campus.

Impacts to native birds, including active nests, are regulated under the Fish and Game Code of California (Sections 3503 and 3505.5) and the federal Migratory Bird Treaty Act (amended, Sections 703 et seq). Where an active bird nest is located, CDFG guidelines require a 300-foot construction buffer (500 feet for raptors) to be established around the nest until the nest is vacated and juveniles have fledged, as determined by a qualified biologist. It is recommended that a pre-construction nesting bird clearance survey be conducted by a qualified biologist during the typical nesting bird season (March to September) and no more than three days before the commencement of construction. Surveys would encompass trees, shrubs, and ground habitats (i.e. grasses) located within 500 feet of the work area. In the event that construction activities take place during nesting season within 300 feet of active nests (or within 500 feet of nesting raptors), the University shall retain a qualified biologist to monitor impacts on nesting birds and, if deemed necessary by the biologist based on impacts observed, shall consult with CDFG regarding avoidance or minimization of impacts on nesting birds.

The neighborhoods surrounding the campus are completely developed with commercial, residential, and other use, and all open space on the campus is landscaped and maintained by the University. No riparian habitat or sensitive natural community is present on campus or in the surrounding area. Therefore, no substantial adverse effects to such biological resources would result from implementation of the Master Plan.

The campus contains no wetland habitat or U.S. Geological Survey-designated blueline streams; therefore, implementation of the Master Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through their direct removal, filling, hydrological interruption, or other means.

The campus is not suitable for, or used as, a wildlife dispersal or migration corridor because it is developed and entirely surrounded by urban and suburban uses and major roadways. It is not close to

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1 California Natural Diversity Database (CNDDB), Habitat Conservation Division. Canoga Park and surrounding quadrangles. Database accessed November 10, 2005.

7.2.4 Geotechnical/Soils

Geotechnical impacts were assessed in the CSUN Campus Master Plan Update, Final Master EIR, April 1998.[2] Because geological conditions have not changed since the Final Master EIR was prepared, the conclusions drawn in that document are applicable to the currently proposed 2005 Master Plan project.

The closest active faults to the site are the Northridge Hills fault, approximately three miles north of the site, and the Sierra Madre-San Fernando fault, approximately ten miles east of the project site. On January 17, 1994, an earthquake occurred in the Northridge area, registering an estimated magnitude of 6.8 on the Richter scale. The epicenter of this earthquake was within a few miles of the campus. According to Caltech seismologists, the earthquake occurred on an unnamed fault underneath the San Fernando Valley. The fault is believed to be related to the Elysian Park thrust-fault system that extends from the San Gabriel Valley through downtown Los Angeles, the Hollywood Hills, and the Santa Monica Mountains. The EIR determined that there are no known geologic conditions that would prevent development of the site. No known active faults pass through or are immediately adjacent to the campus, and the campus is not located within any Alquist-Priolo Special Studies Zone. The 1998 Final Master EIR concluded that the potential for fault rupture affecting the site is, therefore, considered to be low.

CSUN and all of the uses on the campus would be subject to strong ground motion during a significant earthquake on faults in the vicinity of the campus. Although the Northridge Hills fault is located within three miles of the site, the campus is not exposed to a greater than normal seismic risk for the Los Angeles basin. Southern California is a seismically active regions, and, thus, all new and existing development is susceptible to sustaining damage during strong seismic events. All new structure will be designed and constructed in conformance with the ~~Uniform~~ California Building Code. Even so, during a significant seismic event, such as the January 1994 earthquake, damage to buildings could occur, but major structural damage or building collapse would not be expected.

The 1998 Master Plan EIR concluded that no significant geologic hazards are anticipated to result from implementation of that Campus Master Plan. Construction activities have occurred on the campus for over 40 years without incidence of expansive soils or subsidence. There are no significant slopes on the campus, and no known existing or potential landslides are present on or immediately adjacent to the site. According to the Los Angeles County Safety Element (1990), the campus is not within an area of shallow groundwater; therefore, the possibility of liquefaction occurring is considered low. The site is sufficiently distant and elevated from the Pacific Ocean that it would not be prone to hazards from tsunami, seiche, or flooding from a breached upgradient reservoir.

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2 California State University, Northridge Campus Master Plan Update, Final Master EIR, April, 1998, Parsons Harland Bartholomew & Associates, Inc. (HBA).

7.2.9 Public Utilities (Solid Waste)

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to promote the reduction, recycling, and reuse of solid waste generated throughout the state. AB 939 required City and County jurisdictions to divert at least 50 percent of the waste they send to sanitary landfills by January 1, 2000. Each agency is required to develop an integrated waste management plan in order to achieve this goal through source reduction, recycling, and safe disposal. Each City is required to conduct an annual Solid Waste Generation Study and prepare a Source Reduction and Recycling Element to describe attainment of the diversion goal. The City of Los Angeles surpassed the 50 percent goal in 2000 and has since established a 70 percent diversion goal for 2020.

Assembly Bill 75 was passed in 1999 and the State Agency Model Integrated Waste Management Act (Chapter 764, Statutes of 1999, Strom-Martin) took effect on January 1, 2000.[4] The Bill added new provisions of the Public Resources Code (PRC), mandating that State agencies develop and implement an integrated waste management plan (IWMP). The changes brought about by AB 75, which require each State agency or large State facility, such as the University, to develop and implement an integrated waste management plan (IWMP) by July 1, 2000; to divert at least 25 percent of its solid waste from landfills or transformation facilities by January 1, 2002; and to divert 50 percent by January 1, 2004.

Solid waste is collected in dumpsters throughout the campus and is hauled away for disposal by Browning-Ferris Industries of California, Inc. (BFI) a private contractor. In 2002, 2003 and 2004, the University generated 12,412, 10,652 and 17,083 tons of solid waste, respectively.[5] Of these amounts, the University diverted 10,745, 9,039 and 15,362 tons of solid waste, in 2002, 2003 and 2004, respectively.[6] Thus; the University diverted 87, 85, and 90 percent of the total waste generated in 2002, 2003 and 2004, respectively, and is in compliance with the requirements of AB 75.

Solid waste generated in the City of Los Angeles and at the University is currently disposed of at the Sunshine Canyon landfill above Granada Hills, the Bradley Landfill and Recycling Center in Sun Valley, and the Olinda Alpha Landfill in Orange County.[7]

In order to divert recyclable materials from the University waste stream and promote the benefits of recycling, the University Recycling Program has been developed as a cooperative effort by the Associated Students and University administration. The program is a comprehensive effort to inform, educate, and

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4 California Integrated Waste Management Board website, accessed February 13, 2006. <http://www.ciwmb.ca.gov/StateAgency/Requirements/>

5 Information provided by Toni Manzella, Director, Administrate Support Coordinator, Financial Services, California State University, Northridge,

6 Ibid.

7 City of Los Angeles, Bureau of Sanitation, December 2005.

encourage the campus community to recycle. A Coordinator of Recycling manages and implements the University Recycling Program by overseeing recycling services for the University. The University manages a disposal and collection program to recycle bottles and cans, household beverage containers, paper, cardboard, construction and demolition waste, green waste, wooden palettes, and hazardous materials, such as inkjet and laser toner cartridges, inkjet housings, and lighting tubes. The University Recycling Program also coordinates collection services for University departments and events. Numerous collection locations are provided throughout the campus, including housing facilities, for the disposal of these materials and maps of the locations are made available to the campus community by the Recycling Program.

All solid waste from the University is taken to the Sunshine Canyon City Landfill, a solid waste facility located at 14747 San Fernando Road, in Sylmar. Operated by BFI, the Sunshine Canyon City Landfill encompasses the closed Unit 1 disposal area and the active Unit 2 Phase 1 disposal area. Opened in 2003, Unit 2 Phase 1 is permitted to accept 5,600 tons of non-hazardous solid waste per day. The City of Los Angeles deposits approximately 3.6 million tons per year at the landfill. Unit 2 Phase 1 of the landfill has a maximum capacity of 13,441,030 cubic yards, which was also the remaining capacity as of 2003, and an expected closure date of 2008.[8] Following closure of Unit 2 Phase 1 of the landfill, it is a proposed landfill expansion could extend the landfill life an additional 21 years. In the event of closure, other area or out-of-county landfills would provide additional disposal capacity for California State University, Northridge.

Master Plan implementation is anticipated to result in the generation of construction and demolition debris as well as waste materials resulting from campus operations; these materials represent a very small portion of the total solid waste intake at the Sunshine Canyon Landfill and other landfills serving the City of Los Angeles. Throughout Master Plan implementation, BFI (or a similar provider contracted by the University) would continue to provide waste collection and disposal services for California State University, Northridge. It is assumed that the University's recycling programs would remain in operation and would contribute to meeting the 50 percent diversion goal for State agencies. University-generated waste would continue to be disposed of at Sunshine Canyon City landfill. Unless that facility expands, upon its expected closure in 2008, future waste generation would be directed to other area landfills or out of county. The 2035 Master Plan buildout date occurs after the projected closure dates of the three landfills serving the City of Los Angeles, and it is assumed that the City and County will continue their long-term efforts to expand existing regional landfill capacity, seek new landfill sites, or develop new methods of waste stream diversion as alternatives to landfill disposal.

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[8] Los Angeles Environmental Affairs Department, http://www.lacity.org/ead/EADWeb-MWR/lea/Sunshine/SWFP%20(Issued%205-21-03).pdf, accessed January 2006.

Ongoing and increasing campus recycling efforts, together with the City's ongoing and increasing diversion of its waste stream, will continue to reduce future solid waste generation and ensure solid waste disposal capacity. Moreover, the expected increase in student population and faculty and staff at CSUN, has already been accounted for in SCAG projections for the Northridge community, and accordingly is included in waste disposal capacity projections.

Incremental buildout of the proposed Master Plan over the next 30 years is anticipated to contribute incrementally to the increase in demand for waste disposal capacity in the City, but the University will continue to be served by a landfill with sufficient permitted capacity to serve its solid waste disposal needs and will continue to comply with applicable regulations. Impacts on solid waste disposal are anticipated to be less than significant.

California State University, Northridge
2005 Campus Master Plan Update

Statement of Overriding Considerations

(Pursuant to Sections 15091 and 15093 of the CEQA Guidelines and
Sections 21081 and 21081.6 of the Public Resources Code)

Final Environmental Impact Report
(State Clearinghouse Number 2005051008)

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable." (CEQA Guidelines §15093(a).) CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record. (CEQA Guidelines § 15093(b).)

In accordance with the requirements of CEQA and the CEQA Guidelines, the Board of Trustees finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring and Reporting Program, when implemented, will avoid or substantially lessen virtually all of the significant effects identified in the Final EIR for the California State University, Northridge 2005 Campus Master Plan Revision. However, certain significant impacts of the project are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are: (a) impacts to air quality attributable to construction equipment emissions and operational emissions from project-related traffic, (b) noise impacts associated with construction activities, and (c) direct and cumulative traffic impacts at two intersections, three street segments, and three freeway segments (d) impacts to off-site water and wastewater facilities improvements. Section 3.0 of the Draft EIR, Environmental Analysis, provides detailed information regarding these impacts.

The Board of Trustees finds that all feasible mitigation measures identified in the Final EIR within the purview of the University will be implemented with the project, and that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, based upon the facts set forth above, the Final EIR, and the record, as follows:

a) The CSU has identified the need to serve the higher education needs of the historically under-represented populations and cultures of the State of California, and the project will enable California State University, Northridge to meet projected increases in student demand for higher education. With the projected "Tidal Wave II" student growth forecasts, campuses must expand their capacities to meet current and projected educational demand. The project provides enhanced educational opportunities to eligible high school graduates and community college transfer students of the region. CSU campuses provide access and scholarship opportunities to an increasing number of students throughout the State, thereby significantly contributing to a well-educated work force and the economic well-being of the State of California.

b) The California State University, Northridge 2005 Campus Master Plan Revision will guide development of the University with a projected enrollment increase of 10,000 full-

time equivalent students over the next 30 years. The project provides sound guidelines for development and implementation of capital outlay programs and planning, design and construction of academic and support facilities.

c) The project provides for future facilities supporting scientific research, providing social benefits associated with advances in various fields of science.

d) California State University, Northridge has one of the largest teacher preparation programs in the CSU; the project will provide facilities necessary to support and expand these programs, providing qualified teachers for the State of California.

e) The project supports the educational, cultural, and recreational facilities on the California State University, Northridge campus that will serve citizens of the region, including those currently underrepresented in the CSU.

f) The project will create direct job opportunities for faculty and staff, as well as additional employment in university support activities.

g) The project will create regional economic growth and development, create jobs, attract new private industry to the community, establish new research and training partnerships between the university and private industry, address the CSU's affordable housing needs, and provide a substantial increase in the tax base of the local community.

h) The provision of affordable faculty/staff housing will assist California State University, Northridge in meeting its workforce housing needs, and will enhance the University's ability to attract well-qualified faculty and staff members, thereby enhancing California State University, Northridge's standing as a premier undergraduate, graduate and research institution in the state of California. Escalating housing prices in the Los Angeles region have made it extremely difficult to attract and retain quality faculty. Most starting salaries at the University fall within the low to moderate-income levels of the region. Less than 17 percent of the CSU faculty and staff in southern California have income levels sufficient to afford the average priced home in the communities where the campuses are located. New faculty and staff recruitment is needed to replace retiring campus employees and to provide for expanded enrollment. Development of affordable housing is key to attracting and retaining the qualified faculty and staff necessary to provide quality public higher education for the San Fernando Valley region.

i) The locations identified in the master plan for faculty/staff housing provide the most compatible use of land with respect to the adjacent residential neighborhoods.

j) The provision of additional student housing will support a more learning-centered campus environment, thereby improving the academic experience and success rate of future students.

k) The student and faculty/staff housing components will have a positive impact on traffic conditions by reducing the percentage of peak-hour commuters traveling to campus in private vehicles.

l) The project replaces existing campus facilities that have exceeded their useful service life, providing for more efficient use of state land and allowing for sustainable growth and cost effective facility maintenance.

m) The project improves access for the disabled by replacing non-compliant buildings and site improvements with fully accessible facilities.

n) The project improves public safety by replacing existing facilities with new facilities meeting current seismic and fire/life safety codes.

o) The project includes improvements to utility infrastructure and central plant systems that will reduce energy consumption and improve the overall energy efficiency of campus facilities.

p) The project improves the overall campus design and architectural character by preserving important campus open spaces, creating exterior courtyards that increase opportunities for utilization of outdoor spaces for academic pursuits, and improving the campus image and identity.

q) The project incorporates environmentally sound, sustainable planning and design concepts including: reduction of heat island effects by replacing surface parking locations with multi-level parking structures, significant improvements in mass transit accessibility, incorporation of drought tolerant landscaping to reduce irrigation water consumption, replacement of existing buildings with future buildings utilizing larger building footprints and multiple stories in order to more efficiently utilize land resources and maintain prominent open spaces, and building siting and massing that provides strategic shading of outdoor courtyard spaces.

r) The project is strongly influenced by input from the campus and surrounding communities and incorporates measures to balance community concerns with the academic mission of the University.

Considering all factors, the Board of Trustees finds that there are specific economic, legal, social, technological and other considerations associated with the project that outweigh the project's significant unavoidable effects, and the adverse effects are therefore considered acceptable.

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA) and Section 15097 of the *CEQA Guidelines*. The MMRP establishes the framework California Sate University, Northridge (CSUN or University) and others will use to implement the mitigation measures adopted in connection with project approval, and the monitoring/reporting of such implementation. "Monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of this program to: (1) provide a framework to document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) establish the frequency and duration of monitoring/reporting; (4) provide a record of the monitoring/reporting; and (5) ensure compliance with those mitigation measures that are within the responsibility of the University to implement. The CSU Board of Trustees has adopted those mitigation measures within its responsibility to implement as binding conditions of approval, fully enforceable by the Board.

The following table lists each of the mitigation measures adopted by the University in connection with project approval, the project component to which the mitigation measure applies, the project phase during which the measure is to be implemented, the person/agency responsible for implementing and monitoring implementation of the measure, the frequency of monitoring and reporting, and the status of compliance with the mitigation measure.

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.1 Aesthetics					
AES-1	Field lighting associated with all playfields along Zelzah Avenue shall be equipped with shields and hoods to avoid the creation of nighttime sky glow or light spillover to the greatest extent possible.	Design Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AES-2	Field lighting associated with all playfields along Zelzah Avenue shall be directed downward or onto playing surfaces to avoid the creation of nighttime sky glow.	Design Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AES-3	Field lighting associated with all playfields along Zelzah Avenue shall be directed away from residences across Zelzah Avenue to the east.	Design Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AES-4	Consistent with the Landscape Master Plan, pine and sycamore tree plantings shall be installed along the Zelzah Avenue campus perimeter as needed to screen light emitted by playfield fixtures.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design phase and during implementation of the Landscape Master Plan	Not Completed
AES-5	Field lighting associated with all playfields along Zelzah Avenue shall be used only when the fields are being utilized during nighttime hours.	Design Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AES-6	Lighting associated with parking structures PS-B1, PS-B5-N, PS-G3, PS-G4, and PS-G6 shall be equipped with shields and hoods to avoid the creation of nighttime sky glow and light spillover to the greatest extent possible.	Design Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AES-7	Lighting associated with parking structures PS-B1, PS-B5-N, PS-G3, PS-G4, and PS-G6 shall be directed downward to avoid the creation of nighttime sky glow and inward to the greatest extent possible.	Design Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.1 Aesthetics (continued)					
AES-8	Consistent with the Landscape Master Plan, pine and sycamore tree plantings and tall grasses shall be installed along the Zelzah Avenue and Darby Street campus perimeters as needed to screen lighting associated with parking structures PS-B1, PS-B5-N, PS-G3, PS-G4, and PS-G6.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design phase	Not Completed
3.2 Air Quality					
AIR-1	Develop and implement a construction management plan, as approved by CSUN prior to issuance of a grading permit, which includes the following measures recommended by the South Coast Air Quality Management District (SCAQMD), or equivalently effective measures approved by the SCAQMD: a. Configure construction parking to minimize traffic interference. b. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person). c. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable. d. Re-route construction trucks away from congested streets. e. Consolidate truck deliveries when possible. f. Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. g. Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions.	Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.2 Air Quality (continued)					
AIR-1 (cont.)	h. Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at (800) 242-4022 for daily forecasts. i. Use electricity from power poles rather than temporary diesel- or gasoline-powered generators. j. Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices. k. Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.				
AIR-2	Develop and implement a dust control plan, as approved by CSUN prior to issuance of a grading permit, which includes the measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD, as provided in Rule 403 regarding fugitive dust from construction activities.	Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AIR-3	All on- and off-road construction equipment shall, to the extent feasible as determined by CSUN, use emulsified diesel fuel.	Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed
AIR-4	CSUN shall comply with applicable Title 24 of the Uniform Building Code (UBC) energy conservation requirements.	Pre-Construction Construction Operation	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phase	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.2 Air Quality (continued)					
AIR-5	To the extent CSUN has not previously implemented the following transportation control measures, as soon as reasonably feasible, CSUN, or its designee, will: a. Provide preferential parking spaces on campus for employee carpools and vanpools; b. Schedule truck deliveries and pickups for off-peak hours where feasible and require that delivery trucks turn off their engines if the anticipated duration of idling exceeds 5 minutes; and c. Participate in public outreach programs that promote alternative methods of transportation.	Following Project Approval	CSUN Facilities Planning, Design and Construction Dept./CSUN Parking Services Dept.	Ongoing during operational phase	Not Completed
3.3 Hazards					
HAZ-1	For each proposed project to be implemented under the CSUN Master Plan, CSUN shall consult specified comprehensive lists of contaminated sites to determine whether the site contains hazardous materials (PRC §21092.6, Government Code §65962.5). Where a proposed project is identified on one of the lists, CSUN shall determine whether the site's hazardous materials pose a significant threat to the public and/or the environment.	Pre-Construction	CSUN Facilities Planning, Design and Construction Dept./CSUN Environmental Health and Safety Dept.	Ongoing during pre-construction activities	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.3 Hazards (continued)					
HAZ-2	If a proposed project site is listed as a contaminated site and poses a significant threat to the public and/or the environment, in accordance with Mitigation Measure HAZ-1, or if site contamination is known or believed to exist by CSUN, CSUN shall, as necessary, conduct a Phase I environmental assessment of that site. Based on the results of the Phase I environmental assessment, in conjunction with the Los Angeles Regional Water Quality Control Board (LARWQCB) and/or the California State Department of Toxic Substances Control (DTSC), CSUN and the agency(s) shall determine whether or not additional investigation is needed on the proposed project site. The results of each investigation shall be shared with the LARWQCB and/or the DTSC, as well as the City of Los Angeles Environmental Affairs Department.	Pre-Construction	CSUN Facilities Planning, Design and Construction Dept./CSUN Environmental Health and Safety Dept.	Ongoing during pre-construction activities	Not Completed
HAZ-3	If additional study is deemed to be needed and CSUN intends to proceed with the proposed project, additional investigation of the site shall be conducted in compliance with the requirements set forth by either LARWQCB or DTSC. The environmental evaluation shall include review of the historical use of the property, field sampling and analysis, estimates the potential threat to public health, and assesses potential impacts from off-site sources to the project. Based on review of the additional environmental assessment, either LARWQCB or DTSC would then make a decision on the potential risks posed by the site. This determination shall include one of three options: (1) further investigation is needed through additional more intensive investigations; (2) a removal action is needed, a cleanup agreement would be made between either LARWQCB or DTSC and CSUN; or (3) No Further Action is needed on the site.	Pre-Construction	CSUN Facilities Planning, Design and Construction Dept./CSUN Environmental Health and Safety Dept.	Ongoing during pre-construction activities	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.3 Hazards (continued)					
HAZ-4	If removal action is required, CSUN shall take necessary steps to ensure proper handling of hazardous materials removed from the site and minimize the potential risks in accordance with the requirements of the public health oversight agency (LARWQCB or DTSC). In accordance with the requirements of these agencies, the appropriate agencies and City of Los Angeles departments shall be notified of the presence of, and removal actions plans for, hazardous materials on the campus.	Pre-Construction Construction	CSUN Facilities Planning, Design and Construction Dept./CSUN Environmental Health and Safety Dept.	Ongoing during pre-construction and construction activities	Not Completed
HAZ-5	CSUN shall incorporate information regarding site investigations in subsequent environmental review documents prepared for specific projects, which shall be available to the public for review and comment as required by CEQA. The public has the opportunity to review the site-specific investigations through either LARWQCB's or DTSC's public review process	Pre-Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during pre-construction activities	Not Completed
3.4 Noise					
NOISE-1	As per Section 41.40 of the City of Los Angeles Noise Ordinance, construction operations shall be limited to the hours of 7 AM to 6 PM, Monday through Friday, and 8 AM to 6 PM on Saturdays and holidays. No construction operations shall be permitted on Sundays.	Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phases	Not completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.4 Noise (continued)					
NOISE-2	As per Section 112.05 of the City of Los Angeles Noise Ordinance, all technically feasible measures shall be implemented to reduce noise levels of construction equipment operating within 500 feet of residential areas in cases where noise levels exceed 75 decibels measured on an A-weighted scale (dB(A)) at 50 feet from the noise source. Technically feasible measures include, but are not limited to, changing the location of stationary construction equipment, shutting off idling equipment, notifying adjacent land uses in advance of construction work, ensuring that construction equipment is fitted with modern sound reduction equipment, and installing temporary acoustic barriers around stationary construction noise sources.	Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phases	Not completed
NOISE-3	Equipment used for project construction shall be hydraulically- or electrically-powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible. The project applicant shall require construction contractors to ensure that construction equipment is fitted with sound reduction equipment, per manufacturer's specifications.	Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phases	Not completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.4 Noise (continued)					
NOISE-4	As per the City of Los Angeles Noise ordinance, CSUN shall post signs prior to construction activities with a phone number for residents to call with noise complaints. As per the City of Los Angeles Noise ordinance, CSUN shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design, and Construction at (818) 677-2561.	Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phases	Not completed
NOISE-5	Prior to construction, noise barriers with a sound transmission coefficient (STC) that would attenuate noise levels at off-site noise sensitive uses for all construction phases shall be specified by an acoustical engineer.	Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phases	Not completed
NOISE-6	CSUN shall install a solid barrier between the roadway and on-site residential uses along Zelzah Avenue, between Lassen Street and Parking Lot G7, and along Lassen Street, between Lindley Avenue and Zelzah Avenue. The solid barrier would reduce noise levels by 5 to 10 dB(A).[1] CSUN shall consult with a certified acoustical engineer to determine the appropriate height and material of the wall to ensure that noise levels are reduced 5 to 10 dB (A).	Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during construction phases	Not completed

[1] U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Mitigation*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.4 Noise (continued)					
NOISE-7	Sound attenuation measures shall be incorporated into the design to minimize noise impacts generated by operation of the aboveground parking structure on the surrounding campus. These measures may include a half-wall on the grade-level parking deck and/or full walls on the sides of the structure that are facing nearby receptors and/or noise control louvers on selected structure facades that potentially influence receptor areas. Acoustical analysis shall be performed to demonstrate that the aboveground parking structure does not result in noise levels that exceed state standards at exterior on-site residential and school uses. These components shall be incorporated into the plans to be submitted by the applicant to CSUN for review and approval prior to the issuance of building permits.	Design, Post-Construction	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design phases and post-construction	Not completed
3.8 Transportation And Traffic					
TRAF-1	The City of Los Angeles Adaptive Traffic Control System (ATCS) should be implemented at the following intersections, as needed, as Master Plan development projects are implemented: • Amigo Avenue/State Route 18 (SR-118) westbound ramps & Rinaldi Street (int. #1) • Reseda Boulevard & Rinaldi Street (int. #2) • Balboa Boulevard & SR-118 westbound ramps (int. #4) • Balboa Boulevard & SR-118 eastbound ramps (int. #5) • Reseda Boulevard & Chatsworth Street (int. #6) • Zelzah Avenue & Chatsworth Street (int. #7)	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.8 Transportation And Traffic (continued)					
TRAF-1 (cont.)	• Balboa Boulevard & Chatsworth Street (int. #8) • Reseda Boulevard & Devonshire Street (int. #9) • Lindley Avenue & Devonshire Street (int. #10) • Zelzah Avenue & Devonshire Street (int. #11) • Balboa Boulevard & Devonshire Street (int. #12) • Woodley Avenue & Devonshire Street (int. #13) • Interstate 405 (I-405) southbound ramps/Blucher Avenue & Devonshire Street (int. #14) • Woodley Avenue & Nordhoff Street (int. #40) • I-405 southbound ramps & Nordhoff Street (int. #41) • I-405 northbound ramps & Nordhoff Street (int. #42)				
TRAF-2	The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and ATCS system should be implemented at the following intersections, as needed, as Master Plan development projects are implemented: • Tampa Avenue & Lassen Street (int. #16) • Wilbur Avenue & Lassen Street (int. #17) • Reseda Boulevard & Lassen Street (int. #18) • Lindley Avenue & Lassen Street (int. #19) • Zelzah Avenue & Lassen Street (int. #20)	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.8 Transportation And Traffic (continued)					
TRAF-2 (cont.)	• Balboa Boulevard & Lassen Street (int. #21) • Tampa Avenue & Plummer Street (int. #22) • Reseda Boulevard & Plummer Street (int. #24) • Zelzah Avenue & Plummer Street (int. #25) • Balboa Boulevard & Plummer Street (int. #27) • Reseda Boulevard & Prairie Street (int. #28) • Zelzah Avenue & Prairie Street (int. #29) • Reseda Boulevard & Nordhoff Street (int. #33) • East University Drive/Lindley Avenue & Nordhoff Street (int. #36) • Zelzah Avenue & Nordhoff Street (int. #37) • Balboa Boulevard & Nordhoff Street (int. #39) • Lindley Avenue & Parthenia Street (int. #44)				
TRAF-3	The intersection of White Oak Avenue & Plummer Street (int. #26) should be signalized as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-4	An eastbound through lane should be added to the intersection of White Oak Avenue & Plummer Street (int. #26) as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-5	The northbound approach to the intersection of Amigo Avenue/SR-118 Westbound Ramps & Rinaldi Street (int. #1) should be restriped to provide one shared through/left-turn lane and two right-turn only lanes as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.8 Transportation And Traffic (continued)					
TRAF-6	The southbound approach on Balboa Boulevard to the intersection of Balboa Boulevard & SR-118 Westbound Ramps (int. #4) should be restriped to provide two through lanes, one shared through/right-turn lane and one right-turn lane as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-7	The eastbound Chatsworth Street approach to the intersection of Balboa Boulevard & Chatsworth Street (int. #8) should be restriped to provide a left-turn pocket lane as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-8	The eastbound Devonshire Street approach to the intersection of Zelzah Avenue & Devonshire Street (int. #11) should be restriped to provide another through lane as Master Plan development projects are implemented. The eastbound approach would consist of one left-turn lane, three through lanes, and a right-turn only lane.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-9	The northbound Zelzah Avenue approach to the intersection of Zelzah Avenue & Plummer Street (int. #25) should be restriped to provide another through lane as Master Plan development projects are implemented. The northbound approach would consist of one left-turn lane, two through lanes and one shared through/right-turn lane. The northbound departure would need to be restriped to have three receiving lanes.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-10	The westbound Plummer Street shared through/right lane approach to the intersection of Plummer Street & Balboa Boulevard (int. #27) should be restriped to create a 10-foot through lane and a 10-foot right-turn only lane as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.8 Transportation And Traffic (continued)					
TRAF-11	Balboa Boulevard should be widened to a dedicated right-turn lane on the southbound approach to the intersection of Balboa Boulevard & Devonshire Street (int. #12) as Master Plan development projects are implemented. The southbound approach would consist of one left-turn lane, three through lanes, and one right-turn only lane.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-12	The west side of the southbound I-405 ramps at the I-405 Southbound Ramps/Blucher Avenue & Devonshire Street (int. #14) should be widened to provide one left-turn only lane and two right-turn only lanes as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-13	The southbound approach (freeway off-ramp) at the I-405 Southbound Ramps & Nordhoff Street (int. #41) should be widened to provide one left-turn only lane and two right-turn only lanes as Master Plan development projects are implemented.	Concurrent With Project Development	City of Los Angeles	Ongoing during project development	Not Completed
TRAF-14	CSUN shall state in its construction contract conditions that construction traffic shall be routed in such a way to reduce the use of neighboring residential streets to the greatest extent feasible during all Master Plan construction activities.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during pre-construction and construction activities	Not Completed
3.9 Pubic Utilities: Water Demand And Supply					
WAT-1	CSU, CSUN, or its designee shall consult with the City of Los Angeles Department of Water and Power on exact sizing and extensions required for water lines that will serve each project component at the time it undertakes site-specific design plans.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design activities per proposed project	Not Completed
WAT-2	CSU, CSUN, or its designee shall comply with the requirements of Government Code §54999 with respect to connections to off-site water facilities and improvements to off-site water facilities.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design activities per proposed project	Not Completed

Mitigation Measure Number	Mitigation Measures	Project Phase	Responsible Person/Agency	Frequency of Monitoring/Reporting	Compliance
3.10 Public Utilities					
WW-1	CSU, CSUN, or its designee shall consult with the City of Los Angeles Department of Public Works on exact sizing and extensions required for wastewater lines that will serve each project component at the time it undertakes site-specific design plans.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design activities per proposed project	Not Completed
WW-2	CSU, CSUN, or its designee shall comply with the requirements of Government Code §54999 with respect to connections to off-site wastewater facilities and improvements to off-site wastewater facilities.	Design	CSUN Facilities Planning, Design and Construction Dept.	Ongoing during design activities per proposed project	Not Completed

California State University, Northridge
2005 Campus Master Plan Update

Findings of Fact

(Pursuant to Sections 15091 and 15093 of the CEQA Guidelines and
Sections 21081 and 21081.6 of the Public Resources Code)

Final Environmental Impact Report
(State Clearinghouse Number 2005051008)

1.0 INTRODUCTION

1.1. Purpose

This statement of findings addresses the environmental effects associate with the California State University, Northridge 2005 Master Plan Update project (project) located on the California State University, Northridge (CSUN) campus in Northridge, California. These findings are made pursuant to the California Environmental Quality Act (CEQA) under Sections 21081 and 21081.6 of the Public Resources Code and Sections 15091 of the CEQA Guidelines, Title 14, Cal. Code Regs. §15000, et. Seq. The potentially significant impacts were identified in both the Draft Environmental Impact Report (EIR) and the Final EIR, as well as additional facts found in the complete record of proceedings.

Public Resources Code §21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The California State University (CSU) Board of Trustees is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part, that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code §21081 and Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable

environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the CEQA Guidelines state that:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091. As required by CEQA, the Board of Trustees, in adopting these findings, also adopts a Mitigation Monitoring and Reporting Program for the project. The Board of Trustees finds that the Mitigation Monitoring and Reporting Program, which is incorporated by reference and made a part of these findings, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

The Final EIR for the project identified potentially significant effects that could result from project implementation. However, the CSU Board of Trustees finds that the inclusion of certain mitigation measures as part of the project approval will reduce most, but not all, of those effects to less than significant levels. Those impacts that are not reduced to less than significant levels are identified and overridden due to specific project benefits in a Statement of Overriding Considerations.

In accordance with CEQA and the CEQA Guidelines, the Board of Trustees adopts these findings as part of its certification of the Final EIR for the project. Pursuant to Section 21082.1(c)(3) of the Public Resources Code, the Board of Trustees also finds that the Final EIR reflects the Board's independent judgment as the lead agency for the project.

1.2. Organization/Format of Findings

Section 1.0 contains a summary description of the project and background facts relative to the environmental review process. Section 2.0 discusses the CEQA finding of independent judgment. Section 3.0 identifies the impacts of the project that were studied in the EIR. Section 3.1 of these Findings identifies the significant impacts of the project that cannot be mitigated to a less than significant level, even though all feasible mitigation measures have been identified and incorporated into the project. Section 3.2 identifies the potentially significant effects of the project that would be mitigated to a less than significant level with implementation of the identified mitigation measures. Section 3.2 identifies the project's potential environmental effects that were determined not to be significant and, therefore, do not require mitigation measures. Section 4.0 discusses the feasibility of project alternatives. Section 5.0 discusses findings with respect to mitigation of significant adverse impacts, and adoption of the Mitigation Monitoring and Reporting Program (MMRP).

1.3 Summary of Project Description

California State University, Northridge (CSUN or the University) proposes the adoption and subsequent implementation of the 2005 Master Plan Update (2005 Master Plan or Master Plan) for its 356-acre Northridge campus. The 2005 Master Plan represents the first comprehensive update of the campus master plan since 1998, and is a comprehensive, coordinated series of proposals intended to configure and guide the physical development of the campus over the next 30 years.

CSUN is one of 23 campuses within the California State University (CSU) system. The University provides education to nearly 33,000 undergraduate and graduate full-time equivalent students (24,473 FTES) and employs 2,017 faculty members and 1,964 staff members. It is nearly at its current enrollment cap of 25,000 FTES and campus facilities are reaching capacity. The 2005 Master Plan Update is intended to allow the University to accommodate projected enrollment increases of up to 10,000 additional FTES, for a total of 35,000 FTES. The 2005 Master Plan horizon was accordingly set at 30 years to facilitate long-term planning.

The 2005 Master Plan is a comprehensive series of programs intended to configure and guide the physical development of the University campus over the next 30 years. The Master Plan addresses land uses and facilities required to accommodate the projected enrollment increase and the evolving pedagogical needs of the University's academic, administrative, student support, and campus support departments and programs.

The University consulted with its academic units in preparation for the master planning process to determine the implications for campus facilities of increasing the enrollment ceiling. The Master Plan architects were then asked to determine the capacity of the campus to support the increased enrollment. At the CSU system average of 115,000 gross square feet (gsf) per 1,000 FTES, a minimum increase of approximately 1.15 million gsf of new academic and administrative facilities was determined to be necessary to accommodate the projected additional 10,000 FTES. In addition, 2,688 student-housing beds are proposed, along with a net increase of approximately 4,500 parking spaces.

The Master Plan addresses six major programs that apply throughout the campus:

- Academic and Administrative Facilities;
- Student Support and Recreational Facilities;
- Housing and Campus Support Facilities;
- Landscaping, Open Space, and Pedestrian Circulation;
- Transportation Management, Campus Entry, Vehicular Circulation, and Parking Facilities; and
- Campus Utilities and Infrastructure

The 2005 Master Plan proposes significant changes to the North Campus, including development of a faculty/staff housing community as the primary use. Instructional/athletic space is also proposed north of this housing community. Biotechnology development on the northern portion of the North Campus is limited to the existing 500,000 square feet.

The 2005 Master Plan will be implemented incrementally in four phases (three 5-year phases and a final 15-year phase), as follows:

- Phase 1: 2005–2009
- Phase 2: 2010–2014
- Phase 3: 2015–2019

- Phase 4: 2020–2035

Actual implementation of most Master Plan projects will be influenced by student enrollment, availability of funding, and changes in academic, administrative, recreational and student-support programs that necessitate new or modified facilities. However, several projects included in the existing campus master plan are currently under design or construction and will become operational during the expected implementation of the 2005 Master Plan Update.

Detailed discussion of the Master Plan phases, including descriptions of proposed projects and a timeline for implementation, is contained in the Draft EIR in Section 2.0, Project Description, and in the Final EIR in Section 3.0, Written Comments and Responses to Comments, Topical Response 4, Master Plan Phasing.

1.4. Project Objectives

CEQA states that the statement of project objectives should be clearly written and define the underlying purpose of the project, in order to permit the development of a reasonable range of alternatives and aid the Lead Agency in making findings.

The objectives of the 2005 Master Plan project originate in the obligation CSUN has to meet its educational mission as defined by the California Education Code. The University undertook a lengthy Master Plan development process, led by a committee comprising the academic, administrative, and local communities. The project objectives drawn from the Master Plan are as follows:

- Enable CSUN to accommodate an increased enrollment cap of 35,000 FTEs by 2035, as required by the CSU and California Education Code;
- Accommodate lower-division students in on-campus housing to support the University's living-learning programs and other campus activities;
- Provide facilities for expansion of academic programs and administrative functions at a rate of 115,000 gross square feet per 1,000 FTEs;
- Provide appropriate facilities for instructional athletics, informal and organized recreation, and intercollegiate athletics;
- Reinforce the University's active learning focus by providing opportunities for interactions and collaborations among students, faculty, and staff;
- Improve campus vehicular and pedestrian circulation;

- Accommodate parking demand at the rate of 0.39 space per commuter FTE; 0.63 space per student dormitory bed; 0.58 space per campus employee (faculty/staff); and 2 percent of the total FTE parking needs for visitors;
- Improve pedestrian safety;
- Provide on-campus housing for faculty and staff to aid in employment recruitment;
- Enhance the visual appearance of the campus core and perimeter through the implementation of aesthetic improvements;
- Develop more prominent and visually defined campus entries;
- Reinforce campus identity and increase public awareness of the campus' location and presence through a program of off-site aesthetic enhancements;
- Adequately maintain and manage all campus facilities;
- Make efficient use of developable land and avoid developing existing open space;
- Maintain stewardship of campus landscape and natural resources;
- Serve as a regional center for intellectual, cultural, and lifelong learning.

These project objectives guided the Master Plan process and the identification of physical improvements necessary and appropriate for the CSUN campus to fulfill its educational mission as well as implement its campus mission, values, and vision statement.

1.5. Environmental Review Process

In accordance with the requirements of the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*, a draft EIR was prepared by the California State University, Northridge (CSUN or the University), Office of Facilities Planning, Design & Construction, to address the potential significant environmental effects associated with the adoption and subsequent implementation of the 2005 Master Plan (Master Plan or proposed project).

To determine the number, scope and extent of environmental issues to be addressed in this EIR, CSUN prepared a Notice of Preparation (NOP) and circulated it for 30 days, beginning May 2, 2005 and ending May 31, 2005, to interested public agencies, organizations, community groups, and individuals in order to receive input on the proposed project. CSUN also held a Draft EIR scoping meeting on May 19, 2005, in conjunction with presentation of the final Master Plan, to obtain public input on the proposed scope and content of this EIR. Interested parties attended the meeting and provided input.

Based on the NOP scoping process, the Draft EIR addresses the following topics: Aesthetics; Air Quality; Hazards and Hazardous Materials; Noise; Population and Housing; Public Services (Police Protection and Fire Protection); Recreation; Transportation/Traffic; Public Utilities (Water Demand and Supply, Wastewater).

Also based on the NOP scoping process, potential impacts on the following resources were determined to be less than significant and are not discussed in detail in the Draft EIR: Agricultural Resources; Biological Resources; Cultural Resources; Geotechnical/Soils; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Public Services (Libraries, Parks, Schools); and Public Utilities (Solid Waste Disposal).

The Draft EIR was circulated for a 45-day public review period, as required by state law, beginning November 16 and ending December 30, 2005. At the request of members of the community, the Draft EIR review period was extended 13 days to January 12, 2006. During this 58-day public review period, the University received written comments on the Draft EIR.

CSUN also held a meeting November 29, 2005, in conjunction with circulation of the Draft EIR to obtain public input on the content of the Draft EIR and to address questions regarding the Draft EIR. Interested parties attended the meeting and provided input.

Section 15088 of the *CEQA Guidelines* requires that the Lead Agency responsible for the preparation of an EIR evaluate comments on environmental issues received from parties who reviewed the Draft EIR and prepare a written response addressing each of the comments. The intent of the Final EIR is to provide a forum to air and address comments pertaining to the information and analysis contained within the Draft EIR, and to provide an opportunity for clarifications, corrections, or minor revisions to the Draft EIR as needed.

This Final EIR assembles in one document all of the environmental information and analysis prepared for the proposed project, including comments on the information and analysis contained in the Draft EIR and responses by the University to those comments.

Pursuant to Section 15132 of the State *CEQA Guidelines*, the Final EIR for the 2005 Master Plan consists of the following:

(a) The Draft EIR, including all of its appendices, is incorporated by reference in this Final EIR.

The complete Draft EIR document is on file with, and available for public review at, the following locations:

- Office of Facilities Planning, Design & Construction, University Hall Room 325, California State University, Northridge
- Oviatt Library, California State University, Northridge
- City of Los Angeles Public Library, 9051 Darby Avenue, Northridge

The EIR may also be reviewed on the Internet at http://www.csun.edu/envision2035/.

(b) A list of persons, organizations, and public agencies commenting on the Draft EIR.

(c) Copies of all letters received by the University during the Draft EIR public review period and responses to significant environmental points concerning the Draft EIR raised in the letters.

(d) Revisions to the Draft EIR.

(e) Any other information added by the Lead Agency.

1.6 Level of Environmental Review

Under CEQA, a program EIR is prepared for a series of actions that can be characterized as one large project, with related actions forming logical parts in a chain of contemplated actions (*CEQA Guidelines* §15168(a)). A program EIR allows the lead agency to consider broad policy alternatives and program-wide mitigation measures early in the program process; subsequent project-specific activities are evaluated in light of the program EIR to determine if additional environmental documentation is required (*CEQA Guidelines* 15168(b) and (c)). A program-level analysis is intended to provide the public and decision makers with an overview of the potential environmental impacts associated with one large project. A project EIR examines the environmental impacts of a specific development project, including planning, construction, and operations.

The University has developed sufficient detail concerning the following six Master Plan Phase 1 projects to permit project-level evaluation of potential environmental impacts in the Draft EIR: the Transit Center, Parking Structure G3, the Science 5 facility, University Park Student Housing, a Student Housing Administration Building, and 250 Faculty/Staff housing units. Six Master Plan Phase 2 projects are also evaluated in this EIR: Parking Structure G6; Faculty Offices and Lecture Hall; two Lecture/Laboratory facilities; the Student Recreation Center; and 100 Faculty/Staff housing units.

In addition, the University has developed sufficient site detail for the Valley Performing Arts Center, originally evaluated at the program level in the 1998 Master Plan, to enable its evaluation at the project level in the Draft EIR.

The remainder of the 2005 Master Plan is evaluated at the program level in the Draft EIR. The University does not anticipate proceeding with development of all proposed Master Plan projects in the immediate future, nor has it developed sufficient project detail to enable analysis of project-specific impacts at this time. Because of the long-term nature of the 2005 Master Plan, the precise nature, size, and location of all the programs and facilities proposed under the Master Plan cannot be accurately projected at this time. Additional environmental review of Master Plan project will be undertaken as needed during subsequent Master Plan implementation.

2.0 CEQA FINDING OF INDEPENDENT JUDGMENT

The University Office of Facilities Planning, Design & Construction solicited proposals from independent consultants to prepare the EIR for the proposed Project. Subsequently, the University selected and retained Impacts Sciences, Inc. to prepare the EIR. Impact Sciences prepared the EIR under the supervision and direction of the University.

The EIR for the 2005 Master Plan Update project reflects the University's independent judgment. The University has exercised independent judgment in accordance with Public Resources Code § 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

Having received, reviewed and considered the information in the EIR, as well as any and all other information in the record, the Board of Trustees of the California State University hereby makes findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

3.0. FINDINGS OF FACT

3.1 Environmental Effects of the Project which are Considered Unavoidable Significant Impacts

This section identified the significant unavoidable impacts that require a statement of overriding considerations to be issued by the Board of Trustees, pursuant to Section 15093 of the CEQA Guidelines, if the California State University, Northridge, 2005 Master Plan Update is approved. Based on the

analysis contained in the EIR, the following impacts have been determined to fall within the "significant unavoidable impacts" category: impacts to air quality attributable to construction equipment emissions and operational emissions from project-related traffic; noise impacts associated with construction activities; direct and cumulative traffic impacts at two intersections, three street segments, and three freeway segments; and impacts to off-site water and wastewater facilities improvements.

Air Quality

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the air quality impacts associated with the Master Plan project is found in Section 3.2, Air Quality, of the Draft EIR.

Construction-related impacts

Maximum Master Plan construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD's) volatile organic compounds (VOC), nitrogen dioxide (NO_x), and carbon monoxide (CO) thresholds of significance during the project construction period.

Operation-related impacts

The Phase 2 near-term project in full operation would generate total summertime or wintertime emissions that would exceed SCAQMD recommended thresholds for VOC (summertime) and NO_x (wintertime). The Master Plan at build-out and in full operation would generate total summertime or wintertime emissions that would exceed SCAQMD recommended thresholds for VOC (summertime), NO_x (wintertime), and PM_{10} (both summertime and wintertime) during Phases 1 to 4 (the PM_{10} threshold would be exceeded only in Phase 4). Mitigation measures are required to reduce these impacts to the extent feasible.

The proposed Master Plan is not expected to include any point sources that would be permitted by the SCAQMD as regulated. The Master Plan implementation would be consistent with the 2003 AQMP and, therefore, would not jeopardize the long-term attainment of the air quality standards predicted in the 2003 AQMP. The project also does not exceed the additional indicators of potential air quality impacts, including: interference with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation; result in population increases

within an area which would be in excess of that projected by SCAG in the AQMP, or increase the population in an area where SCAG has not projected that growth for the project's build-out year; generate vehicle trips that cause a CO hotspot or project could be occupied by sensitive receptors that are exposed to a CO hotspot; create, or be subjected to, an objectionable odor that could impact sensitive receptors; have hazardous materials on site and result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety; emit a toxic air contaminant regulated by SCAQMD rules or that is on a federal or state air toxics list; be occupied by sensitive receptors within one quarter mile of an existing facility that emits air toxics identified in SCAQMD Rule 1401; or emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million. No mitigation measures are required.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the project based on methodology outlined on pages 3.2-32 through 3.2-33 of the Draft EIR. Based on the results of the three approaches identified in the *CEQA Air Quality Handbook* to determine the cumulative significance of land use projects, the Master Plan project would cause not significant cumulative impacts on air quality. However, the operational emissions associated with the proposed project would exceed the recommended thresholds of significance for VOC, NOx, and/or PM_{10}. Because the South Coast Air Basin is designated as nonattainment for the state and federal ozone and PM_{10} standards, the Master Plan project, which would create individually significant air quality impacts for these pollutants or their precursors (VOC and NOx are precursors of both ozone and PM10), is considered to contribute to cumulatively significant air quality impacts.

MITIGATION MEASURES

The Board of Trustees finds that there are no feasible measures available to mitigate the air quality impacts attributable to construction and increased vehicular emissions to a level less than significant. However, the following feasible mitigation measures would partially reduce the identified impacts.

Construction-related impacts

CSUN shall include the following SCAQMD-recommended measures in its construction contract conditions:

AIR-1 Develop and implement a construction management plan, as approved by CSUN prior to issuance of a grading permit, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:

a. Configure construction parking to minimize traffic interference.

b. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person).

c. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable.

d. Re-route construction trucks away from congested streets.

e. Consolidate truck deliveries when possible.

f. Provide dedicated turn lanes for movement of construction trucks and equipment on and off site.

g. Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions.

h. Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts.

i. Use electricity from power poles rather than temporary diesel- or gasoline-powered generators.

j. Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices.

k. Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.

AIR-2 Develop and implement a dust control plan, as approved by CSUN prior to issuance of a grading permit, which includes the measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD, as provided in Rule 403 regarding fugitive dust from construction activities.

AIR-3 All on- and off-road construction equipment shall, to the extent feasible as determined by CSUN, use emulsified diesel fuel.

Operation-related impacts

AIR-4 CSUN shall comply with applicable Title 24 of the Uniform Building Code (UBC) energy conservation requirements.

AIR-5 To the extent CSUN has not previously implemented the following transportation control measures, as soon as reasonably feasible, CSUN, or its designee, will:

a. Provide preferential parking spaces on campus for employee carpools and vanpools;

b. Schedule truck deliveries and pickups for off-peak hours where feasible and require that delivery trucks turn off their engines if the anticipated duration of idling exceeds 5 minutes; and

c. Participate in public outreach programs that promote alternative methods of transportation.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the project air quality impacts attributable to construction- and vehicular-related emissions. Pursuant to Section 21081(a)(1) of the Public Resources Code, changes or alterations have been required in, or incorporated into, the project which would mitigate, in part, the significant air quality impacts attributable to construction and increased vehicle trips identified in the Final EIR. However, there are no feasible mitigation measures that would reduce the identified significant impact to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible air quality mitigation measures. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR and the identified air quality impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

Noise (Construction-related)

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the construction-related noise issues associated with the project is found in Section 3.4, Noise, of the Draft EIR. Construction-related noise would exceed existing ambient exterior noise levels by more than 5 dB(A) at existing off-site noise sensitive uses, as allowed by the Municipal Code. Mitigation measures are required to reduce these impacts to the extent feasible. The daily transport of construction workers to and from the project site is expected to cause temporary increases in noise levels along project roadways; however, this traffic would not be a substantial percentage of daily volumes in the area and, thus, would not increase levels by more than 3 dB(A). No mitigation measures are required.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the construction-related noise impacts on pages 3.4-36 through 3.4-37. The nearest related project, located at 9423 Reseda Boulevard, less than 0.25 mile west of the western campus boundary by itself would generate noise levels above the acceptable City of Los Angeles noise threshold for construction activities and above thresholds for on-site uses. The combination of construction activities associated with the related project and projects associated with the 2005 Master Plan could all or partially occur during the same period. Therefore, there is the potential for combined construction noise impacts if activities are occurring simultaneously. While the projects would implement standard construction techniques to reduce noise, the combined noise effect of related projects and the project's contribution would be cumulatively significant.

MITIGATION MEASURES

The Board of Trustees finds that there are no feasible measures available tomitigate the construction-related noise impacts to a level less than significant. However, the following feasible mitigation measures would partially reduce the identified impacts.

NOISE-1 As per Section 41.40 of the City of Los Angeles Noise Ordinance, construction operations shall be limited to the hours of 7 AM to 6 PM, Monday through Friday, and 8 AM to 6 PM on Saturdays and holidays. No construction operations shall be permitted on Sundays.

NOISE-2 As per Section 112.05 of the City of Los Angeles Noise Ordinance, all technically feasible measures shall be implemented to reduce noise levels of construction equipment operating within 500 feet of residential areas in cases where noise levels exceed 75 dB(A) at 50 feet from the noise source. Technically feasible measures include, but are not limited to, changing the location of stationary construction equipment, shutting off idling equipment, notifying adjacent land uses in advance of construction work, ensuring that construction equipment is fitted with modern sound reduction equipment, and installing temporary acoustic barriers around stationary construction noise sources.

NOISE-3 Equipment used for project construction shall be hydraulically- or electrically-powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible. The project applicant shall require construction contractors to ensure that construction equipment is fitted with sound reduction equipment, per manufacturer's specifications.

NOISE-4 As per the City of Los Angeles Noise ordinance, CSUN shall post signs prior to construction activities with a phone number for residents to call with noise complaints. As per the City of Los Angeles Noise ordinance, CSUN shall post signs prior to construction activities with a phone number for residents to call with noise complaints. In addition, complaints may be directed to the University Office of Facilities Planning, Design and Construction at (818) 677-2561.

NOISE-5 Prior to construction, noise barriers with a sound transmission coefficient (STC) that would attenuate noise levels at off-site noise sensitive uses for all construction phases shall be specified by an acoustical engineer.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the project construction-related noise impacts. Pursuant to Section 21081(a)(1) of the Public Resources Code, changes or alterations have been required in, or incorporated into, the project which would

mitigate, in part, the significant construction-related noise impacts. However, there are no feasible mitigation measures that would reduce the identified significant impact to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible construction-related noise mitigation measures. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR and the identified construction-related noise impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

Transportation and Traffic

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the transportation and traffic impacts associated with the Master Plan project is found in Section 3.8, Transportation/Traffic of the Draft EIR. Development of the Master Plan project would generate construction-related traffic. The addition of construction-related vehicles would have a significant impact on traffic flow on neighboring residential streets. With implementation of Mitigation Measure TRAF-14, the construction-related traffic impact would be less than significant.

Implementation of the CSUN Master Plan would result in significant impacts to 34 intersections in the project vicinity. With implementation of recommended mitigation, impacts at 32 intersections would be less than significant. Even with implementation of mitigation measures, impacts at the following two intersections remain significant and unavoidable:

- Zelzah Avenue & Devonshire Street during the AM peak hour; and
- Balboa Boulevard & Devonshire Street during the PM peak hour.

Implementation of the CSUN Master Plan would significantly impact street segment operating conditions and would result in neighborhood intrusion on local residential streets in the following three locations:

- Dearborn Street west of Darby Avenue;
- West University Drive/Etiwanda Avenue south of Nordhoff Street; and

- Prairie Street east of Zelzah Avenue

No feasible mitigation exists to reduce impacts at these three street segments, and impacts would remain significant and unavoidable.

Implementation of the CSUN Master Plan would result in significant impacts along the following three freeway segments:

Westbound

- SR-118 between Balboa Boulevard and Havenhurst Avenue (AM peak period)
- SR-118 between Woodley Avenue and the I-405 (AM peak period)

Eastbound

- SR-118 between Reseda Boulevard and Balboa Boulevard (AM peak period)

No feasible mitigation exists to reduce impacts to the above freeway segments, and impacts would remain significant and unavoidable.

Emergency access to CSUN would not be substantially altered as a result of Master Plan implementation, and thus would not result in hazards to safety from design features or incompatible uses; inadequate emergency access or access to nearby uses; or result in hazards or barriers for pedestrians or bicyclists. No mitigation measures are required.

A portion of the new students and any associated new staff or faculty would likely utilize the existing public transportation system to commute to the CSUN campus. One of the five CSUN Master Plan Key Features is Parking and Transportation Management. The Parking and Transportation Management component includes an Alternative Transportation Plan with a target parking demand reduction of 12.5 percent. The Alternative Transportation Plan consists of six components for achieving the parking demand reduction goal. The Parking and Transportation Management component also includes reconfigured campus roadways to reinforce the pedestrian zone and a second intracampus tram circulator route. The CSUN Master Plan would not conflict with adopted policies, plans, or programs supporting alternative transportation. No mitigation measures are required.

Parking Structure G3 and Parking Structure G6, developed as part of the near-term Master Plan projects, would provide 1,994 and 2,769 new parking spaces, respectively. The remaining near-term projects would not generate a demand for parking that would exceed the supply provided by parking structures G3, G6, and existing parking sources. No mitigation measures are required for near-term Master Plan projects parking impacts.

The total projected parking demand, under 2035 conditions, is 15,457 spaces for those commuting to the campus and 3,394 spaces for residents. Parking for the proposed faculty/staff housing and retail components would be provided separately. The overall total projected demand is 18,851 spaces. The simple projected parking demand would result in a parking deficiency as it exceeds the proposed on-campus supply by 1,323 spaces. The demand plus a five percent contingency of 909 spaces is 16,196 spaces for commuters and 3,564 for residents. The overall project demand with a 5 percent contingency is 19,760 parking spaces. Under the parking demand reduction program, which could reduce parking demand during the peak periods by approximately 12.5 percent, the campus demand would be 17,413 spaces with the 5 percent contingency and 16,616 without. Under this program and with the incorporation of the contingency to improve circulation, the campus is projected to have a parking surplus of 115 spaces. As a parking surplus would exist under 2035 conditions, impacts to parking capacity would be less than significant. No mitigation measures are required.

Program-level analysis of regional arterial streets determined that Master Plan build-out would not generate the required minimum 50 trips to local CMP arterial intersections and further analysis was, therefore, not necessary.

While transit trips generated on the CSUN campus are projected to increase, significant impacts on transit system capacity are not anticipated given the number of new transit trips projected relative to the planned substantial increases in future transit system capacity. No mitigation measures are required.

Cumulative Impacts

For the purpose of the EIR, potential traffic-related cumulative impacts were assessed based on the growth projections and the list of related projects in the Northridge community of the City of Los Angeles. These impacts were incorporated into the impact analysis from the outset and have, therefore, been discussed under Master Plan impacts and near-term Master Plan projects impacts, above.

MITIGATION MEASURES

The Board of Trustees finds that, based upon substantial evidence in the record, the potential construction-related impacts of the Master Plan project will be reduced to less than significant levels by implementation of mitigation measure TRAF-14 by CSU/CSUN. The changes, or alterations, in the form of off-site roadway improvements identified as mitigation measures TRAF-1 through TRAF-14, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency.

TRAF-1 The City of Los Angeles Adaptive Traffic Control System (ATCS) should be implemented at the following intersections, as needed, as Master Plan development projects are implemented:

- Amigo Avenue/SR-118 westbound ramps & Rinaldi Street (int. #1)
- Reseda Boulevard & Rinaldi Street (int. #2)
- Balboa Boulevard & SR-118 westbound ramps (int. #4)
- Balboa Boulevard & SR-118 eastbound ramps (int. #5)
- Reseda Boulevard & Chatsworth Street (int. #6)
- Zelzah Avenue & Chatsworth Street (int. #7)
- Balboa Boulevard & Chatsworth Street (int. #8)
- Reseda Boulevard & Devonshire Street (int. #9)
- Lindley Avenue & Devonshire Street (int. #10)
- Zelzah Avenue & Devonshire Street (int. #11)
- Balboa Boulevard & Devonshire Street (int. #12)
- Woodley Avenue & Devonshire Street (int. #13)
- I-405 southbound ramps/Blucher Avenue & Devonshire Street (int. #14)
- Woodley Avenue & Nordhoff Street (int. #40)
- I-405 southbound ramps & Nordhoff Street (int. #41)
- I-405 northbound ramps & Nordhoff Street (int. #42)

TRAF-2 The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) system should be implemented at the following intersections, as needed, as Master Plan development projects are implemented:

- Tampa Avenue & Lassen Street (int. #16)
- Wilbur Avenue & Lassen Street (int. #17)
- Reseda Boulevard & Lassen Street (int. #18)
- Lindley Avenue & Lassen Street (int. #19)
- Zelzah Avenue & Lassen Street (int. #20)
- Balboa Boulevard & Lassen Street (int. #21)
- Tampa Avenue & Plummer Street (int. #22)
- Reseda Boulevard & Plummer Street (int. #24)
- Zelzah Avenue & Plummer Street (int. #25)
- Balboa Boulevard & Plummer Street (int. #27)
- Reseda Boulevard & Prairie Street (int. #28)
- Zelzah Avenue & Prairie Street (int. #29)
- Reseda Boulevard & Nordhoff Street (int. #33)
- East University Drive/Lindley Avenue & Nordhoff Street (int. #36)
- Zelzah Avenue & Nordhoff Street (int. #37)
- Balboa Boulevard & Nordhoff Street (int. #39)
- Lindley Avenue & Parthenia Street (int. #44)

TRAF-3 The intersection of White Oak Avenue & Plummer Street (int. #26) should be signalized as Master Plan development projects are implemented.

TRAF-4 An eastbound through lane should be added to the intersection of White Oak Avenue & Plummer Street (int. #26) as Master Plan development projects are implemented.

TRAF-5 The northbound approach to the intersection of Amigo Avenue/SR-118 Westbound Ramps & Rinaldi Street (int. #1) should be restriped to provide one shared through/left-turn lane and two right-turn only lanes as Master Plan development projects are implemented.

TRAF-6 The southbound approach on Balboa Boulevard to the intersection of Balboa Boulevard & SR-118 Westbound Ramps (int. #4) should be restriped to provide two through lanes, one shared through/right-turn lane and one right-turn lane as Master Plan development projects are implemented.

TRAF-7 The eastbound Chatsworth Street approach to the intersection of Balboa Boulevard & Chatsworth Street (int. #8) should be restriped to provide a left-turn pocket lane as Master Plan development projects are implemented.

TRAF-8 The eastbound Devonshire Street approach to the intersection of Zelzah Avenue & Devonshire Street (int. #11) should be restriped to provide another through lane as Master Plan development projects are implemented. The eastbound approach would consist of one left-turn lane, three through lanes and a right-turn only lane.

TRAF-9 The northbound Zelzah Avenue approach to the intersection of Zelzah Avenue & Plummer Street (int. #25) should be restriped to provide another through lane as Master Plan development projects are implemented. The northbound approach would consist of one left-turn lane, two through lanes and one shared through/right-turn lane. The northbound departure would need to be restriped to have three receiving lanes.

TRAF-10 The westbound Plummer Street shared through/right lane approach to the intersection of Plummer Street & Balboa Boulevard (int. #27) should be restriped to create a 10-foot through lane and a 10-foot right-turn only lane as Master Plan development projects are implemented.

TRAF-11 Balboa Boulevard should be widened to a dedicated right-turn lane on the southbound approach to the intersection of Balboa Boulevard & Devonshire Street (int. #12) as Master Plan development projects are implemented. The southbound approach would consist of one left-turn lane, three through lanes, and one right-turn only lane.

TRAF-12 The west side of the southbound I-405 ramps at the I-405 Southbound Ramps/Blucher Avenue & Devonshire Street (int. #14) should be widened to provide one left-turn only lane and two right-turn only lanes as Master Plan development projects are implemented.

TRAF-13 The southbound approach (freeway off-ramp) at the I-405 Southbound Ramps & Nordhoff Street (int. #41) should be widened to provide one left-turn only lane and two right-turn only lanes as Master Plan development projects are implemented.

TRAF-14 CSUN shall state in its construction contract conditions that construction traffic shall be routed in such a way to reduce the use of neighboring residential streets to the greatest extent feasible during all Master Plan construction activities.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible and will reduce the project impacts to a less than significant level at all except two intersections, three street segments, and three freeway segments, as identified above. No feasible mitigation exists to reduce impacts to the identified intersections, street and freeway segments to less than significant levels. Implementation of identified off-site roadway improvements is within the responsibility of the City of Los Angeles Department of Transportation and Caltrans, not CSU. These agencies can and should implement the identified mitigation measures. Therefore, pursuant to Section 21081(a)(1) of the Public Resources Code, changes or alterations in the form of off-site roadway improvements, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency. Because implementation of the mitigation measures set forth above is the responsibility of an agency other than CSU/CSUN, and because implementation of these measures may be disputed by the responsible agencies, mitigation of the identified impacts to the intersections, street segments and freeway segments identified above cannot be assured by CSU, and such impacts must be considered significant and unavoidable. Further, even with implementation of all identified mitigation measures, no feasible mitigation exists to reduce impacts to the two intersections, three street segments and three freeway segments identified in the EIR to less than significant levels. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible off-site roadway mitigation measures. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR and the identified traffic impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

Public Utilities: Water Demand and Supply

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the water demand and supply impacts associated with the Master Plan project is found in Section 3.9, Public Utilities: Water Demand and Supply, of the Draft EIR. As determined by the City of Los Angeles Department of Water and Power (LADWP), sufficient water supplies are available to serve the project upon implementation of the CSUN Master Plan. No mitigation measures are required. The existing on-and off-campus water facilities systems will need to be upgraded and extended to meet the future demands of the 2035 Master Plan. The University is responsible for all lines within its property and for making connections to the LADWP's lines off-campus. Connection to the LADWP's lines will require coordination with the LADWP to ensure the off-site LADWP improvements can accommodate on-campus improvements. Feasible mitigation is available to reduce the off-site water supply facilities to less than significant levels. However, even with implementation of new on-campus and off-site improvements, impacts with regard to off-site water service facilities will be significant and adverse because implementation of the mitigation measures is the responsibility of an agency other than CSU/CSUN.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the project on page 3.9-16 of the Draft EIR. The EIR concluded that the implementation of the project-related mitigation measures and the implementation of similar mitigation measures by other related projects would reduce any potentially significant cumulative impacts with regard to the local water supply, water demand and on-site water system to a level that is less than significant. Cumulative impacts to off-site water supply facilities would be significant and unavoidable.

MITIGATION MEASURES

The following changes, or alterations, in the form of off-site water facilities improvements, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency.

WAT-1: CSU, CSUN, or its designee shall consult with the City of Los Angeles Department of Water and Power on exact sizing and extensions required for water lines that will serve each project component at the time it undertakes site-specific design plans.

WAT-2: CSU, CSUN, or its designee shall comply with the requirements of Government Code §54999 with respect to connections to off-site water facilities and improvements to off-site water facilities.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible and will reduce the project water facilities impacts to a less than significant level. Implementation of identified off-site water facilities improvements are within the responsibility of the City of Los Angeles, Department of Water and Power, not CSU. This agency can and should implement the identified mitigation measure. Therefore, pursuant to Section 21081(a)(1) of the Public Resources Code, changes or alterations in the form of off-site water facilities improvements, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency. Because implementation of mitigation measure WAT-2 set forth above is the responsibility of an agency other than CSU/CSUN, and because implementation of these measures may be disputed by the responsible agency, mitigation of the identified impacts to the off-site water facilities identified above cannot be assured by CSU, and such impacts must be considered significant and unavoidable. Therefore, these impacts must be considered unavoidably significant even after implementation of the feasible off-site water facilities mitigation measure. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR and the identified off-site water facilities impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

Public Utilities: Wastewater

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the wastewater impacts associated with the Master Plan project is found in Section 3.9, Public Utilities: Wastewater, of the Draft EIR. Adequate capacity exists at Hyperion Treatment Plant to serve CSUN upon implementation of the Master Plan. No mitigation measures are required.

With implementation of new on-and off-site improvements, the CSUN Master Plan would not cause significant environmental effects related to the construction of new wastewater treatment facilities. Feasible mitigation is available to reduce the off-site wastewater collection and conveyance facilities to less than significant levels. However, even with the implementation of the recommended mitigation measures, impacts to the off-site wastewater collection and conveyance facilities would be significant and adverse because implementation of the mitigation measures is the responsibility of an agency other than CSU/CSUN.

Implementation of the CSUN Master Plan would not result in an exceedance of wastewater treatment requirements, as regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). No mitigation measures are required.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the Master Plan project on page 3.10-11 of the Draft EIR. The EIR concluded that the proposed project would result in an incremental increase in demand for wastewater facilities. However, the implementation of the mitigation measures proposed and the implementation of similar mitigation measures by other related projects would reduce any potentially significant cumulative impacts with regard to the wastewater treatment system to a level that is less than significant. The project's contribution to cumulatively considerable impacts on off-site wastewater collection and conveyance facilities would be significant and unavoidable.

MITIGATION MEASURES

The following changes, or alterations, in the form of off-site wastewater facilities improvements, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency.

WW-1: CSU, CSUN, or its designee shall consult with the City of Los Angeles Department of Public Works on exact sizing and extensions required for wastewater lines that will serve each project component at the time it undertakes site-specific design plans.

WW-2: CSU, CSUN, or its designee shall comply with the requirements of Government Code §54999 with respect to connections to off-site wastewater facilities and improvements to off-site wastewater facilities.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible and will reduce the project impacts to a less than significant level. Implementation of identified off-site wastewater facilities improvements are within the responsibility of the City of Los Angeles, Department of Public Works, not CSU. This agency can and should implement the identified mitigation measure. Therefore, pursuant to Section 21081(a)(1) of the Public Resources Code, changes or alterations in the form of off-site wastewater facilities improvements, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency. Because implementation of mitigation measure WW-2 set forth above is the responsibility of an agency other than CSU/CSUN, and because implementation of these measures may be disputed by the responsible agency, mitigation of the identified impacts to the off-site wastewater facilities identified above cannot be assured by CSU, and such impacts must be considered significant and unavoidable. Therefore, these impacts must be considered unavoidably significant even after implementation of the feasible off-site wastewater facilities mitigation measure. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR and the identified off-site wastewater facilities impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

3.2 Environmental Effects Discussed in the EIR Which Can Be Avoided or Substantially Lessened to Less Than Significant Levels with Implementation of the Identified Mitigation Measures

This section identifies significant adverse impacts of the project that require findings to be made under Section 21081 of the Public Resources Code and Section 15091 of the CEQA Guidelines. Based on

information in the EIR, the Board of Trustees finds that, based upon substantial evidence in the record, adoption of the mitigation measures set forth below will reduce the identified significant impacts to less than significant levels. Based on the analysis contained in the EIR, the following impacts have been determined to fall within the category if impacts that can be reduced to less than significant levels with implementation of the mitigation measures set forth below: Aesthetics; Hazards and Hazardous Materials; and Noise (operation-related).

Aesthetics

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the aesthetics impacts associated with the Master Plan project is found in Section 3.1, Aesthetics, of the Draft EIR.

The CSUN Master Plan would not have a substantially adverse impact to scenic vistas, as no scenic vistas have been identified in local land use plans. The CSUN Master Plan would not substantially damage scenic resources, trees, rock outcroppings, and/or historic buildings within a state scenic highway. The CSUN Master Plan would not substantially degrade the existing visual character or quality of the site and its surroundings. Through the implementation of the lighting design guidelines, the CSUN Master Plan would not create a new source of substantial light that would adversely affect nighttime views in the area.

The Master Plan proposes four new playing fields along Zelzah Avenue. These playing fields would incorporate field lighting fixtures to allow for nighttime recreational activities. In addition, two new parking structures are proposed along Zelzah Avenue and another two along Darby Avenue. The parking structures would include lighting within the structure, fixtures mounted along the façade, and light poles on the top level of the structure. The lighting associated with the proposed playfields and parking structures would be a prominent source of nighttime light within the area. With mitigation, the impacts are considered less than significant.

Implementation of the Master Plan is not expected to result in a new source of substantial glare. New structures on campus would be constructed with materials that are non-reflective, such as stucco. Glass incorporated into building facades would either be composed of low-reflectivity glass or would be

finished with a non-glare coating. Landscaping, paving, and other surface areas within the campus would not increase or create reflective conditions. Therefore, impacts would be less than significant.

Cumulative Impacts

The Draft EIR evaluated the cumulative aesthetics impacts of the Master Plan project on page 3.1-35 of the Draft EIR. The EIR concluded that Master Plan implementation would not result in a significant contribution to cumulatively considerable impacts.

MITIGATION MEASURES

The Board of Trustees finds that, based upon substantial evidence in the record, the potential aesthetic impacts of the Master Plan project will be reduced to less than significant levels by implementation of the following mitigation measures:

AES-1 Field lighting associated with all playfields along Zelzah Avenue shall be equipped with shields and hoods to avoid the creation of nighttime sky glow or light spillover to the greatest extent possible.

AES-2 Field lighting associated with all playfields along Zelzah Avenue shall be directed downward or onto playing surfaces to avoid the creation of nighttime sky glow.

AES-3 Field lighting associated with all playfields along Zelzah Avenue shall be directed away from residences across Zelzah Avenue to the east.

AES-4 Consistent with the Landscape Master Plan, pine and sycamore tree plantings shall be installed along the Zelzah Avenue campus perimeter as needed to screen light emitted by playfield fixtures.

AES-5 Field lighting associated with all playfields along Zelzah Avenue shall be used only when the fields are being utilized during nighttime hours.

AES-6 Lighting associated with parking structures PS-B1, PS-B5-N, PS-G3, PS-G4, and PS-G6 shall be equipped with shields and hoods to avoid the creation of nighttime sky glow and light spillover to the greatest extent possible.

AES-7 Lighting associated with parking structures PS-B1, PS-B5-N, PS-G3, PS-G4, and PS-G6 shall be directed downward and to avoid the creation of nighttime sky glow, and inward to the greatest extent possible.

AES-8 Consistent with the Landscape Master Plan, pine and sycamore tree plantings, and tall grasses shall be installed along the Zelzah Avenue and Darby Street campus perimeters as needed to screen lighting associated with parking structures PS-B1, PS-B5-N, PS-G3, PS-G4, and PS-G6.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential aesthetic impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Section 21081(a)(1) of the Public Resources Code and Section 15091(a)(1) of the CEQA Guidelines, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant aesthetic impacts as identified in the Final EIR.

Hazards and Hazardous Materials

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the hazards and hazardous materials impacts associated with the project is found on Section 3.3, Hazards and Hazardous Materials, of the Draft EIR.

Presently, the CSUN campus is not known to be listed on a hazardous materials site list compiled pursuant to Government Code §65962.5. However, due to the unknown state of hazardous materials site listings with respect to the CSUN campus, construction and operational activities associated with implementation of the proposed Master Plan could have the potential to create a hazard to the public and/or the environment. Mitigation measures are required that would reduce these potential impacts to less than significant levels.

Implementation of the proposed 2005 Master Plan would not result in the creation of significant hazards to the public through the routine storage, transport, and/or disposal of hazardous materials. Implementation of the Master Plan is not anticipated to introduce new hazards or hazardous materials onto the CSUN campus; instead, quantities of existing hazardous materials used on campus may incrementally increase as the campus population and operations increase. Additional use of hazardous

materials would be documented in the annual UP Forms and would be subject to Environmental Health and Safety's existing programs, policies and procedures related to hazards and materials safety. No mitigation measures are required.

The project would not 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. Implementation of the Master Plan is not anticipated to introduce new hazards or hazardous materials onto the CSUN campus; instead, quantities of existing hazardous materials used on campus may incrementally increase as the campus population and operations increase. The Environmental Health and Safety Office is aware of, and oversees, all hazardous materials present on the CSUN campus in compliance with federal, state, and local regulations. In the unlikely event of a real or potential release, the Environmental Health and Safety Office's emergency procedure for Hazardous Materials Spills/Releases is employed. This procedure requires immediate notification of the real or potential release to the Environmental Health and Safety Office, which then contacts the Los Angeles Fire Department (LAFD) and the Cal/EPA. No mitigation measures are required.

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school, and in the event of a real or potential release of a hazardous substance, the emergency response procedures currently in place at CSUN would be employed upon implementation of the proposed Master Plan, thus preventing significant impacts from occurring at the adjacent Northridge Academy High School. No mitigation measures are required.

The CSUN Master Plan would not interfere with the CSUN Department of Public Safety's and/or the Environmental Health and Safety Office's emergency preparedness recommendations and/or campus emergency response and evacuation procedures. CSUN's Department of Public Safety and Environmental Health and Safety Office would review and update all emergency preparedness recommendations and campus emergency response and evacuation procedures to reflect changes in campus layout through implementation of the proposed Master Plan. No mitigation measures are required.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the Master Plan project on pages 3.3-13 through 3.3-14 of the Draft EIR. The EIR concluded that implementation of the Master Plan project would result in a less

than significant contribution to a cumulatively considerable increase in the presence of hazardous materials on the University campus and in the project area.

MITIGATION MEASURES

The Board of Trustees finds that, based upon substantial evidence in the record, the potential hazards and hazardous materials impacts of the Master Plan project will be reduced to less than significant levels by implementation of the following mitigation measures:

HAZ-1 For each proposed project to be implemented under the CSUN Master Plan, CSUN shall consult specified comprehensive lists of contaminated sites to determine whether the site contains hazardous materials (PRC §21092.6, Government Code §65962.5). Where a proposed project is identified on one of the lists, CSUN shall determine whether the site's hazardous materials pose a significant threat to the public and/or the environment.

HAZ-2 If a proposed project site is listed as a contaminated site and poses a significant threat to the public and/or the environment, in accordance with Mitigation Measure HAZ-1, or if site contamination is known or believed to exist by CSUN, CSUN shall, as necessary, conduct a Phase I environmental assessment of that site. Based on the results of the Phase I environmental assessment, in conjunction with the LARWQCB and/or DTSC, CSUN and the agency(s) shall determine whether or not additional investigation is needed on the proposed project site. The results of each investigation shall be shared with the Los Angeles Regional Water Quality Control Board (LARWQCB) and/or the California State Department of Toxic Substances Control (DTSC), as well as the City of Los Angeles Environmental Affairs Department.

HAZ-3 If additional study is deemed to be needed and CSUN intends to proceed with the proposed project, additional investigation of the site shall be conducted in compliance with the requirements set forth by either LARWQCB or DTSC. The environmental evaluation shall include review of the historical use of the property, field sampling and analysis, estimates the potential threat to public health, and assesses potential impacts from off-site sources to the project. Based on review of the additional environmental assessment, either LARWQCB or DTSC would then make a decision on the potential risks posed by the site. This determination shall include one of three options: (1) further investigation is needed through additional more intensive investigations, (2) a removal action is needed; a cleanup agreement would be made between either LARWQCB or DTSC and CSUN, or (3) No Further Action is needed on the site.

HAZ-4 If removal action is required, CSUN shall take necessary steps to ensure proper handling of hazardous materials removed from the site and minimize the potential risks in accordance with the requirements of the public health oversight agency (LARWQCB or DTSC). In accordance with the requirements of these agencies, the appropriate agencies and City of Los Angeles departments shall be notified of the presence of, and removal actions plans for, hazardous materials on the campus.

HAZ-5 CSUN shall incorporate information regarding site investigations in subsequent environmental review documents prepared for specific projects, which shall be available to the public for review and comment as required by CEQA. The public has the opportunity to review the site-specific investigations through either LARWQCB's or DTSC's public review process

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential hazards and hazardous materials impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Section 21081(a)(1) of the Public Resources Code and Section 15091(a)(1) of the CEQA Guidelines, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant hazards and hazardous materials impacts as identified in the Final EIR.

Noise (Operation-related)

SUMMARY OF POTENTIAL IMPACTS

Master Plan Project

An evaluation of the off-site and on-site operation-related noise impacts associated with the Master Plan project is found in Section 3.1, Noise, of the Draft EIR. Implementation of the CSUN Master Plan would not result in a significant increase in the off-site ambient noise levels measured at the property line of affected noise uses. Implementation of the CSUN Master Plan would result in increased roadway noise in excess of the dB(A) "normally acceptable" threshold for multi-family uses (along Zelzah Avenue south of Lassen Street and along Lassen Street east of Lindley Avenue). Mitigation was identified to reduce these impacts to less than significant levels.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the construction-related noise impacts on pages 3.4-37 through 3.4-40. Cumulative noise impacts would primarily occur as a result of increased traffic on local roadways due to ambient growth and other developments in the vicinity of the project site. The EIR determined that the project would not result in a considerable contribution to cumulative roadway noise or on-site noise level increases.

MITIGATION MEASURES

The Board of Trustees finds that, based upon substantial evidence in the record, the potential operation-related noise impacts of the Master Plan project will be reduced to less than significant levels by implementation of the following mitigation measures:

NOISE-6 CSUN shall install a solid barrier between the roadway and on-site residential uses along Zelzah Avenue, between Lassen Street and Parking Lot G7, and along Lassen Street, between Lindley Avenue and Zelzah Avenue. The solid barrier would reduce noise levels by 5 to 10 dB(A).[1] CSUN shall consult with a certified acoustical engineer to determine the appropriate height and material of the wall to ensure that noise levels are reduced 5 to 10 dB (A).

NOISE-7 Sound attenuation measures shall be incorporated into the design to minimize noise impacts generated by operation of the aboveground parking structure on the surrounding campus. These measures may include a half-wall on the grade-level parking deck and/or full walls on the sides of the structure that are facing nearby receptors and/or noise control louvers on selected structure facades that potentially influence receptor areas. Acoustical analysis shall be performed to demonstrate that the aboveground parking structure does not result in noise levels that exceed state standards at exterior on-site residential and school uses. These components shall be incorporated into the plans to be submitted by the applicant to CSUN for review and approval prior to the issuance of building permits.

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[1] U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Mitigation*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.

FINDINGS

The Board of Trustees finds that the above mitigation measures are feasible, are adopted, and will reduce the potential operation-related noise impacts of the project to less than significant levels. Accordingly, the Board of Trustees finds that, pursuant to Section 21081(a)(1) of the Public Resources Code and Section 15091(a)(1) of the CEQA Guidelines, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant operation-related noise impacts as identified in the Final EIR.

3.3 Environmental Effects Found to Be Less Than Significant

3.3.1 Environmental Effects Discussed in the EIR Found to Be Less Than Significant and Not Requiring Mitigation

This section identifies impacts of the project that are less than significant and do not require mitigation measures. Based on information in the EIR, the Board of Trustees finds that, based upon substantial evidence in the record, the following impacts have been determined to fall within this category: Population and Housing; Public Services (Police Protection and Fire Protection); and Recreation.

POPULATION AND HOUSING

Summary of Potential Impacts

Master Plan Project

An evaluation of the population and housing impacts associated with the Master Plan project is found in Section 3.5, Population and Housing, of the Draft EIR. In addition to being consistent with the Southern California Association of Governments (SCAG) and Northridge Community Plan projections, the additional housing proposed on campus, as with all components of the 2005 Master Plan, is specifically intended to accommodate projected enrollment increases at CSUN through 2035. Faculty/staff housing is intended to aid in faculty/staff recruitment to maintain the necessary faculty:student ratio at the University. Master Plan implementation is not growth inducing and would not result in the exceedance of local population projections. Implementation of the CSUN Master Plan would not directly or indirectly induce substantial growth.Implementation of the CSUN Master Plan would not displace existing housing, especially affordable housing. No mitigation measures are required.

Cumulative Impacts

The Draft EIR evaluated the cumulative impact of the Master Plan project on page 3.5-8 of the Draft EIR. The EIR concluded that the Master Plan would not contribute to cumulatively considerable population growth or housing availability impacts.

Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential population and housing impacts of the project are less than significant and no mitigation measures are required.

PUBLIC SERVICES: FIRE PROTECTION SERVICE

Summary of Potential Impacts

Master Plan Project

An evaluation of the fire protection impacts associated with the Master Plan project is found in Section 3.6, Public Services: Fire Protection Services, of the Draft EIR. Implementation of the CSUN Master Plan would not result in inadequate emergency access or access to nearby uses either during construction or operation. Implementation of the CSUN Master Plan would not increase fire hazard in areas with flammable brush, grass, or trees during either construction or operation. Implementation of the CSUN Master Plan would not have an effect upon, or result in a need for, new or altered government services in the area of fire protection during either construction or operation. No mitigation measures are required.

Cumulative Impacts

An evaluation of the cumulative fire protection impacts associated with the Master Plan project is found on pages 3.6-19 through 3.6-20 of the Draft EIR. The EIR concluded that implementation of the Master Plan is not expected to contribute to cumulatively considerable impacts.

Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential fire protection impacts of the project are less than significant and no mitigation measures are required.

PUBLIC SERVICES: POLICE PROTECTION SERVICES

Summary of Potential Impacts

Master Plan Project

An evaluation of the police protection impacts associated with the Master Plan project is found in Section 3.6, Public Services, Police Protection Services, of the Draft EIR. Implementation of the CSUN Master Plan would not increase demand for police services at the time of project buildout compared to the expected level of service available. Implementation of the CSUN Master Plan would include security and/or design features that would reduce the demand for police services. No mitigation measures are required.

Cumulative Impacts

An evaluation of the cumulative police protection impacts associated with the Master Plan project is found on pages 3.6-20 through 3.6-21 of the Draft EIR. The EIR concluded that implementation of the Master Plan would not contribute to cumulatively considerable impacts.

Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential police protection impacts of the project are less than significant and no mitigation measures are required.

RECREATION

Summary of Potential Impacts

Master Plan Project

An evaluation of the recreation impacts associated with the project is found in Section 3.7, Recreation, of the Draft EIR. Implementation of the CSUN Master Plan would not 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. Implementation of the CSUN Master Plan would include its own recreational facilities. No additional recreational facilities would be required. Implementation of the CSUN Master Plan would not affect existing recreational opportunities at CSUN or in the Northridge Community Plan area. No mitigation measures are required.

Cumulative Impacts

The Draft EIR evaluated the cumulative recreation impact of the Master Plan project on page 3.7-7 of the Draft EIR. The EIR concluded that implementation of the Master Plan project would result in a less than significant contribution to a cumulatively considerable increase in demand for the Northridge community's existing recreational facilities.

Findings

The Board of Trustees finds that, based upon substantial evidence in the record, the potential recreation impacts of the project are less than significant and no mitigation measures are required.

3.3.2 Environmental Effects Determined Not to be Significant in the NOP Scoping Process and Not Discussed in the EIR

Section 15128 of the *CEQA Guidelines* requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Section 7.0, Effects Not Found to Be Significant, of the Draft EIR addresses the potential environmental effects that have been found not to be significant as a result of the distribution of a Notice of Preparation (NOP), the responses to the NOP and the NOP scoping process. Based on the NOP scoping process, potential impacts on the following resources were determined to be less than significant without the implementation of mitigation measures and are, therefore, not discussed in detail in this EIR: Agricultural Resources; Biological Resources; Cultural Resources; Geotechnical/Soils; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Public Services (Libraries, Parks, Schools) and Public Utilities (Solid Waste Disposal).

4.0 FINDINGS REGARDING CONSIDERATIONS WHICH MAKE ALTERNATIVES ANALYZED IN THE EIR INFEASIBLE.

Based on the entire record, the Board of Trustees finds that the EIR identified and considered a reasonable range of feasible alternatives to the proposed project which are capable, to varying degrees, of reducing identified impacts.

The EIR evaluates three alternatives in accordance with CEQA guidelines: the No Project Alternative; the Reduced FTE Alternative; and the No Faculty/Staff Housing Alternative. A summary of each alternative and the feasibility of each is provided below.

No Project Alternative

Description

CEQA requires the evaluation of a No Project alternative in order to compare the effects of a proposed project to the existing, or reasonably foreseeable future, conditions on a site. The No Project Alternative evaluated in this Draft EIR evaluates retention of CSUN's existing 25,000-FTE enrollment ceiling and future development of the campus in accordance with the existing master plan. For purposes of the No Project Alternative, it is assumed the proposed 2005 Master Plan for the CSUN campus would not be adopted. Campus development and growth would continue in conformance with the existing 1998 Master Plan. The University's student enrollment ceiling, or cap, would remain at 25,000 full-time equivalents (FTEs), which it is currently approaching. The number of faculty and staff would remain at or near current levels. Although significant portions of the 1998 Master Plan, which was developed as a plan for campus reconstruction following the 1994 Northridge earthquake, have been implemented, any projects contained in the current master plan and not yet implemented could be built, including 200,000 square feet of biotechnology space on the north campus proposed but not yet developed; 300,000 of entertainment industry space; and 379,000 sf of main campus academic space. However, none of the proposals in the 2005 Master Plan would be implemented, including the development of new and expanded academic and administrative facilities; student support and recreational facilities; student and faculty/staff housing; landscaping, open space, and pedestrian circulation improvements; transportation improvements; parking facilities; or campus utility system and infrastructure upgrades.

Environmental Effects

The No Project alternative would avoid all of the significant, unavoidable impacts: air quality, noise (construction-related), traffic, water supply (off-site infrastructure) and wastewater (off-site infrastructure) associated with the proposed Master Plan. Since the Master Plan is intended to fulfill the CSU Trustee's 2003 directive that CSU campuses plan for projected system-wide increases of 107,000 FTEs by 2011, the No Project alternative could result in the redistribution of project impacts to other campuses, since CSUN would be precluded from accommodating its share of the projected enrollment increase and students would likely seek educational opportunities elsewhere.

Relation to Project Objectives

The No Project alternative would prevent attainment of the basic project objectives as identified in Section 1.4, above. The No Project alternative would prevent CSU Northridge from accommodating projected

student enrollment demands for the State of California or revising its existing campus master plan to accommodate the projected increases.

Feasibility

The No Project alternative is infeasible because it would not meet any of the project objectives; it would prevent CSUN from meeting projected student enrollment demands in accordance with its legislative mandate to plan that adequate spaces are available to accommodate all California resident students who are eligible and likely to attend (Ed. Code §66202.5); and, it would not provide any of the benefits outlined in the Statement of Overriding Considerations.

Reduced FTE Alternative

Description

Under the Reduced FTE Alternative, CSUN would increase its enrollment cap to 30,000 FTEs by the 2034-2035 academic year, rather than the 35,000 FTE cap proposed under the Master Plan. The number of student residential housing units to be built on campus would be reduced by 50 percent, from 2,688 to 1344. The proposed number of new parking spaces would also be reduced somewhat because of reduced demand for student residential parking.

The number of remaining Master Plan projects implemented under this alternative would decrease compared to the proposed project. Even though a reduced future enrollment of 30,000 students would still necessitate new facilities and improvements to existing facilities, the new developed square footage would likely be decreased by half compared to the proposed project, given the CSU system average of 115,000 gross square feet (gsf) per 1,000 FTE students.

Environmental Effects

The Reduced FTE Alternative would result in the same potentially significant impacts as the 2005 Master Plan, although impacts would be proportionately reduced. Implementation of this alternative would reduce trip generation and associated impacts on area intersections and street and freeway segments. However, since many of the affected roadways and freeway segments are projected to be operating at unacceptable levels by the date of project build out even without the proposed project, implementation of this alternative would nonetheless likely result in significant impacts on the same roadway and freeway segments as full build out of the 2005 Master Plan.

Relation to Project Objectives

The Reduced FTE alternative would prevent attainment of many of the basic project objectives as identified in Section 1.4, above. Because the Reduced FTE Alternative would not enable CSUN to accommodate the full 10,000 FTEs projected by 2035, and because Master Plan projects to be implemented would be adjusted to accommodate this lower enrollment cap, this alternative would not meet CSUN's basic project objectives related to accommodation of its share of increased enrollment and the provision of associated academic and residential opportunities. Lowering the enrollment cap may also result in prospective students seeking educational opportunities elsewhere in the region, thereby shifting enrollment growth to other schools.

Feasibility

The Reduced FTE alternative is infeasible because it would not meet many of the project objectives; it would not meet CSUN's basic project objectives related to accommodation of its share of increased enrollment and the provision of associated academic and residential opportunities; and, it would not provide many of the benefits outlined in the Statement of Overriding Considerations.

No Faculty and Staff Housing Alternative

Description

Under the No Faculty/Staff Housing Alternative, the portion of campus north of Lassen Street would not be developed with housing for faculty and staff or commercial uses to serve that residential community, but instead would be developed in the future with academic, administrative, or student support facilities as the University's need for such facilities arose, and at a density consistent with the Master Plan program for the remainder of campus. Additionally, the proposed faculty/staff housing in the Northwest Precinct, at the corner of Halsted Street and Darby Avenue, would not be built. CSUN would still raise its enrollment cap to 35,000 FTEs and all other Master Plan components and projects would be implemented.

Environmental Effects

This alternative would result in the same potentially significant impacts as the 2005 Master Plan, although impacts would be proportionately reduced. Implementation of this alternative would reduce the number of vehicle trips associated with the residential and commercial uses, and associated impacts

on area intersections and street and freeway segments. However, since many of the affected roadways and freeway segments are projected to be operating at unacceptable levels by the date of Master Plan build out even without project implementation, implementation of the No Faculty/Staff Housing Alternative would nonetheless likely result in significant and unavoidable impacts on the same roadway and freeway segments as full build out of the 2005 Master Plan.

Relation to Project Objectives

The No Faculty and Staff Housing alternative would prevent attainment of many of the basic project objectives as identified in Section 1.4, above. The No Faculty/Staff Housing Alternative would not enable CSUN to meet its basic project objectives of providing on-campus housing to aid in faculty and staff recruitment. This could effectively preclude the University from achieving the necessary faculty:student ratio, which could in turn reduce its ability to meet project objectives related to the accommodation of projected enrollment increases; increasing opportunities for interactions and collaborations between students and faculty; and development as a regional center for intellectual, cultural, and lifelong learning.

Feasibility

The No Faculty and Staff Housing alternative is infeasible because it would prevent attainment of many of the basic project objectives as identified in Section 1.4, above; it would negatively impact the University's ability to recruit and retain quality faculty and staff in support of its educational mission; and, it would not provide many of the benefits outlined in the Statement of Overriding Considerations.

5.0 FINDINGS WITH RESPECT TO MITIGATION OF SIGNIFICANT ADVERSE IMPACTS, AND ADOPTION OF MITIGATION MONITORING PLAN

Based on the entire record before the Board of Trustees, and having considered the unavoidable significant impacts of the project, the Board of Trustees hereby determines that all feasible mitigation within the responsibility and jurisdiction of the CSU has been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. The feasible mitigation measures are discussed in Section 3.1 and 3.2, above, and are set forth in the Mitigation Monitoring and Reporting Program.

The CSU Board of Trustees is vested with "full power and responsibility in the construction and development of any state University campus, and any buildings or other facilities or improvements

connected with the California State University" (California Education Code §66606). This is discussed in detail in the Draft EIR in Section 1.13, CSU Mitigation Limitations, and in the Final EIR in Section 3.0, Written Comments and Responses to Comments Topical Response 7, Traffic/Parking.

Implementation of identified off-site roadway, off-site water facilities, and off-site wastewater facilities improvements are within the responsibility and jurisdiction of other public agencies. These agencies can and should implement the identified mitigation measures. Therefore, pursuant to Section 21081(a)(1) of the Public Resources Code, changes or alterations in the form of off-site roadway improvements, off-site water facilities, and off-site wastewater facilities are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that public agency. Because implementation of the mitigation measures set forth above is the responsibility of an agency other than CSU/CSUN, and because implementation of these measures may be disputed by the responsible agencies, mitigation of the identified impacts to the intersections, street segments and freeway segments identified above cannot be assured by CSU, and such impacts must be considered significant and unavoidable. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the Board of Trustees has determined that specific economic, legal, social, technological, or other benefits, including the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR and the identified traffic, off-site water facilities and off-site wastewater facilities impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

The Board of Trustees finds that each mitigation measure within the responsibility and jurisdiction of the CSU is a binding condition of project approval, fully enforceable by the Board. Section 21081.6 of the Public Resources Code requires the Board of Trustees to adopt a monitoring or compliance program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Program for the California State University, Northridge 2005 Master Plan Update project is hereby adopted by the Board of Trustees because it fulfills the CEQA mitigation monitoring requirements:

- The Mitigation Monitoring Program is designed to ensure compliance with the changes in the project and mitigation measures imposed on the project during project implementation; and
- Measures to mitigate or avoid significant effects on the environment are fully enforceable through conditions of approval, permit conditions, agreements or other measures.