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*Making Conservation  
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**Governor's Office of Planning & Research**

April 1, 2022

**Apr 01 2022**

Mary Clare Smithson  
California State University, Northridge  
18111 Nordhoff Street  
Northridge, CA 91330

**STATE CLEARINGHOUSE**

RE: Global Hispanic Serving Institution  
Equity Innovation Hub  
Mitigated Negative Declaration (MND)  
SCH # 2022030311  
Vic. Multiple  
GTS # 07-LA-2022-03889

Dear Mary Clare Smithson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The project will provide a new campus building on the site of an existing surface parking lot. The buildable site area is approximately 60,000 sf and the new two-story building would be less than 50 feet tall. The primary building entry would be located off of Jacaranda Walk, near its intersection with E. University Drive/Lindley Avenue. In addition, the project will include site improvements and will provide the necessary accessible paths of travel to the new facility as well as maintain or improve access to existing adjacent buildings, parking areas, open spaces and public edges. The California State University of Northridge is the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are State Routes 118, 27, Interstate 105, and the U.S. 101.

After further review of the MND, Caltrans has the following comments:

1. Caltrans concurs that the Proposed Project would have a less than significant impact related to VMT and CEQA Guidelines Section 15064.3 based on the following items with reference to the transportation section of the MND:
  - The Project will primarily serve the existing students in Jacaranda Hall as well as other students on the CSUN campus. The Proposed Project is expected to generate one visit from a K-12 school per day, equaling up to two busloads of students. The project is also expected to generate visits

from non-enrolled students and their families, no more than ten a day. Therefore, the Project is expected to generate two buses per day and ten family visits per day, for a total of 24 daily vehicle trips. This is well below the applicable threshold of 110 daily trips, and it is concluded that the project would result in a less than a significant transportation impact related to VMT; therefore, no additional VMT analysis is required.

- Public transit would be provided. Numerous bus-stops are currently located on CSUN campus including the CSUN Transit Center, located approximately 1500 ft west of the project site, which is served by Metro bus routes 240 and 787. No transit routes would be impacted by construction or operation of the Project.
- The project site is surrounded by other CSUN campus buildings and parking lots. The Project would not allow vehicle access to the project site. Also, it does not include any modifications to existing streets such as Jacaranda Walk and may include replacing the walk along East University Drive/Lindley Avenue with a similar walk, which would not impact pedestrian circulation.
- Since the project site would redevelop the southern portion of existing Parking Lot E5 and thus remove vehicular access to that portion of the parking lot, the northern portion of Parking Lot E5 would still be accessible to vehicles by a driveway off East University Drive/ Lindley Avenue. Emergency vehicles would be able to access the northern boundary of the project site through this driveway and as a result the Project would not substantially alter site access.
- Although the Project would displace approximately 70 parking spaces including 10 accessible spaces and EV charging spaces, existing and planned on campus parking would be sufficient for the proposed Project. In addition, a new 1,500 stall parking structure, G6, was recently completed in 2021, adding 1,200 new campus parking spaces within 1000 feet of the project site.
- During construction of the project, oversized vehicles would be required for the transport of construction equipment to and from the project site. The project would obtain necessary permits and comply with all permit requirements from Caltrans for the safe transport of construction equipment. Furthermore, construction of the project would not include any temporary lane closures on East University Drive/ Lindley Avenue or elsewhere on the CSUN campus, nor would the project alter any existing roadways.

- The Project would not involve construction or operational activities that conflict with the campus Master Plan, nor would it adversely affect public transit, bikeways, or facilities, or otherwise decrease the performance or safety of such facilities.

2. Therefore, no further comments for this MND at this time.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

For this project, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Karen Herrera, the project coordinator, at Karen.Herrera@dot.ca.gov and refer to GTS # 07-LA-2022-03889.

Mary Clare Smithson  
April 1, 2022  
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Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
LDR/CEQA Branch Chief

cc: State Clearinghouse