

ASCENT

Valley United Soccer Complex Project

Addendum No. 1 to the 2005 California State University, Northridge Campus Master Plan Update Environmental Impact Report



Prepared for:
**California State University
Northridge**
18111 Nordhoff Street
Northridge, CA 91330

January 2025

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Prepared for:



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January 2025

20240157.02

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LIST OF ABBREVIATIONS

AB	Assembly Bill
AFY	acre-feet per year
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
Campus Master Plan	2005 Campus Master Plan Update
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBB	Crotch's bumble bee
CEC	The California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide-equivalent
CSU	California State University
CSUN	California State University, Northridge
EIR	Environmental Impact Report
ESA	Environmental Science Associates
FGC	California Fish and Game Code
FTE	full-time-equivalent
GHG	greenhouse gas
GWP	global warming potential
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
LADWP	Los Angeles Department of Water & Power
LARWQCB	Los Angeles Regional Water Quality Control Board
LA Metro	Los Angeles County Metropolitan Transportation Authority
LOS	levels of service
MBTA	Migratory Birds Treaty Act
MTCO ₂ e	metric tons of carbon dioxide equivalent
NOI	Notice of Intent

NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PRC	Public Resources Code
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SLF	sacred lands file
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
UBC	uniform building code
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
VOC	volatile organic compounds
VUSC	Valley United Soccer Club
WLA	William Lettis and Associates, Inc.
ZEV	zero-emission vehicle

1 INTRODUCTION

This document constitutes Addendum #1 to the Environmental Impact Report (EIR) for the California State University, Northridge (CSUN) 2005 Campus Master Plan Update (Campus Master Plan) (State Clearinghouse #2005051008), certified by the California State University (CSU) Board of Trustees in March 2006. The Campus Master Plan addresses all aspects of future physical development and land use on the campus to accommodate a projected enrollment of 35,000 full-time-equivalent (FTE) students. This EIR Addendum has been prepared to address construction and use by a third party of the Valley United Soccer Complex (Soccer Complex) within the North Campus Faculty/Staff Village on the CSUN campus, as well as changed circumstances and new information since the certification of the Master Plan EIR. This section of the EIR Addendum describes the purpose of the addendum, an overview of the 2005 Campus Master Plan and Master Plan Update EIR, and a description of the project.

1.1 PURPOSE OF AN EIR ADDENDUM

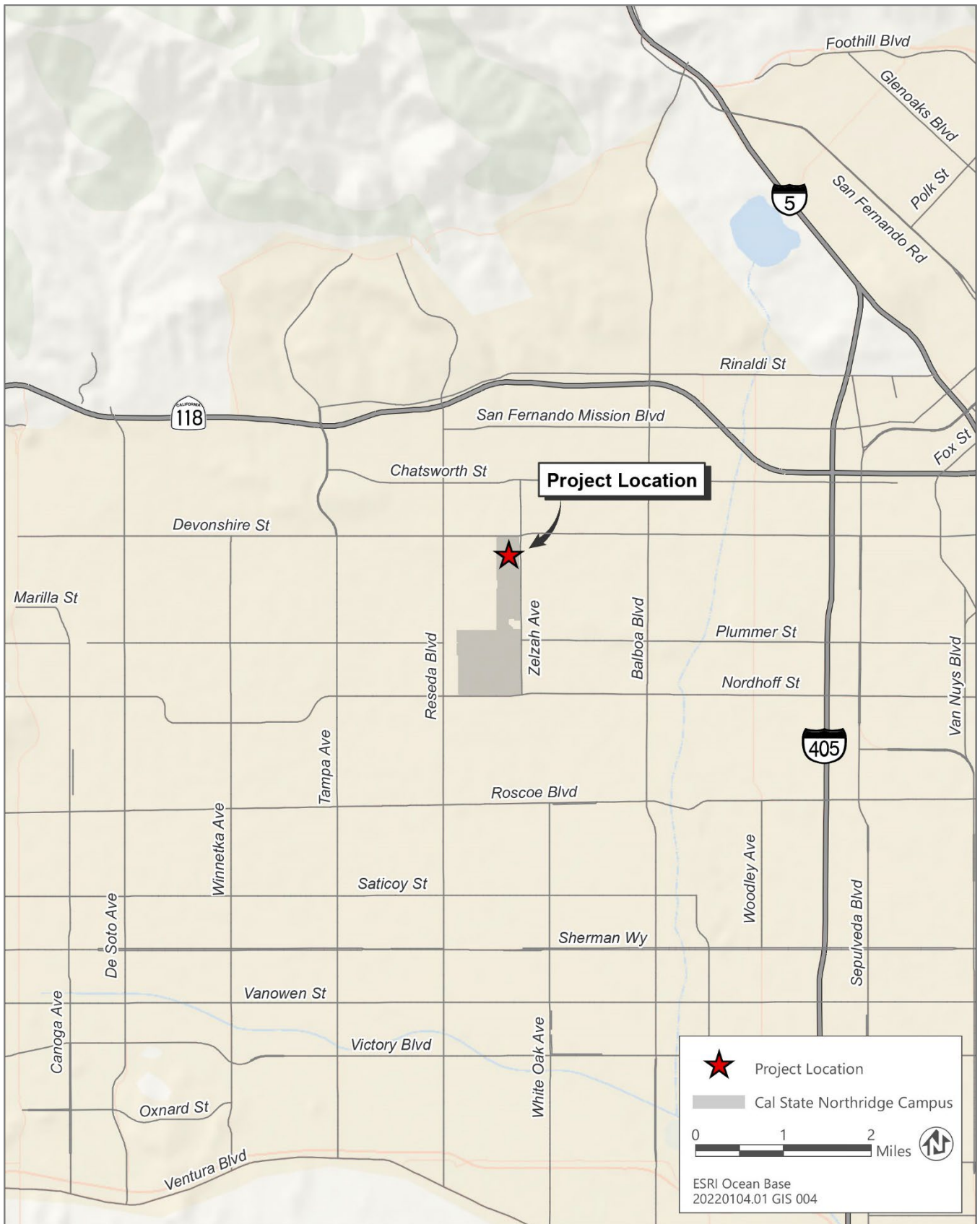
Once an EIR or other California Environmental Quality Act (CEQA) document has been prepared and certified/adopted for a project, no additional environmental review is necessary unless certain conditions are met, at which point subsequent review under CEQA may be necessary. Sections 15162–15164 of the CEQA Guidelines define the standards for determining the appropriate level of subsequent environmental review and Section 15164 addresses the specific circumstances requiring the preparation of an addendum to an EIR. If new significant impacts or a substantial increase in the severity of impacts would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required. However, when it can be determined that neither the proposed changes to the project, changed circumstances, or new information result in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an addendum to the EIR may be prepared. Public review of an addendum is not required under CEQA.

An addendum to the certified Master Plan EIR has been determined to be the appropriate environmental documentation for the project. This Addendum to the Master Plan EIR was prepared pursuant to CEQA Guidelines Section 15164 to address minor changes to the EIR as a result of the project, changed circumstances, and new information since the certification of the EIR.

1.2 PROJECT LOCATION

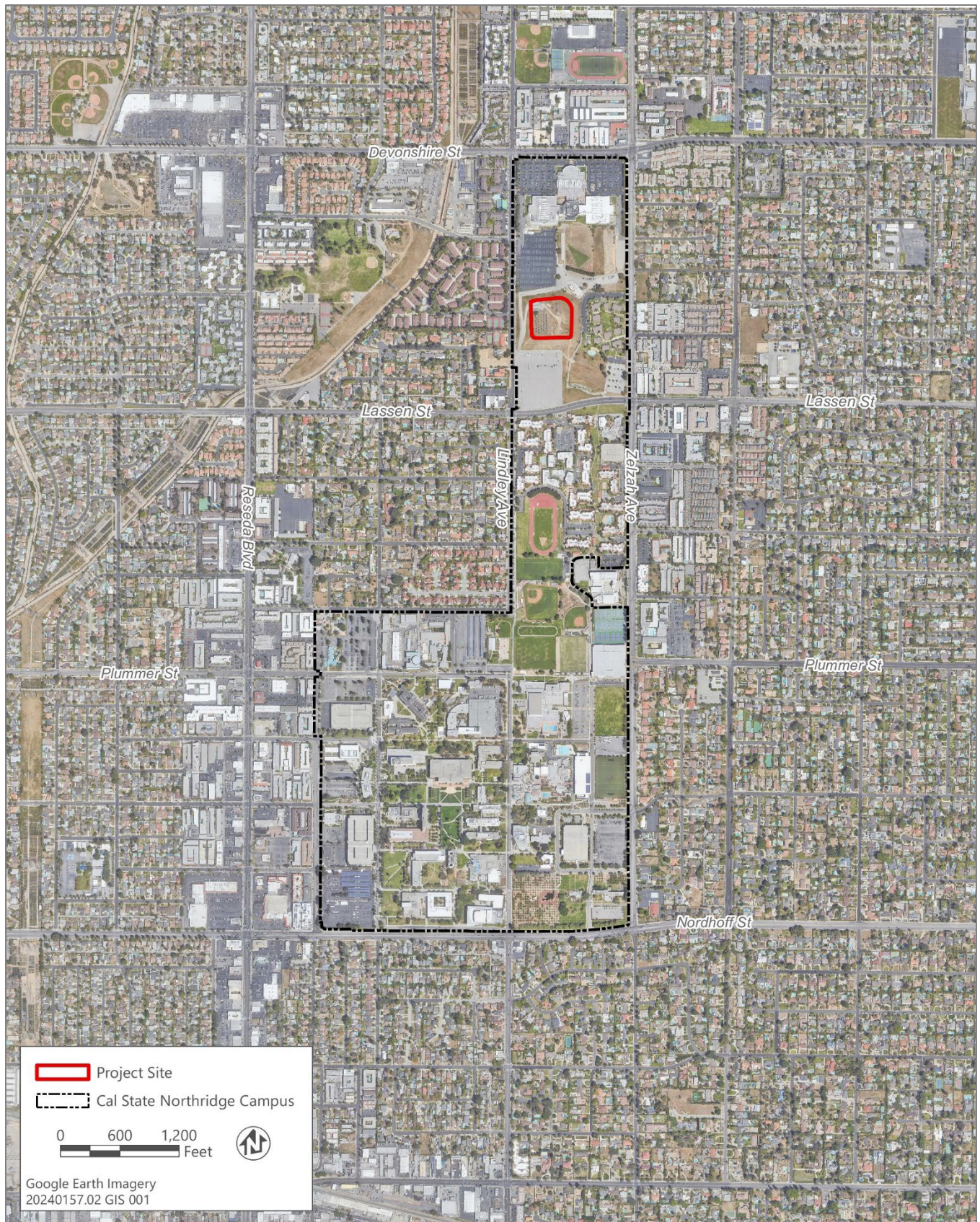
The project site is located on approximately 4 acres within the northern portion of the CSUN campus (Figure 1-1). The project site is generally bounded by Lindley Avenue to the west, parking Lot F10 and Lassen Street to the south, University Village Apartments (CSUN Student Housing) and Zelzah Avenue to the east, and the Medtronic Corporate offices and parking lot (on land owned and leased from CSUN) and Devonshire Street to the north (Figure 1-2).

Land uses on the project site consist of undeveloped land and previously developed areas that are now unused (such as the on-site solar panels and modular buildings). Multifamily and single-family residential uses are located adjacent to the project site's western boundaries, with the University Village Apartments to the east. The Mannam Presbyterian Church is located to the southwest of the project site, across Lindley Avenue at the northwest corner of Lindley Avenue and Lassen Street.



Source: Campus boundary downloaded from California School Campus Database in 2022; adapted by Ascent in 2022.

Figure 1-1 Regional Location



Source: Campus boundary downloaded from California School Campus Database in 2022; adapted by Ascent in 2024.

Figure 1-2 Project Location

1.3 OVERVIEW OF THE CAMPUS MASTER PLAN AND EIR

CSUN's Campus Master Plan addresses the functional organization of the campus, specifically noting the objective to reinforce existing functional precincts within the campus with new buildings and facilities of similar function. The current Master Plan was initiated in 2003 and approved (and its associated Master Plan EIR was certified) on March 15, 2006. The Campus Master Plan is intended to guide the physical development of the CSUN campus through 2035 to accommodate the evolving needs of the university's future student and faculty housing, dining, and parking. The Master Plan includes a series of Planning Principles and objectives tailored to the CSUN mission, culture and campus. These Planning Principles serve the dual purpose of providing a philosophical and practical framework for preparation of the campus Master Plan as well as providing benchmarks that allow for an evaluation of whether the Campus Master Plan fulfills its stated goals.

The Master Plan EIR was considered both a program-level EIR and a project-level EIR, and it evaluated (where possible) projects at enough detail to permit project-specific evaluation of potential environment impacts. Within the Campus Master Plan and as evaluated in the Master Plan EIR, the project site was identified and envisioned for development of additional faculty/staff housing and labeled as the North Campus Faculty/Staff Village on the Precinct Plans (Figures 1-3a and 1-3b). As envisioned in the Campus Master Plan EIR, faculty/staff housing was proposed to include up to 550 multi-family residential units (either townhomes or apartments) on approximately 32 acres, with parking provided on-site. The Village Apartments complex, which includes 66 one-bedroom and 48 two-bedroom units, is the only housing that has been built in the block surrounded by Lassen Street, Zelzah Avenue, Devonshire Street and Lindley Avenue, and was constructed prior to the initiation of the Campus Master Plan and EIR. Since the Campus Master Plan EIR was certified, no further faculty/staff housing has been constructed in the area identified as the North Campus Faculty/Staff Village and the approximate 32-acre site has remained largely undeveloped in the intervening period with the exception of a non-operational solar array and some temporary modular buildings that currently occupy the project site. This is partly due to information that was uncovered as part of the Surface-fault Rupture Hazard Evaluation undertaken in September 2006 and a subsequent Geotechnical Investigation in 2022 (see Appendix E) that identifies areas of secondary surface rupture hazard and moderate tilt hazard within the North Campus Faculty/Staff Village area. The Surface-fault Rupture Hazard Evaluation identified that a large earthquake involving rupture of the Northridge Hills fault would probably cause sudden uplift and local tilting of portions of the site and identified a "red zone" where effects would likely be greatest. This zone is located within the proposed project location, thereby likely precluding construction of accommodation buildings on that portion of the North Campus Faculty/Staff Village.

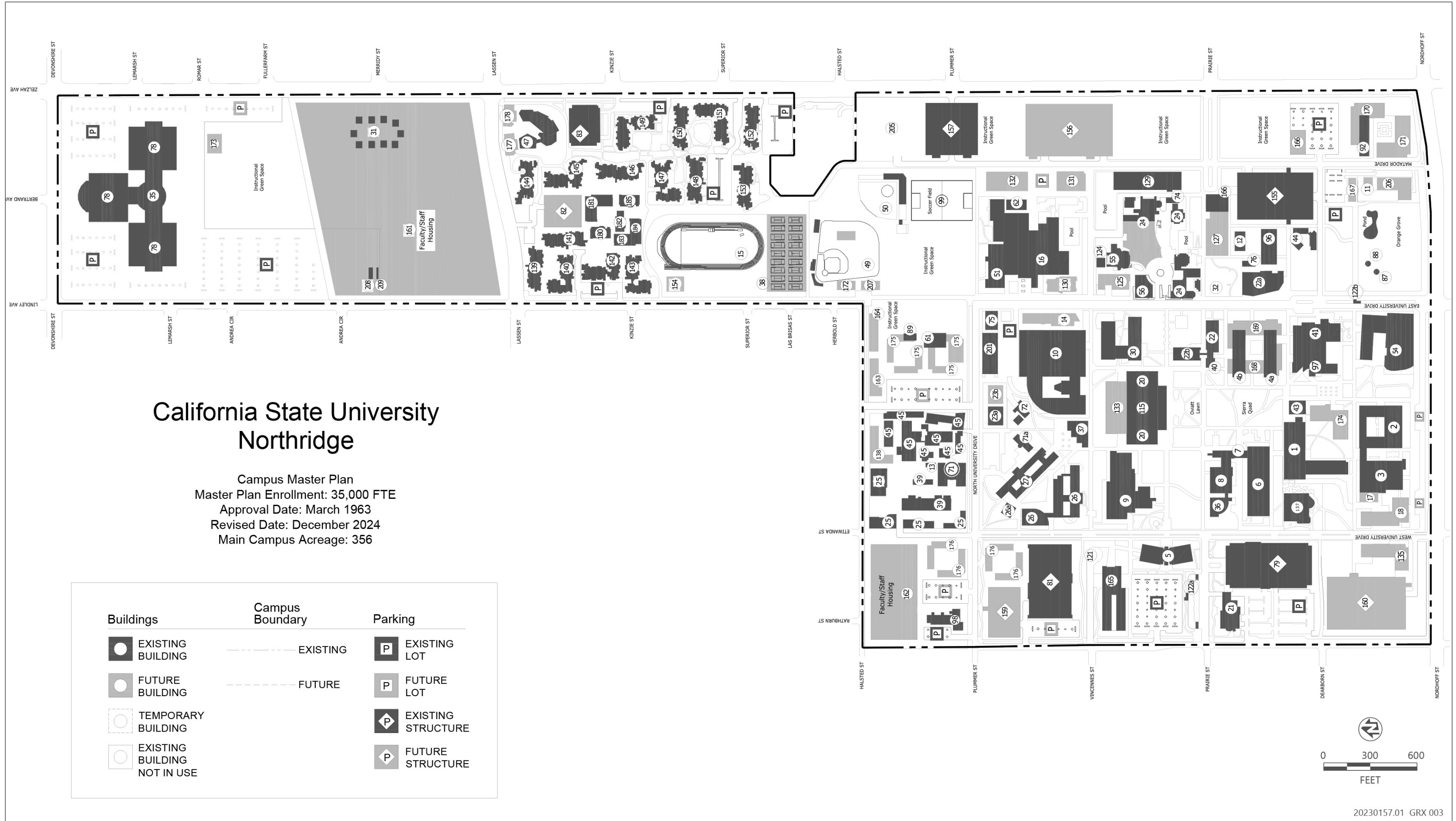
The 2005 Master Plan identifies that north of the Faculty/Staff Housing site, and still within the designated North Campus Faculty/Staff Housing Village Precinct, a large playfield (6.5 acres) was intended to serve the campus, supported by a small building to provide restroom facilities, showers and/or storage. While the faculty/staff housing plans have not been implemented as planned, the large playfield has been developed north of the proposed site of faculty/staff housing and is in use for CSUN students.

The proposed Valley United Soccer Complex project would place two additional playfields and ancillary facilities just south of the existing large playfield, on a portion of the 32-acre faculty/staff housing site and within the larger North Campus Faculty Staff Village Precinct. The intent is for the existing large playfield and the Valley United Soccer Complex facilities to both remain in use. Because development within this portion of the Faculty Staff Housing Site within the North Campus Faculty Staff Village Precinct would differ from that originally envisaged in the Campus Master Plan EIR, the impacts from the proposed Valley United Soccer Complex are appropriately addressed within an Addendum to the 2005 Master Plan Program EIR. As mentioned, the proposed project site is likely precluded from future construction of buildings due to the inherent risk associated with potential lift and local tilting resulting from an earthquake involving rupture of the Northridge Hills fault. The area of land where the Valley United Soccer Complex is proposed is currently fenced off and contains a solar array that has never been operational, and the land is vacant. Although the new playfields will be leased for VUSC's exclusive use, the benefits to the campus, and thus students, are chiefly associated with revenue generation. Through allowing VUSC's lease for the proposed use as a soccer complex, the land would change from being vacant and underutilized and likely not able to be used for development of faculty/staff housing, to a revenue-generating use for CSUN. The use of a lease agreement for a

portion of the site is similar in concept to the lease agreement that Medtronic/MiniMed Corporation signed to occupy the northern 24-acres of the North Campus area.

The proposed project, as described further below, is considered to be generally consistent with the Campus Master Plan, more specifically Planning Principles 1, 2, 3, 4 and 6, which state:

- ▶ Principle 1: Planning new facilities along the boundaries of the campus will focus on appropriate transitions between the campus and neighboring community.
- ▶ Principle 2: Development shall make use of underutilized and vacant lands rather than consume campus green areas and open space. The connections between the campus and the surrounding community will be articulated and strengthened.
- ▶ Principle 3: Placement, scale and massing of buildings shall reinforce the campus open space and pedestrian circulation systems and shall support the University's mission by providing appropriate facilities for academic, social and recreational pursuits, and by creating a congenial environment for human activities.
- ▶ Principle 4: Enhance the existing mature campus landscape through a broad conceptual landscape plan that reinforces significant existing open space focal points, uses landscape to create new focal points and views into the campus, strengthens the pedestrian and vehicle circulation systems, and reinforces connections between the campus and the surrounding community.
- ▶ Principle 6: Campus planning and development shall employ appropriate setbacks, heights, and land uses through enhanced public access to the campus to maintain and strengthen CSUN's relationships with the neighboring communities.



Source: CSUN 2005 Master Plan Update.

Figure 1-3a CSUN 2005 Master Plan Update

Master Plan Enrollment: 35,000 FTE

Master Plan approved by the Board of Trustees: March 1963

Master Plan Revision approved by the Board of Trustees: July 1965, September 1968, May 1971, March 1972, February 1973, July 1974, July 1976, October 1976, February 1979, May 1982, November 1985, July 1986, November 1986, July 1987, March 1988, July 1988, June 1989, September 1989, March 1990, September 1993, May 1998, March 2006, July 2018, July 2019, December 2024

1. Manzanita Hall	57. Lab School/Child and Family Studies	151. Heather Hall
2. Cypress Hall	61. Matador Hall	152. Rose Crown Hall
3. Nordhoff Hall	62. Racquet Ball Courts	153. Bougainvillea Hall
4a. Live Oak Hall	71. Central Plant	154. <i>Athletics/Recreation Support A</i>
4b. Eucalyptus Hall	71a. Substation D/Cooling Tower	155. Parking Structure (G3)
5. Valera Hall	71b. Satellite Plant	156. <i>Parking Structure (G4)</i>
6. Sierra Hall	72. Master Distribution Facility	157. Parking Structure (G6)
7. Sierra Hall Tower	73. <i>Student Health Center</i>	159. <i>Parking Structure (B5N)</i>
8. Jerome Richfield Hall	74. Substation A	160. <i>Parking Structure (B1)</i>
9. Bayramian Hall	75. UPA Substation	161. <i>Faculty/Staff Housing, Phase I</i>
10. Jacaranda Hall	76. Substation C	162. <i>Faculty/Staff Housing, Phase II</i>
11. <i>University Club</i>	78. Research/Development Buildings	163. <i>Academic Building E1</i>
12. Greenhouse	79. Parking Structure (B3)	164. <i>Academic Building E2</i>
13. Volatile Storage	81. Parking Structure (B5)	165. Extended University Commons
14. <i>Equity Innovation Hub</i>	82. <i>Parking Structure (F9)</i>	166. Satellite Central Plant
15. Track and Field	83. Parking Structure (G9)	167. <i>University Club/Alumni Center</i>
16. Redwood Hall	86. Substation B	168. <i>Academic Building K</i>
17. <i>Nordhoff Hall Addition H</i>	87. Solar Observatory	169. <i>Academic Building L</i>
18. <i>Academic Building H1</i>	88. Stellar Observatory	170. <i>Academic Building Y</i>
20. University Library Addition	89. Nautilus House	171. <i>Academic Building Z</i>
21. Public Safety	92. Monterey Hall	172. <i>Baseball Team Facilities</i>
22. Citrus Hall	96. Student Health Center	173. <i>Athletics/Recreation Support A2</i>
22a. Chaparral Hall	97. Bookstore Addition	174. <i>Academic Building T</i>
22b. Magnolia Hall	98. Children's Center	175. <i>Student Housing</i>
23a. Lilac Hall	99. Soccer Field	176. <i>Student Housing</i>
23b. <i>Research Facility 2</i>	115. University Library	177. <i>Student Housing 22</i>
24. University Student Union	121. Transit Center	178. <i>Student Housing 23</i>
25. Corporation Yard Addition	122a. Information Booth	180. Mariposa Hall
26. Education	122b. Information Booth	181. Toyon Hall
26a. Noski Auditorium	124. Sustainability Center	182. Hawthorne Hall
27. Bookstein Hall	125. <i>Academic Building S</i>	183. Sycamore Hall
30. Sequoia Hall	127. <i>Academic Building U</i>	184. Ironwood Hall
31. University Village	129. Student Recreation Center	185. Shorepine Hall
32. Botanical Garden	130. <i>Matador Success & Inclusion Ctr</i>	190. <i>T-22 Water 1</i>
35. Conference Center	131. <i>Matador Achievement Center, Building Q</i>	191. <i>T-22 Water 2</i>
36. Sierra Center	132. <i>Academic Building G</i>	201. Sagebrush Hall
37. Arbor Court Food Service	133. <i>Library Expansion</i>	203. President's Residence
38. <i>Physical Education Courts</i>	135. <i>Academic Building C</i>	204. Reseda Annex
39. Corporation Yard	137. Maple Hall	205. Tennis Court
40. Planetarium	138. <i>Academic Building D</i>	206. <i>Hotel Development</i>
41. Bookstore	139. Chanterelle Hall	207. <i>Baseball Batting Cages</i>
43. Santa Susana Hall	140. Carragheen Hall	208. Modular Trailer A
44. Jeanne M. Chisholm Hall	141. Woodruff Hall	209. Modular Trailer B
45. Art and Design Center Complex	142. Burdock Hall	
47. Student Housing Administrative Offices & Student Dining	143. Southern Wood Hall	
49. Baseball Field	144. Pacific Willow Hall	
50. Softball Field	145. Torrey Pine Hall	
51. Brown Western Center for Adaptive Aquatics	146. Bayberry Hall	
54. Younes and Soraya Nazarian Center for the Performing Arts	147. Pinion Hall	
55. Plaza Del Sol Hall	148. Valley Oak Hall	
56. University Student Union Expansion	149. Lupin Hall	
	150. Sagura Hall	

LEGEND:
Existing Facility / Proposed Facility

NOTE: Existing building numbers correspond with building numbers in the Space and Facilities Data Base (SFDB)

20224157.02 GRX 004

Source: CSUN 2005 Master Plan Update.

Figure 1-3b CSUN 2005 Master Plan Update Map Legend

1.4 PROJECT DESCRIPTION

VUSC is based out of the San Fernando Valley and currently has 18 teams, 290 playing members (athletes) and is growing. Currently, their training facilities are located at Woodland Hills Academy, Birmingham Community Charter High School, and Robert Fulton College Preparatory School. Previous 'Home' matches have been played at a range of locations including Agoura High School, Birmingham Community Charter High School, Crespi High School, Mulholland Middle School, and Pacoima Middle School. To provide a soccer facility for VUSC training sessions, matches, and tournaments, CSUN proposes to construct and lease two playfields to VUSC to function as a 'Home' field for the club. The project would involve the development and use of two soccer fields and reuse of two existing modular buildings in the northwest portion of the project site (Figure 1-4), should the existing trailers be salvageable, or like-for-like replacement if not. The proposed development at the project site represents a modification of a portion of the intended use of the project site from Faculty/Staff Housing as identified in the approved Campus Master Plan to include use of a portion of the site as a recreational facility.

The project would be designed in a manner consistent with the current Campus Design Guidelines Landscape Master Plan as it pertains to informal landscape areas, landscaping at campus edges, entries and roadways, and parking lots. The vision of the project is to promote, enhance and strengthen the CSUN-Northridge community connection, and to provide access to a 'Home' field for VUSC.

1.4.1 Soccer Fields

The club plans to have one full-sized soccer field, with dimensions of 210-by- 360-feet (approximately 1.74 acres) and one non-regulation sized field of 135-by- 195-feet (approximately 0.6 acre) with a total athletic field area of 151,736 sq ft (approximately 3.5 acres). Both pitches and non-playing areas would be natural grass. As soccer field sizes vary depending on the age of the players and the format of the game being played, and the difference in field sizes can vary greatly from one age group/format to the next, both fields would be able to be divided into smaller fields to accommodate different age groups and training needs, through use of on-field markings (line marking paint), temporary barriers (such as respect barriers), or cones/marketing tufts, as appropriate. There would be no permanent public address or audio system installed as part of the project.

1.4.2 Modular Buildings

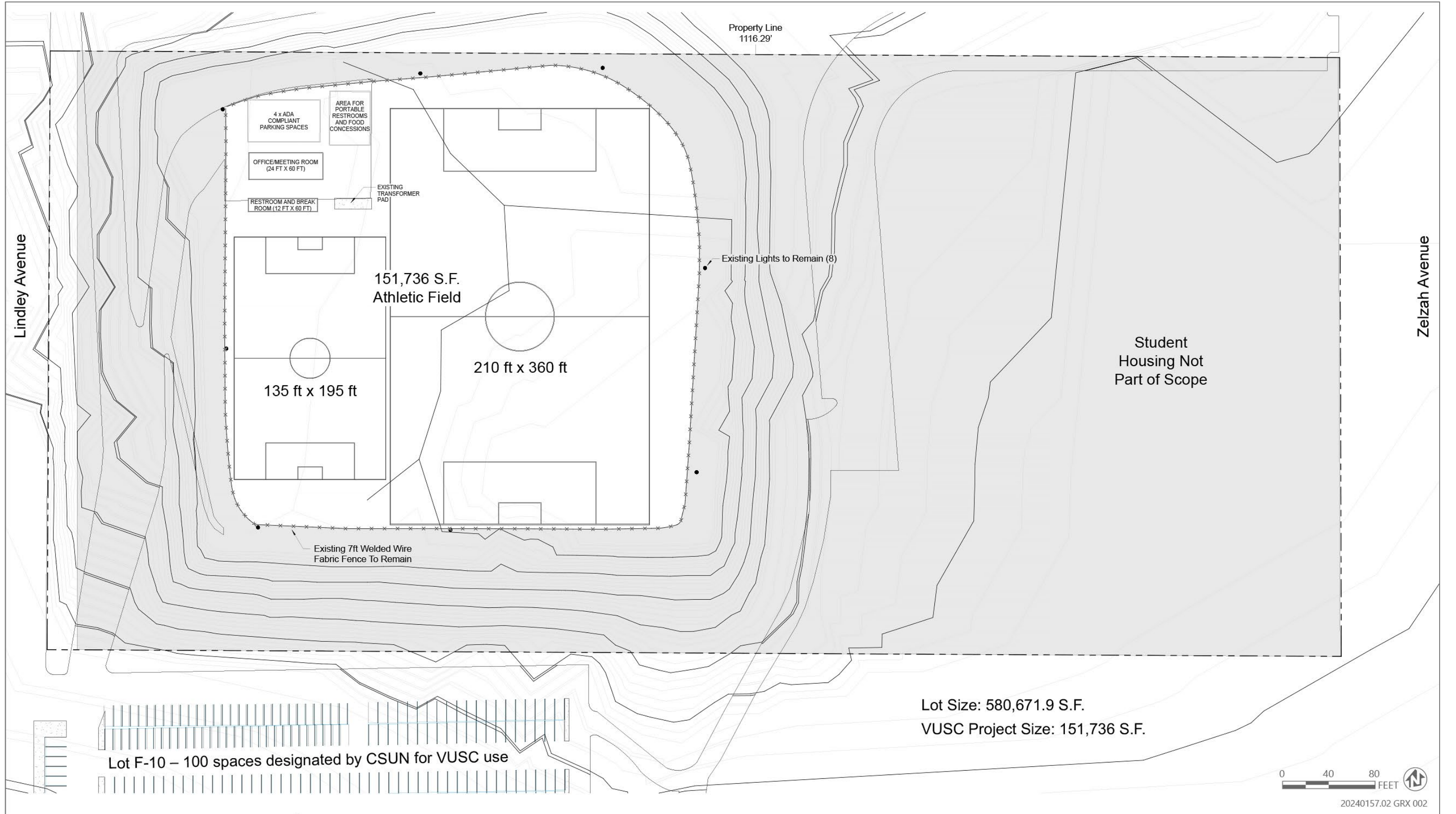
Two existing modular buildings in the northwest portion of the project site would be used for strength training rooms, locker rooms, offices, and a restroom for the players and coaches. One trailer is approximately 12-by-60 feet, the other approximately 24-by- 60 feet. The 12-by- 60-foot trailer includes one restroom, which would be exclusively for athletes, coaches and staff. The modular buildings are connected to water and sewer. Electricity would be supplied through an existing connection to the electrical grid that was previously used to power the modular buildings. It should be noted that VUSC's intention is to reuse the existing modular buildings, however, new modular buildings of the same dimensions/specifications may be acquired if the existing are not salvageable.

1.4.3 Lighting and Fencing

VUSC would utilize the existing perimeter security lighting, consisting of eight light fixtures that were previously installed by CSUN, for wayfinding purposes. VUSC would replace the existing light fixtures and make the lighting operational.

Additionally, as the road leading up to the hilltop becomes steeper, VUS would install a fence along the edge of the road for safety. Low illumination lights would also be installed along the fence to assist with wayfinding.

The existing 7-foot-tall, welded wire fabric fence would be used and repaired/replaced or adjusted as necessary, depending on its condition. Any adjustments would be within the project site. Additional netting would be installed on top of the existing fence and behind the goals to prevent loss of balls into the street and offsite for safety reasons.



Source: VUSC 2024. Adapted by Ascent in 2024.

Figure 1-4 Conceptual Site Plan

1.4.4 Amenities, Open Space and Landscaping

On-site amenities would be provided as part of the project in the form of concession stands or food vendors, which would be available onsite to provide food and beverages for players, coaches, and spectators, and would likely be in the form of food trucks/fast-food trailers. Food trucks would be fully self-contained. In addition, vending machines (containing water, drinks, snacks, and candy) would be placed inside the existing modular buildings for athletes, coaches and staff.

Spectator restrooms would also be provided via 4-station mobile trailers with at least one restroom being ADA-compliant. There is one restroom in the 12-by-60-foot trailer for athletes, coaches and staff use. No bleachers or permanent buildings would be installed as part of the project.

The grass areas would be irrigated although details on the proposed irrigation system are not currently known. The grass area would not use hazardous chemicals for fertilization in accordance with California Department of Pesticide Regulation requirements. There will be no additional landscaping outside of the grassed area for the fields and bordering the fields.

The majority of the site is permeable (grass) and there are no plans to increase impermeable areas. Drainage will stay as it is currently and will naturally run off from the hill to the swales and asphalt at the bottom of the hill and will be either naturally absorbed as it is currently or run down the slope of the asphalt to the existing county storm drains.

1.4.5 Circulation, Access and Parking

The proposed circulation for the project site is intended to limit changes to the existing circulation patterns in the area and minimize the potential for project-related vehicular traffic to affect local residential streets, including Devonshire Street, Lassen Street, Zelzah Avenue, and Lindley Avenue.

The existing on-site driveways would provide access to the site, via the ramp at the northwest corner of the F-10 parking lot from Lindley Avenue, or from Zelzah Avenue through the access lane to the north of the G-12 parking lot to the site. Adequate emergency access is provided at each of the existing driveways.

Parking would be accommodated in the existing F-10 parking lot, which consists of 890 parking spaces, with 100 of those spaces proposed to be designated by CSUN for VUSC use. Currently the parking lot is used for student overflow parking needs, and typical use is as follows:

- ▶ 200 student vehicles park in the lot during the academic year Monday through Friday;
- ▶ 100 or fewer vehicles park in the lot on weekends; and
- ▶ Six campus shuttles park in the lot throughout the calendar year.

Accessible parking (4 spaces) would be provided within the existing asphalt area in the northwest of the project site (see Figure 1-4).

Based on the location of the site relative to other available parking and because Lots F-10 and G-12 are underutilized, additional parking is not necessary in order to meet parking demands of the VUSC fields.

1.4.6 Operation

The proposed project would operate Monday through Sunday 8:00 am to 9:00 pm for practices, training, games, and tournaments. The club has approximately 290 playing members (athletes) with 18 coaches and staff. The maximum number of people on the field at any one time would be two full teams (of 20 players each) using the regulation (large) field, one team of 20 using the practice (small) field, three coaches per team (nine in total) plus two referees per game for a total of 71 people. Assuming an additional 20 percent would be spectators (an additional 14 people),

there would be a maximum of 85 people in total at any one time. This maximum number is likely to occur on weekends and daily after 5 pm. Typical daily use is outlined in Table 1-1.

Table 1-1 Typical Daily Use of proposed Project Site

Day of Week	Time of Day	Number of Individuals	Total Number of Individuals
Weekdays	8am – 3pm	5 individuals per hour	30 individuals (25-28 players + 2 coaches)
	4pm – 9pm	50 individuals per hour	250 individuals (5-8 Coaches + 25-30 players + 10-15 parents)
Weekends	8am – 9pm	30 individuals per hour	300 individuals (4-6 coaches per hour + 20-25 Players + 15 parents)

Source: CSUN 2024. Adapted by Ascent in 2024.

1.4.7 Construction

CONSTRUCTION TIMELINE

Construction would take approximately 6 months beginning in Q2 2025, with operation planned for Q4 2025. Construction would generally occur Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m., with the potential for weekend construction on Saturday between 7:00 a.m. and 7:00 p.m. No construction would occur on Sundays or holidays. As currently proposed, the hours of construction would be generally consistent with those set forth in the City of Los Angeles Noise Ordinance (Los Angeles Municipal Code Section 41.40), although as a State entity, CSUN is not subject to local regulations/ordinances.

CONSTRUCTION ACTIVITIES

Construction activities would include site clearing and removal of existing vegetation, removal of solar panels and debris, site grading, and installation of landscaping and irrigation. The following construction equipment is anticipated to be used during construction of the project:

- ▶ rubber tired dozer,
- ▶ tractor/loader/backhoe,
- ▶ truck-mounted crane,
- ▶ excavators,
- ▶ haul trucks,
- ▶ graders, and
- ▶ painting equipment.

Maximum excavation depth would be to 10 feet to remove the existing on-site solar panel footings. There would be no soil import/export as cut and fill would be balanced on site.

Before construction activities begin on any project component, temporary fencing would be installed around the active construction area and other security measures such as lighting would be installed to prevent unauthorized access and promote site safety. Construction staging would occur on-site and/or within parking lot F-10. Additionally, because the project would disturb more than 1 acre of land, the project would be required to obtain coverage under the State Water Resources Control Board Construction General Permit, which requires development of a stormwater pollution prevention plan (SWPPP). During project construction activities, SWPPP best management practices (e.g., erosion control, site stabilization, etc.) would be implemented at the site to prevent construction-related silt or debris from affecting areas outside the site boundary.

CONSTRUCTION WASTE MANAGEMENT

The project would generate construction debris during on-site clearing and demolition activities. In accordance with 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen) with July 2024 Supplement, Section 5.408, the project would implement a construction waste management plan for recycling and/or salvaging for reuse of at least 65 percent of nonhazardous construction/demolition debris.

CONSTRUCTION TRAFFIC CONTROL

As part of the project, CSUN would prepare a construction traffic control plan that illustrates the location of the proposed work area; identifies the location of areas where the public right-of-way would be closed or obstructed, and the placement of traffic control devices necessary to perform the work; shows the proposed phases of traffic control; and identifies the periods when the traffic control would be in effect and, although not expected, the periods when work would prohibit access to private property from a public right-of-way. The traffic control plan would also provide information on access for emergency vehicles to prevent interference with emergency response.

1.5 PROJECT APPROVALS

This section describes discretionary actions required for project approval by state and regional agencies. Discretionary approval includes, but is not limited to, approval of the schematic designs for the project by the CSU Board of Trustees and other potential approvals (Table 1-2).

Table 1-2 Project Approvals

Authorizing Jurisdiction or Agency	Action
CSU Board of Trustees	
Schematic Plans for the Project and other related actions and approvals, as necessary	Approval
Division of the State Architect	
Accessibility Compliance	Approval
State Fire Marshal	
Facility Fire and Life Safety Compliance	Approval
Regional Water Quality Control Board	
National Pollutant Discharge Elimination System Permit (NPDES) – Stormwater Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) to Comply with NPDES Construction Permit	Approval/Enforcement

Source: CSUN 2024; adapted by Ascent in 2024.

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2 ENVIRONMENTAL ANALYSIS

This chapter evaluates the environmental implications of the proposed project, changed circumstances, and new information since the certification of the Campus Master Plan EIR. As demonstrated in each resource topic discussed below in Sections 2.1 through 2.19, this chapter concludes that the changed circumstances, new information, and project impacts would not result in new significant impacts or substantial increases in the severity of impacts previously identified in the Master Plan EIR. All applicable mitigation measures identified in the Master Plan EIR and included in the adopted Mitigation Monitoring and Reporting Program are part of the project and are listed in Appendix A of this Addendum. Overall, the proposed VUSC Soccer Fields Project is covered by the Master Plan EIR and a Subsequent or Supplemental EIR is not required.

Each environmental resource area that was analyzed in the Master Plan EIR is discussed in further detail below.

2.1 AESTHETICS

The Master Plan EIR analyzed aesthetics in Section 3.1. The proposed project would involve construction of two soccer fields, use of two existing modular buildings, and operation of mobile food concessions and portable restrooms at the 4-acre site. No permanent structures would be constructed, thus no structures would exceed 60 feet in height, consistent with the Master Plan EIR. As noted above, the project site is located on approximately 4 acres of CSUN property that was previously identified for housing. The currently envisioned development does not include additional residential structures or construction of other permanent structures, except for a safety fence and low-level lights for wayfinding along the access road to the playfield. The project would be designed in a manner consistent with the current Campus Design Guidelines pertaining to the Landscape master plan and particularly regarding informal landscape areas, landscaping at campus edges, entries and roadways, and parking lots. The proposed project is located atop the relatively flat surface of an approximate 30-foot-tall hill, and would be setback from the roadway edge through elevation and a strip of existing vegetation along the roadway edge.

The Master Plan EIR concluded that the Campus Master Plan would have less-than-significant impacts on scenic vistas, scenic highways, visual character, and lighting and glare with adherence to the Campus Master Plan's architectural guidelines. It identified that proposed playfields and parking structures would incorporate lighting that would be a prominent source of nighttime lighting and proposed mitigation to reduce potentially significant impacts to less-than-significant. This analysis evaluates potential impacts on scenic vistas, scenic resources within a scenic highway, visual character and quality, and light and glare, based on the most recent update to Appendix G of the CEQA Guidelines.

As discussed in the Master Plan EIR, no scenic vistas have been identified in the local land use plans at or near the campus. The CSUN campus does not always present a visually cohesive or consistent appearance from off-site vantages, and points of entry tend to be marked with minimal signage and varied landscaping. The campus contains a number of multi-story structures and mature trees that obstruct views across the site. The Master Plan EIR found that implementation of the CSUN Master Plan and the Near-Term Projects would develop the campus with new structures of a similar nature, and the views from vantage points adjacent to the site would remain relatively unchanged from existing conditions or would be enhanced. In addition, perimeter landscaping would serve to clearly distinguish the campus and its boundaries from the community, while introducing a landscaped buffer between campus and surrounding land uses. Impacts on scenic vistas were found to be less than significant.

The proposed project would not impact scenic vistas as no scenic vistas have been identified at or near the project site. The proposed project would not significantly affect long-range or close-range public views of the project site, particularly as the project site is not clearly visible from street level due to the elevation of the site and intervening structures and vegetation. The proposed project would not construct any permanent buildings, and the proposed soccer fields and use of the existing modular buildings would not result in any development exceeding 60 feet in height. The proposed project would be smaller in scale but consistent with surrounding campus development. The project would be designed in a manner consistent with the current Campus Design Guidelines pertaining to the

Landscape master plan and particularly regarding informal landscape areas, landscaping at campus edges, entries and roadways, and parking lots. Therefore, the project would result in less-than-significant impacts on scenic vistas and there is not a substantial change from the previous conclusions in the Master Plan EIR.

State Route 118 (SR-118), located approximately 2 miles north of the campus, is not a state-designated scenic highway; however, a portion of it located approximately 4 miles northwest of the project site is identified as an eligible scenic highway by the California State Scenic Highway System Map (Caltrans 2024). However, due to the relatively flat topography of the San Fernando Valley, the campus is not visible from the highway, and the highway is not visible from the campus. Therefore, the project would have no impact on state or city scenic highways and there is not a substantial change from the previous conclusions in the Master Plan EIR.

As discussed in the Master Plan EIR, construction activities would result in less-than-significant impacts on visual character. Buildout of the Campus Master Plan would expose neighboring land uses to construction equipment, incomplete structures, stockpiled cut material, and areas in landscaping transition resulting in short-term impacts on views from surrounding uses. However, these impacts would be temporary in nature and would occur incrementally over the 30-year implementation phase. In addition, construction lighting, if needed, would be directed toward the work site and shielded as much as feasible. As previously mentioned, the project site is located atop the flat surface of an approximate 30-foot-tall hill, and views of the site are generally obscured due to the elevation and topography. As such, on- and off-site views from the proposed project would be similar to existing conditions.

The Near-Term projects analysis, including the North Campus Faculty/Staff Housing Village, also found impacts on visual character would be less than significant. The proposed soccer fields and use of the existing modular buildings would have less of a visual impact than the originally proposed North Campus Faculty/Staff Housing Village and would be consistent with the Landscape Master Plan. Moreover, the proposed project components would serve to enhance the aesthetic environment of the project site through removal of abandoned solar panels and development of the unused land for recreational use.

The proposed project would not significantly impact the visual character of the surrounding landscape. As discussed previously, construction of the two soccer fields and utilization of the existing two modular buildings would not exceed 60 feet in height and would be consistent with surrounding campus development. Based on Appendix G of the CEQA Guidelines, a project in an urbanized area may have a significant impact if it would conflict with applicable zoning and other regulations related to scenic quality. The Campus Master Plan is the only applicable plan governing scenic quality of campus buildings. The project would be designed in a manner consistent with the current Campus Design Guidelines pertaining to the Landscape master plan and particularly regarding informal landscape areas, landscaping at campus edges, entries and roadways, and parking lots. Therefore, the project would result in less-than-significant impacts on visual character and there is not a substantial change from the previous conclusions in the Master Plan EIR.

As discussed in the Master Plan EIR, the CSUN campus contributes significantly to the ambient nighttime light levels in the surrounding area. The Campus Master Plan includes lighting design guidelines that are implemented as appropriate with any development under the Campus Master Plan and are intended to facilitate safe nighttime use of the campus while limiting associated impacts on neighboring residences. Specific features of these design guidelines include directing light fixtures downward to illuminate walkways, employing hidden light sources, and installing focused high-level lighting in high-traffic areas in the campus interior, such as plazas and at building entrances. Proposed landscaping along the campus perimeter would also reduce light spillover into the surrounding neighborhoods. The Near-Term projects analysis, including the North Campus Faculty/Staff Housing Village, determined that, with the exception of proposed parking structures, the remaining near-term projects would not involve light fixtures that would constitute a substantial light source in the area and impacts would be less than significant. Additionally, the Master Plan EIR determined implementation of the near-term projects would not result in a new source of substantial glare. Therefore, impacts on light and glare were found to be less than significant.

The proposed project would not result in significant light and glare impacts as the project would not include the addition of new field lighting nor would it involve the addition of light fixtures that would constitute a substantial light source in the area. Construction of the two soccer fields and utilization of the existing two modular buildings would

not include the addition of new materials that are reflective or cause glare. Landscaping, paving, and other surface areas within the campus would not increase or create reflective conditions. Operation of the project would utilize existing security lighting previously installed by CSUN around the field perimeter and would install new low-level lighting for wayfinding purposes along the path of travel from the car park to the soccer fields. The new lights would not be installed at a height sufficient to create a new source of substantial illumination outside the pathways leading to the project site. Existing security light fixtures would be directed downward, as recommended by the Campus Master Plan EIR, to illuminate the site perimeter. The mitigation measures identified in the Master Plan EIR (AES-1 through AES-8) were specific to playfields along Zelzah Avenue and recommends facing lighting fixtures down and shielding lighting fixtures to avoid spillover. However, the project is not located along Zelzah Avenue and no additional field lighting fixtures are proposed. Overall, the proposed changes from the development of faculty/staff housing to development of two soccer fields compared to the Campus Master Plan would not result in new or more severe impacts related to light and glare. Therefore, consistent with the Master Plan EIR, the project would result in less-than-significant impacts on light and glare and no substantial change from the previous conclusions in the Master Plan EIR would occur.

2.2 AGRICULTURE AND FORESTRY RESOURCES

As described in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR, the campus and vicinity do not contain any designated farmland, agricultural zoning, or Williamson Act contracts. The campus is located in a developed area and does not contain forest land. Therefore, no impact to agricultural and forestry resources would occur with either the Master Plan or the project.

2.3 AIR QUALITY

Potential impacts to air quality resulting from long-term operation of the Campus Master Plan were analyzed in Section 3.2 of the Master Plan EIR. It was determined that there would be significant and unavoidable impacts related to criteria air pollutant emissions resulting from both construction and operation of the Campus Master Plan which would exceed South Coast Air Quality Management District (SCAQMD) thresholds. It was shown in the Master Plan EIR that construction of the Campus Master Plan would result in exceedances of daily thresholds for volatile organic compounds (VOC), nitrogen oxides (NO_x), and carbon monoxide (CO). These impacts were determined to remain significant following the implementation of mitigation measures (AIR-1 through AIR-4) which require implementation of site-specific measures where feasible to reduce criteria pollutant and fugitive dust emissions, including the potential use of emulsified diesel fuel in all on-road and off-road construction equipment. Implementation of the Campus Master Plan would result in operational criteria pollutant emissions that exceed thresholds for VOC, NO_x, and PM₁₀. These impacts would be reduced to less than significant following implementation of Mitigation Measure AIR-5 which suggested the following transportation control measures be implemented:

- ▶ provide preferential parking spaces on campus for employee carpools and vanpools;
- ▶ provide on-street bus shelters and well-lighted, safe paths between site uses;
- ▶ schedule truck deliveries and pickups for off-peak hours where feasible;
- ▶ work with the City of Los Angeles to implement or contribute to public outreach programs which promote alternative methods of transportation; and,
- ▶ require that delivery trucks turn off their engines if the anticipated duration of idling exceeds five minutes.

For the purpose of this analysis, criteria air pollutant and ozone precursor emissions resulting from construction and operation of the project are compared to SCAQMD's localized significance thresholds (LSTs), as directed by SCAQMD to be used for projects that are 5 acres or less in size (SCAQMD n.d.). Because the project site would be directly against residential uses, the shortest receptor distance LSTs (i.e., 25 meters or approximately 82 feet) were used for the South Coastal LA County source receptor area.

Table 2.3-1 SCAQMD Localized Significance Thresholds (pounds per day)

	NO _x	CO	PM ₁₀	PM _{2.5}
LST – 25 meter receptor distance				
Construction	123	1,530	14	8
Operations	123	1,530	4	2

Notes: LST = Localized significance threshold; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter.

Source: SCAQMD 2009.

Construction of the project is assumed to occur in one phase and involves the development of two soccer fields on the 4-acre site. Construction is assumed to last for 6 months, beginning in Q2 of 2025, with the first full operational year being 2026. Construction and operational emissions of criteria air pollutants were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.28 computer program (CAPCOA 2024). Modeling was based on project-specific information (e.g., sports field size, construction schedule, duration, and activities) where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location and land use type. See Appendix B for detailed modeling assumptions and calculations.

As the site was originally planned to accommodate residential development, which would have required a more intense construction phase (inclusion of building construction and paving phases, additional construction equipment, increased number worker trips, longer construction phase duration) than development of sports fields, the project would result in fewer construction emissions than what were accounted for in the 2005 Master Plan.

Construction of the project would not result in any exceedances of SCAQMD thresholds for criteria air pollutants (Table 2.3-2). Therefore, construction of the project would not result in more severe impacts than those which were identified in the Master Plan EIR. No substantial change from the previous conclusions in the Master Plan EIR would occur and Mitigation Measures AIR-1 through AIR-3 would still apply to the project. Mitigation measure AIR-4, identified in the Master Plan EIR, identifies energy conservation measures outlined in Title 24 of the Uniform Building Code (UBC). As no new buildings are being constructed AIR-4 would not apply to the project.

Table 2.3-2 Summary of Annual Construction Emissions

	VOC (lb/day) ¹	NO _x (lb/day)	CO (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
2025	2	14	15	8	4
SCAQMD LSTs (25-meter receptor distance) ¹	75	123	1,530	14	8
Exceeds CEQA Thresholds?	No	No	No	No	No

Notes: LST = localized significance threshold; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with diameters generally 10 micrometers and smaller; PM_{2.5} = particulate matter with diameters generally 2.5 micrometers and smaller; lb/day = pounds per day; SCAQMD = South Coast Air Quality Management District.

¹ 25 meters is equivalent to approximately 82 feet.

Source: Modeled by Ascent in 2024. See Appendix B.

Operation of on-site uses as part of the project would generate emissions of criteria air pollutants and ozone precursors as a result of the use of electricity to power lights and irrigation equipment, and the use of landscaping equipment to maintain the fields. As detailed in the traffic study prepared for the project, the new soccer complex is not expected to increase vehicle miles travelled (VMT) above existing conditions. This is because the proposed project will consolidate operations for VUSC by providing a single centralized facility rather than multiple training/match facilities. Additionally, the traffic study reasons that families with more than one child in VUSC that currently have to travel to multiple field locations for training or matches will be able to consolidate their trips to one location. For these reasons, the proposed project is not expected to increase VMT above current conditions and would therefore not generate new mobile source emissions.

Operation of the project would not result in levels of criteria pollutant emissions that exceed the LSTs for South Coastal LA County at a 25 meter receptor distance (Table 2.3-3). See Appendix B for detailed calculations and assumptions. On-site activities would be less emissions-intensive compared to faculty/staff housing as accounted for under the Campus Master Plan. This is because operation of residential uses typically results in greater emissions than sports fields due to increased vehicle trips, increased electricity/natural gas consumption to power appliances, and area sources such as consumer products.

Table 2.3-3 Summary of Operational Criteria Pollutant Emissions

	NO _x (lb/day)	CO (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Area	0.08	10.9	<0.01	<0.01
Energy	<0.01	<0.01	<0.01	<0.01
Total	<0.01	10.9	<0.01	<0.01
SCAQMD LSTs (25-meter receptor distance) ¹	123	1,530	4	2
Exceeds CEQA Thresholds?	No	No	No	No

Notes: LST = Localized significance threshold; ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with diameters generally 10 micrometers and smaller; PM_{2.5} = particulate matter with diameters generally 2.5 micrometers and smaller; lb/day = pounds per day; SCAQMD = South Coast Air Quality Management District.

¹25 meters is equivalent to approximately 82 feet.

Source: Modeled by Ascent in 2024. See Appendix B.

Operation of the project would not result in more severe impacts than what was identified in the programmatic analysis provided in the Master Plan EIR. No substantial change from the previous conclusions in the Master Plan EIR would occur, and the transportation control measures outlined in the Master Plan EIR as Mitigation Measure AIR-5, would not apply to the project as the project does not include campus employees, nor a need for truck deliveries.

Applicable Mitigation Measures

- 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:
- Configure construction parking to minimize traffic interference.
 - Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person).
 - Schedule construction activities that affect traffic flow on the arterial system to offpeak hours to the degree practicable.
 - Re-route construction trucks away from congested streets.
 - Consolidate truck deliveries when possible.
 - Provide dedicated turn lanes for movement of construction trucks and equipment on and off site.
 - Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions.
 - Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at (800) 2424022 for daily forecasts.
 - Use electricity from power poles rather than temporary diesel- or gasoline-powered generators.
 - 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.

2.4 BIOLOGICAL RESOURCES

As described in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR, 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. Existing ornamental landscaping, prevalent across the campus, was not expected to constitute suitable habitat for any known special status species. No riparian habitat, wetlands, or sensitive natural community is present on campus or in the surrounding area and 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. The analysis below utilizes updated and site-specific results of California Natural Diversity Database and California Native Plant Society Rare Plant Inventory records searches of the Canoga Park USGS 7.5-minute quadrangle and eight surrounding quadrangles including San Fernando, Santa Susana, Oat Mountain, Calabasas, Van Nuys, Malibu Beach, Topanga, and Beverly Hills (CNDDDB 2024), as well as the results of a reconnaissance level biological survey conducted by Environmental Science Associates (ESA) on October 8, 2024 (ESA 2024, see Appendix C).

The project site consists of wild oats and annual brome grassland (*Avena* spp. – *Bromus* spp.), disturbed areas (chiefly three staging areas devoid of vegetation, e.g. bare ground), developed areas including paved areas for access and surface parking, and a small ornamental section of Peruvian pepper tree (*Schinus molle*). Appendix C, Figure 4 shows the land cover types as observed during the survey conducted on October 8, 2024. Vegetation composition within the annual grassland consists mostly of introduced species such as wild oats and brome, Australian saltbush (*Atriplex semibaccata*), Russian thistle (*Salsola australis*), and willowleaf lettuce (*Lactuca saligna*). Other species are present sparsely: doveweed (*Croton setiger*), shortpod mustard (*Hirschfeldia incana*), and field bindweed (*Convolvulus arvensis*). While the wild oats and bromes are dominant, they are mowed seasonally as part of university ground maintenance. The southeastern corner of the project site contains larger patches of bare ground with various sized burrows. The biological study area also includes the existing University Village Apartments located along Zelzah Avenue, residential accommodation to the west along Lindley Avenue, part of Parking Lot F10 and G12 and undeveloped space in the northeast and southeast. No sensitive natural communities were found during biological surveys, thus, no impacts to sensitive natural communities are expected to occur. No special-status plants are expected to occur within the biological study area due to lack of suitable habitat. The lack of native vegetation and natural habitat does not make the project site suitable for rare plants, especially with evidence of routine maintenance of the wild oats and annual brome grassland natural community. As a result, no impacts to special-status plants are expected to occur.

Although project site conditions have not changed much from those present at the time of certification of the 2005 Master Plan EIR, Crotch's bumble bee (CBB) (*Bombus crotchii*) has become a candidate for endangered status under the California Endangered Species Act (CNDDDB 2024) since the certification of the 2005 Master Plan EIR. Candidate species are provided the same protection as listed species under CEQA, thus focused CBB surveys were conducted at the project site (see Appendix D). The focused CBB surveys determined the project site contains potential nesting sites (i.e. prevalent small mammal burrows) suitable for CBB nests and/or refugia for bumble bee (*Bombus* sp.) species. Focused CBB surveys were conducted on three dates by qualified personnel on August 29, 2024. These three surveys followed the CDFW recommended survey methodology: Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023) and were conducted within the project site and surrounding 100-foot buffer. No CBB individuals or nests were detected. Thus, the two special-status bumble bees:

American bumble bee (*Bombus pensilvanicus*) and Crotch's bumble bee were determined to be absent. Additionally, the biological study area supports marginal habitat suitability for these bumble bee species. While there are ample small mammal burrows suitable for nesting, there is a lack of ample flowering plants to provide nectar and pollen resources and implementation of the project would not result in an impact to the species. One special-status wildlife species was observed within the project site, monarch butterfly (*Danaus plexippus plexippus*). However, because their host plant milkweed (*Asclepias* spp.) is not present, the species would be unable to reproduce, and the species is not expected to reproduce or overwinter in the biological study area. Four other species were determined to have a low potential to occur and are not likely to be impacted by the project. Thus, no impacts to special-status wildlife are expected to occur.

Depending on the time of year the ornamental Peruvian pepper tree is removed, removal could negatively impact nesting birds that are protected in accordance with the Migratory Birds Treaty Act (MBTA) and California Fish and Game Code (FGC). These laws prohibit the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service. Compliance with the MBTA and FGC is a legal requirement, and would avoid the potential for significant impacts to nesting birds as follows:

- ▶ No physical disturbance of vegetation, operational structures, buildings, or other potential habitat (e.g., open ground, gravel, construction equipment or vehicles, etc.) that may support nesting birds protected by the MBTA and FGC shall occur in the breeding season, except as necessary to respond to public health and safety concerns, or otherwise authorized by the Engineer. The breeding season extends from February 15 through August 31 for passerines and general nesting and from January 1 through August 31 for raptors.
- ▶ If nesting habitat (including wild oats and annual brome grassland, ornamental, disturbed, and developed areas) must be cleared or project activities must occur within 500 feet of nesting habitat within the breeding season as defined above, a qualified biologist will perform a nesting bird survey no more than 3 days prior to clearing or removal of nesting habitat or start of project activities.
- ▶ If active nests for sensitive species, raptors and/or migratory birds are observed, an adequate buffer zone or other avoidance and minimization measures, as appropriate, will be established, as identified by a qualified biologist and approved by the Engineer. Construction avoidance buffers are generally 300 feet for non-listed passerines and 500 feet for listed avian species (i.e., coastal California gnatcatcher) and raptors; however, avoidance buffers may be modified at the discretion of the biologist, depending on the species, location of the nest and species tolerance to human presence and construction-related noises and vibrations. The buffer will be clearly marked in the field by the Contractor, as directed by the Engineer, and construction or clearing will not be conducted within this zone until the young have fledged and are no longer reliant on the nest.
- ▶ Additional measures may include (but are not limited to): construction avoidance, until the nest is no longer active, noise attenuation measures to reduce construction noise levels to below 60 dBA Leq (an hourly measurement of A-weighted decibels) or ambient (if existing ambient levels are above 60 dBA), and biological monitoring during construction activities to ensure the species is not harmed during project implementation.

All other biological resources impact discussions analyzed in the 2005 Master Plan EIR remain valid and thus the findings of the certified 2005 Master Plan EIR would remain less than significant, and no substantial change from the previous conclusions in the Master Plan EIR would occur.

2.5 CULTURAL RESOURCES

The impacts associated with implementation of the Campus Master Plan to cultural resources were analyzed in Section 7.2.3 of the Master Plan EIR. The Master Plan EIR determined that there are no known historical structures on the campus that would be affected by implementation of the Campus Master Plan. Therefore, implementation of the Campus Master Plan would not cause a substantial adverse change in the significance of a historical resource. The Master Plan EIR also determined that the opportunity to disturb archaeological resources that have not been disturbed by previous construction activities is minimal. Therefore, implementation of the Campus Master Plan is not

anticipated to destroy or cause a change in the significance of an archaeological resource. Lastly, the Master Plan EIR concluded that the Campus Master Plan would not disturb or impact any human remains.

A cultural resources study was conducted on an adjacent site. The assessment included a records search of the California Historical Resources Information System conducted at the South Central Coastal Information Center, a review of the Native American Heritage Commission's sacred lands file (SLF), geological desktop research, and a pedestrian survey. No cultural resources were documented within the project site. Additionally, no new cultural resources were found during the intensive pedestrian survey of the project site. The SLF search also returned negative results for the project site.

A review of historic aerials and topographic maps indicate that the project site has largely remained undeveloped since 1947 (NETR 2024). Today, the project site is made up of open land (primarily annual grassland, as noted above). A Preliminary Geotechnical Engineering Investigation was conducted by Geotechnologies, Inc. (2022; Appendix E) for the land south of the project site, and references (and includes in Plate D) a Surface-Fault Rupture Hazard Evaluation by William Lettis and Associates, Inc. (WLA) which includes the VUSC project site. The Preliminary Geotechnical Engineering Investigation concluded that artificial fill was encountered throughout much of the project site and is related to earthwork and grading for the former athletic fields located to the northeast of the project site, as well as construction of parking lots both on the north and south side of the hill. In addition, fill from other parts of the campus has been placed on the hill. Across the site, fill is between 2.5-to5feet-deep in the central part of the site (as identified in the trench cross-sections for trenches T5 and T6) and approximately 5-to-8feet-deep in trenches T2a, T7 and T8. The WLA evaluation identified the fill is thickest (approximately 10 to 15 ft) along the eastern and western margins of the hill. On the hill, artificial fill consists of dark brown massive clayey sand and clayey silt that contains angular clasts of concrete, coarse debris and refuse, and modern glass. Across the parking lots, fill is generally a thin (approximately 1-foot deep) veneer of base gravel topped by asphalt. Therefore, the potential for cultural resources to occur within the project site is limited, as described in the Master Plan EIR.

The project is less intensive than the faculty/staff housing components evaluated in the 2005 Master Plan EIR; the Master Plan Draft EIR assumes a construction depth of up to 20 feet. The proposed project would not construct any new buildings and would excavate to a depth up to 10 feet to remove the supports for the solar panels on site. Preparation of the site for the soccer fields would involve shallow grading to level the ground for the fields. Within the boundary of the project site, the potential for discovery of archaeological resources is essentially the same within and outside the project; therefore, the potential impact to unique archaeological resources or subsurface historical resources is also the same. Therefore, no new circumstances have occurred nor has any new information been found requiring new analysis or verification. No new or more severe impacts related to cultural resources would occur as described in the Master Plan Draft EIR, and impacts would remain less than significant.

2.6 ENERGY

This section evaluates whether implementation of the project would result in inefficient, wasteful, and unnecessary consumption of energy, as well as compares the project to that which was evaluated in the Master Plan EIR. Since certification of the Master Plan EIR in 2006, Appendix G of the State CEQA Guidelines was amended to more outwardly address wasteful, inefficient, or unnecessary energy consumption and compliance with applicable renewable energy or energy efficiency plans. At the time the Master Plan EIR was prepared and certified, energy-efficiency-related impacts were evaluated consistent with Appendix F of the State CEQA Guidelines. The Master Plan EIR did include a brief qualitative discussion of energy consumption in the discussion of the Campus Master Plan's significant irreversible effects in Chapter 4.0. The discussion disclosed that energy would be consumed as part of the Campus Master Plan implementation through both construction and operation but would not be considered a wasteful use of resources and would be consistent with the anticipated growth and planned changes on the campus and within the project area. The capacity of existing and proposed infrastructure to serve the project is evaluated in Section 2.19, Utilities and Service Systems. Detailed calculations and results can be found in Appendix B.

Because the Master Plan EIR did not separately evaluate energy efficiency impacts as part of the standard environmental checklist, this section evaluates whether implementing the project would result in an environmental

impact related to the inefficient, wasteful, or unnecessary consumption of energy and evaluates the project's consistency with applicable plans related to energy conservation or renewable energy. CEQA requires mitigation measures to reduce "wasteful, inefficient, and unnecessary energy usage" (PRC Section 21100[b][3]). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use.

Construction-Related Energy

Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with construction of the project. The project would be constructed over approximately 6 months beginning in Q2 of 2025, with the first full year of operation being 2026. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the project would be nonrecoverable. Most energy consumption would result from the operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials (Table 2.6-1). Construction-related fuel consumption was estimated using off-model calculations in conjunction with model-defaults for the construction schedule and equipment estimations (e.g., equipment type, number of equipment, hours of use, emissions factors).

Table 2.6-1 Annual Construction Energy Consumption

Phase	Diesel (Gallons) ¹	Gasoline (Gallons) ²
Offroad Equipment	10,355	—
Deliveries and Haul Trucks	60	—
Worker Commute	—	1,262
Total	10,415	1,262

¹ Gasoline gallons include on-road gallons from worker trips.

² Diesel gallons include off-road equipment and on-road gallons from hauling and vendor trips.

Source: Calculations by Ascent in 2024. See Appendix B.

Operational Energy

Operation of the project would result in fuel consumption related to the operation of landscape maintenance equipment, electricity usage to power lighting and water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and energy use related to the transport and disposal of solid waste. In accordance with the CSU Sustainability Policy, the project would not include infrastructure to support on-site natural gas. Lighting would only be required during the evenings when the facility is in use and would thus consume minimal electricity. Fuel would be consumed during landscaping activities such as field maintenance. Maintenance of the field would involve the use of small equipment such as lawnmowers, edgers, and weed whackers which may be fueled by fossil fuels or electricity. This equipment would be used as-needed to maintain the field and would not require large amounts of fuel to operate. As detailed in Section 2.3 "Air Quality," the proposed project is not expected to increase VMT above current conditions. This would mean that the project would not increase fuel consumption related to mobile sources during operation above existing conditions and would also not contribute additional vehicle traffic to the area. Additionally, the project would be located proximate to the CSUN campus and would be near several transit stops including the Metro 240 bus line, which qualifies as a high-quality transit corridor due to its 15-minute service frequency.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on oil, and increasing reliance on renewable energy sources. Project energy consumption for transportation, maintenance/landscaping, and utilities would not impede the State's attainment of these goals due to the effects of existing State laws and requirements and project design that promote energy conservation. For example, the proposed project would support per capita energy

consumption decreases through its uses of grid electricity, which is required by State legislation (e.g., Senate Bill 1020, which requires that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035; 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040; and 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045).

The project would not develop uses or involve activities that would conflict with goals of decreasing per capita energy consumption, reliance on oil (petroleum), or increasing uses of renewable energy sources, or that would result in wasteful, inefficient, or unnecessary consumption of energy.

As described above a detailed analysis of construction and operational energy demands was not provided in the Master Plan EIR. However, numerous regulations have been implemented since the adoption of the Master Plan EIR which set rigorous standards for energy efficiency as well as sustainability-focused electricity generation. Along with the numerous Federal and State regulations, the CSU CAP mandates that CSU-affiliated projects be consistent with the goals and policies within the CAP to meet GHG reduction goals. Additionally, there have been significant technological advancements since the adoption of the Master Plan EIR such as vehicle fuel efficiency, renewable energy generation, and utility efficiencies – all of which increase overall project energy efficiencies. For these reasons, the project is much more energy efficient than assumed in the Master Plan EIR.

The proposed project would be less energy-intensive compared to what was accounted for under the Campus Master Plan because operation of residential uses result in greater energy consumption than sports fields due to increased vehicle trips and increased energy consumption to power appliances. Therefore, no new or more severe impacts related to energy would occur with implementation of the project and the usage of energy for construction and operation of the project would not be considered wasteful, inefficient, or unnecessary.

With regard to Appendix G of the CEQA Guidelines and conflicts with plans for renewable energy or energy efficiency, relevant plans that pertain to the efficient use of energy include the Southern California Association of Governments 2024-2050 RTP/Sustainable Communities Strategy (SCAG 2024-2050 RTP/SCS), the CSU Sustainability Policy, and the CSUN CAP. The SCAG 2024-2050 RTP/SCS focuses on reducing per-capita greenhouse gas emissions resulting from the transportation sector (especially passenger and light-duty vehicles). The CSU Sustainability Policy sets goals to increase energy efficiency, increase on-site renewable energy generation, exceed State building and energy code requirements, and provide alternative transportation methods and use alternative fuels to meet statewide GHG reduction goals. The CSUN CAP incorporates elements of the CSU Sustainability Policy into numerous campus-wide sustainability measures to reduce campus GHG emissions with the goal of becoming carbon neutral. Additionally, as stated above, the proposed project is not expected to increase VMT above current conditions. This would mean that the project would not consume fuel during operation above existing conditions and would also not contribute additional vehicle traffic to the area. Because the project would not increase vehicle trips above existing conditions, it would not conflict with the goals of the SCAG 2024-2050 RTP/SCS to reduce GHG emissions from the combustion of fossil fuels in the transportation sector.

As discussed above, although implementation of the project has the potential to result in the overall increase in consumption of energy resources during construction and operation, implementation of the project would not conflict with relevant plans for energy efficiency and would be near transit, bicycle, and pedestrian facilities which encourages multimodal transportation choices for residents. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

2.7 GEOLOGY AND SOILS

Potential impacts of the Campus Master Plan related to geology and soils were analyzed in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR. The campus, in general, is not located within any Alquist Priolo Special Studies Zone and thus the potential for surface fault rupture is 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 3 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 region, and, thus, all new and existing development is susceptible to sustaining damage during strong seismic events. The Master Plan EIR found that no significant geologic hazards are anticipated to result from implementation of the Campus Master Plan.

Construction activities have occurred on the campus for over 60 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 City of Los Angeles 2024 Local Hazard Mitigation Plan (City of Los Angeles 2024), the campus is not within an identified liquefaction zone; 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 dam or reservoir. No septic tanks or alternative wastewater disposal systems are proposed as part of the implementation of the Campus Master Plan, and sewer connections would be made to existing lines in the surrounding area. There are no unique geologic or physical features found on site. Therefore, no significant impacts were found to occur for geology and soils.

A Preliminary Geotechnical Engineering Investigation was prepared by Geotechnologies, Inc. on an adjacent site and is included in Appendix E of this Addendum (Geotechnologies 2022) as the Preliminary Geotechnical Engineering Investigation references (and includes in Plate D) a Surface-Fault Rupture Hazard Evaluation by WLA which includes the project site. The report also notes that prior exploratory fault trenches, excavated at the project site as part of a fault rupture investigation by WLA encountered non-engineered fill material at depths up to 10 feet below the existing site grade. The WLA evaluation noted artificial fill was encountered throughout much of the project site and is related to earthwork and grading for the former athletic fields located to the northeast of the project site as well as construction of parking lots both on the north and south side of the hill. In addition, fill from other parts of the campus has been placed on the hill. Across the site, fill is between 2.5 ft to 5 ft in the central part of the site (as identified in the trench cross-sections for trenches T5 and T6) and approximately 5 ft to 8 ft in trenches T2a, T7 and T8. The WLA evaluation identified the fill is thickest (approximately 10 to 15 ft) along the eastern and western margins of the hill. On the hill, artificial fill consists of dark brown massive clayey sand and clayey silt that contains angular clasts of concrete, coarse debris and refuse, and modern glass. Across the parking lots, fill is generally a thin (~ 1 ft thick) veneer of base gravel topped by asphalt.

The project site lies within the Northridge Hills Fault, a “blind” fault, which does not represent a surface rupture risk, but the site would be subject to seismic ground motion along this fault. WLA concluded that a large earthquake involving rupture of Northridge Hills Fault would result in permanent ground deformation, including sudden uplift and local surface tilting of portions of the Project Site, with estimated amount of tilting less than or equal to five degrees over distances between 20 feet to several hundreds of feet, and global vertical displacements up to one inch across the site. Based on the findings, WLA created a “Recommended Building Zonation Map”, which delineates areas of distinct permanent ground deformation hazards related to displacement occurring along the underlying blind Northridge Hills Fault. The zonation map is presented on Plate 8 of the WLA report, and shows four color-coded zones to provide recommendations and guidance in the project design and construction:

- ▶ 1. Red Zone – area of secondary surface rupture hazard and moderate tilt hazard, with possible vertical and horizontal displacements up to 5 inches and ground tilting up to a maximum of 2 degrees.
- ▶ 2. Orange Zone – area of high tilt hazard and minor surface-deformation hazard, with possible ground tilting of up to 5 degrees, and global vertical displacements up to 1 inch.
- ▶ 3. Yellow Zone – area of moderate tilt hazard and minor surface deformation hazard, with possible ground tilting of up to 2 degrees maximum and global vertical displacements up to 1 inch.
- ▶ 4. Green Zone – area of low tilt hazard and no surface-deformation hazard. No special design consideration for faulting or folding required within this zone.

The project site has a large band of ‘Red Zone’ from the northwest to southeast across almost the entire site. The remainder of the project site is ‘Yellow Zone’ with a small band of ‘Orange Zone’ at the bottom of the access road between the F10 parking lot and the project site.

Groundwater was not encountered during exploration for the Preliminary Geotechnical Engineering Investigation at the site south of the project site, which was conducted to a maximum depth of 50 feet below the ground surface, and the project site is not mapped within a potentially liquefiable area (City of Los Angeles 2024). Therefore, the project site would not be considered prone to liquefaction. Additionally, the site is not within a tsunami inundation zone (California Department of Conservation 2024) and no major water-retaining structures are located immediately up gradient from the project site (California Department of Water Resources 2018). Therefore, the project site would not be considered prone to hazards from tsunamis, seiche, or flooding from a breached upgradient dam or reservoir such as the Lower San Fernando Dam. The probability of seismically induced landslides occurring on the site is considered to be low and the site is not mapped within a landslide zone (City of Los Angeles 2024).

As the project is not constructing any permanent structures with the exception of safety railings, all geology- and soils-related impacts of the project would be less than significant. No new or more severe impacts related to geology and soils would occur beyond those analyzed in the Master Plan EIR.

Potential impacts of the Campus Master Plan related to paleontological resources were analyzed in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR. The Master Plan EIR indicates that the potential for paleontological resources to occur at the project site is limited. Furthermore, CSUN is currently developed as a college campus; therefore, the opportunity to disturb paleontological resources that have not been disturbed by previous construction activities is minimal. In addition, as noted in the WLA evaluation, fill from other parts of the campus has been placed on the hill and is thickest (approximately 10 to 15 ft) along the eastern and western margins of the hill. For these reasons, implementation of the Campus Master Plan and the proposed project are neither anticipated to destroy any known paleontological resource nor cause a change in the significance of such a resource.

2.8 GREENHOUSE GAS EMISSIONS

Since certification of the Master Plan EIR, increased awareness of greenhouse gas (GHG) emissions and their role in global climate change has resulted in promulgation of laws and regulations designed to curb emissions and reduce the inherently cumulative effect of GHG emissions. At the time the Master Plan EIR was prepared and certified, the State CEQA Guidelines did not identify GHG emissions and climate change as a resource area in Appendix G. Thus, the Master Plan EIR did not provide an environmental or regulatory setting to characterize climate change impacts, nor did the Master Plan EIR evaluate the Campus Master Plan's contribution of GHG emissions to anthropogenic climate change. However, in 2009, the Governor's Office of Planning and Research (OPR) amended Appendix G of the State CEQA Guidelines to include project-level analysis of GHG emissions. This section presents a quantification of GHG emissions that would result from the project and discussion about their potential contribution to global climate change. For the purposes of this analysis, GHG emissions are measured as metric tons of carbon dioxide equivalent (MTCO_{2e}). The atmospheric impact of a GHG is based on the global warming potential (GWP) of that gas. GWP is a measure of the heat trapping ability of one unit of a gas over a certain timeframe relative to one unit of carbon dioxide (CO₂). The GWP of CO₂ is one. Consistent with the methodology used by the California Air Resources Board (CARB) in estimating Statewide GHG emissions, this analysis uses GWP values from the Fourth Assessment Report Values by the Intergovernmental Panel on Climate Change (IPCC).

In 2014, CSUN reported its Greenhouse Gas Emissions Inventory for the period of 1990-2013 and subsequently published its Climate Action Plan (CAP) in 2016. The CAP provides a roadmap for reducing campus greenhouse gas emissions with the goal of becoming carbon neutral.

While SCAQMD's numeric mass emissions thresholds were developed to align with the State's interim target of reducing Statewide emissions to 1990 levels by 2020 as mandated by AB 32 stringent GHG reductions targets have been passed recently (i.e., AB 1279). Moreover, 2020 is now an irrelevant target year that the State has surpassed. Additionally, CSUN's CAP prepared in 2016 was also developed in accordance with Statewide emissions reduction targets that have since been superseded by AB 1279. Therefore, this discussion analyzes Project-related GHG impacts in consideration of the most current CSU Sustainability Plan in place to reduce GHG emissions.

Construction

Construction-related activities would generate GHG emissions from the use of heavy-duty off-road equipment, materials transport, and worker commute trips. It was assumed that construction of the project would begin in Q2 2025 and would be completed by the beginning of 2026. Refer to Section 2.3, Air Quality, for detailed methodology.

As the site was originally planned to accommodate residential development, which requires a more intense construction phase (inclusion of building construction and paving phases, additional construction equipment, increased number worker trips, longer construction phase duration) than development of sports fields, the project would result in fewer construction emissions than what were accounted for in the 2005 Master Plan EIR. Total GHG emissions resulting from construction of the project would be 213 MTCO_{2e}. Refer to Appendix B for construction assumptions and detailed input parameters and results, respectively.

While implementation of the proposed project would result in construction-related GHG emissions, it is recognized by multiple air quality planning agencies, in their respective CEQA guidance documents, that construction-related GHG emissions from projects occur over a relatively short-term period of time and contribute a relatively small portion of the overall lifetime project GHG emissions (SCAQMD 2008: 3-9; Bay Area Air Quality Management District 2022: 6-7). Furthermore, the total construction-related emissions of 213 MTCO_{2e} are below even the most stringent numerical GHG threshold adopted by an air district in the state (i.e., Sacramento Metropolitan Air Quality Management District's 1,100 MTCO_{2e}/year threshold for construction emissions). However, as stated above, project-related GHG impacts are assessed qualitatively based on consistency with the CSU Sustainability Policy. Project consistency with the CSU Sustainability Policy is discussed below under 2.8.2 "Operations."

Operations

Operation of the project would result in mobile-source GHG emissions associated with area-source emissions from the operation of landscape maintenance equipment, energy-source emissions from the utilization of electricity, water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and waste-generated emissions from the transport and disposal of solid waste. As detailed in the traffic study prepared for the project, the new soccer complex is not expected to increase VMT above existing conditions. This is because the proposed project will consolidate operations for VUSC by providing a single centralized facility rather than multiple training/match facilities. Additionally, the traffic study reasons that families with more than one child in VUSC that currently have to travel to multiple field locations for training or matches will be able to consolidate their trips to one location. For these reasons, the proposed project is not expected to increase VMT above current conditions and would therefore not generate new mobile source emissions. Operation of the project would result in annual GHG emissions of 2 MTCO_{2e} per year (Table 2.8-1). Refer to Section 2.3, Air Quality, for detailed methodology.

Table 2.8-1 Project-Generated Operational Greenhouse Gas Emissions

Emissions Source	GHG Emissions (MTCO _{2e} /year)
Area	<1
Energy	<1
Water	2
Waste	<1
Total Operational GHG Emissions	2

Notes: Totals may not add due to rounding; GHG = greenhouse gas; MTCO_{2e}/year = metric tons of carbon dioxide equivalent per year.

Source: Modeled by Ascent in 2024. See Appendix B.

As stated above, GHG emissions resulting from implementation of the Campus Master Plan were not analyzed in the Master Plan EIR and, therefore, no mitigation measures were identified in the EIR. However, the project would be subject to the most recent federal, state, local, and CSU policies that aim to reduce potential GHG emissions. These methods include encouraging alternate means of transportation, such as transit, biking, and walking.

The CSU Sustainability Policy aims to reduce the environmental impact of construction and operation of facilities and to integrate sustainability across the curriculum. This includes the goals of reducing systemwide facility carbon emissions to 40 percent below 1990 levels consistent with SB 32, California's Global Warming Solutions Act of 2006 (HSC Section 38566, effective January 1, 2017) (CSU 2022). The project would be required to comply with all applicable policies within the CSU Sustainability Policy. This would include no use of natural gas on-site, use of highly efficient water-saving features, and diversion of waste from the landfill through various on-campus waste reduction strategies. Because of the implementation of the strategies and features listed above, the project would be consistent with the CSU Sustainability Policy.

The project would be consistent with applicable plans due to the various design features of the project which minimize potential GHG emissions in a manner and to a degree which is consistent with the goals and policies of the applicable plans. Therefore, the project would not conflict with an applicable plan adopted for the purpose of reducing the emissions of GHGs. Therefore, this impact is less than significant.

2.9 HAZARDS

The Master Plan EIR analyzed two potential risks related to hazards and hazardous material resulting from implementation of the Campus Master Plan. The analysis considered: (1) risks that construction and operation of proposed Master Plan improvements could pose to the surrounding community; and (2) risks to students, faculty and staff at CSUN from on- and off-campus sources of hazards and hazardous materials.

The Master Plan EIR identified that a number of existing uses and operations on the CSUN campus regularly transport, use, and/or dispose of hazardous materials generated by campus operations. All known hazardous materials users, generators, and disposers are inventoried, in compliance with federal and State regulations, by the CSUN Environmental Health and Safety Office. The transport, use, storage, and disposal of hazardous materials at CSUN would incrementally increase as a result of increased intensity of campus operations. However, implementation of the Campus 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 campus operations increase. Additionally, 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. In the event hazards are found to be present, these will be remediated and/or disposed of by CSUN's Environmental Health and Safety Office in compliance with all federal, State, and local regulations. Only one school is located within 0.25 mile of the CSUN campus: Los Angeles Unified School District's Northridge Academy High School, on the eastern side of the CSUN campus on Zelzah Avenue at Halstead Street. Existing uses and operations on the CSUN campus already involve the handling of hazardous materials within 0.25-mile of this high school. Thus, implementation of the Campus Master Plan was found to result in less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within 0.25-mile of an existing or proposed school.

The Near-Term projects analysis determined that implementation would result in the same impacts identified for buildout of the Campus Master Plan related to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school. As previously stated, 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. Moreover, as each project is developed and implemented, CSUN's Environmental Health and Safety Office would be required to demonstrate compliance with applicable federal, State, and local regulations governing the transport, use, and disposal of hazardous materials. The Environmental Health and Safety Office maintains an inventory of all known hazardous substances present on the university campus,

including ACMs. In the event hazards are found to be present, they would be disposed of by the Environmental Health and Safety Office in compliance with all federal, State, and local regulations.

The project would involve the leasing and development of two soccer fields that would utilize two existing modular buildings. The project would result in the same impacts identified for buildout of the Campus Master Plan related to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school (it should be noted Northridge Academy High School is not within 0.25-mile of the proposed project site). The proposed project would include the use of small amounts of janitorial cleaners and landscape chemicals (such as pesticides and fertilizers), which would also be handled in accordance with established CSU procedures. No new or more severe impacts related to transport, use, disposal, upset, and emission of hazardous materials would occur with project implementation.

The Master Plan EIR found that the CSUN campus is not known to be listed on a hazardous materials site list compiled pursuant to Government Code Section 65962.5. However, due to the unknown state of hazardous materials site listings on the CSUN campus, construction and operational activities associated with implementation of the proposed Master Plan were found to have the potential to create a hazard to the public and/or the environment. Mitigation Measures HAZ-1 and HAZ-2 would require CSUN to consult specified comprehensive lists of contaminated sites to determine whether sites contain hazardous materials, and should a site be listed as a contaminated site a Phase I environmental site assessment will be conducted. Mitigation Measure HAZ-3 would apply if additional study is deemed necessary and requires additional investigations in compliance with the requirements set forth by either Los Angeles Regional Water Quality Control Board (LARWQCB) or Department of Toxic Substances Control. If removal action is required, Mitigation Measure HAZ-4 would ensure CSUN takes the necessary steps to remove hazardous materials and minimize the potential risks in accordance with the requirements of the public health oversight agency. Mitigation Measure HAZ-5 requires CSUN to incorporate information regarding site investigations in subsequent environmental review documents prepared for specific projects. With implementation of Mitigation Measures HAZ-1 through HAZ-5, potential impacts related to a project being located on an identified hazardous materials site would be reduced to less than significant.

Research conducted on GeoTracker and EnviroStor during an online records review provided no current or historical hazardous material information regarding the proposed project site or within 1,000 feet of the project site (State Water Resources Control Board 2024, Department of Toxic Substances Control 2024). Furthermore, as identified previously, the site is underlain by artificial fill at depths of up to 15 ft. As such, the project site does not contain hazardous materials associated with past contaminated land use that would pose a threat to construction workers or soccer players during operation. Mitigation Measure HAZ-1 through HAZ-5 would therefore not be applicable to the project. Therefore, consistent with the findings in the Master Plan EIR, the project site is not known to be listed on a hazardous materials site list, and no new or more severe impacts would occur with project implementation.

The Master Plan EIR found that implementation of the Campus Master Plan and the Near-Term projects would not have the potential to significantly interfere with the campus's adopted emergency preparedness recommendations and/or the emergency response procedures and impacts would be less than significant. Development would not result in the impedance and/or alteration of existing response routes, procedures, and evacuation plans. All development proposed in the Campus Master Plan would take place on the existing CSUN campus and would take into account existing emergency routes, response procedures and action plans. 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.

Consistent with the findings in the Master Plan EIR, the proposed project would not significantly interfere with the campus's adopted emergency preparedness recommendations and/or emergency response procedures. The project would have a maximum of 300 people on the field per day and operate from 8:00am to 9:00pm, Monday through Sunday, and would not significantly increase the need for emergency operations. Access to the project site would remain as it currently exists and no changes to access are proposed. Development of the proposed project would

take into account existing emergency routes, response procedures and action plans. Therefore, impacts would remain less-than-significant, and no new or more severe impacts would occur with project implementation.

2.10 HYDROLOGY AND WATER QUALITY

Potential impacts of the Campus Master Plan related to hydrology and water quality were analyzed in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR. The campus is located in a developed area, which contains an existing stormwater collection and conveyance system. The Master Plan EIR found that implementation of the Campus Master Plan would result in a small increase in the amount of impervious surfaces on the existing campus, thereby requiring stormwater to be collected and drained into the adjacent storm drains. The uses anticipated within the Campus Master Plan would not create effluent discharges from point sources and, thus, would not violate any waste discharge requirements. Infrastructure systems for the campus would comply with all federal, state, and county requirements for waste discharge. Based on the above, impacts with regard to the Campus Master Plan project's potential to violate any water quality standards or waste discharge requirements were found to be less than significant.

The proposed project involves changes to the previously approved Campus Master Plan EIR through modification of a portion of the intended use of the project site from Faculty/Staff Housing to include construction of two soccer fields and utilization of two existing modular buildings and leasing the site to VUSC. The soccer fields would have a combined area of 2.34 acres, with a total athletic field area of approximately 3.5 acres and would be covered with grass. The proposed project would not convert any land to impervious surfaces. Mobile food vendors would utilize an existing paved asphalt area in the northwest corner of the project site. The project would be subject to applicable regulations governing hydrology and water quality. Because the project would disturb more than 1 acre of land, the project would also be required to obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges associated with construction and land disturbance activities (hereafter referred to as the Construction General Permit), which requires development of a stormwater pollution prevention plan (SWPPP). During project construction activities, SWPPP best management practices (e.g., erosion control, site stabilization, etc.) would be implemented at the site to prevent construction-related silt or debris from affecting areas outside the site boundary. With adherence to applicable regulations, development of a SWPPP, and implementation of best management practices, the project would result in less than significant impacts related to violation of water quality standards or waste discharge requirements and no new or more severe impacts would occur beyond those analyzed in the Master Plan EIR.

The Master Plan EIR found that implementation of the Campus Master Plan would not directly use any groundwater to serve the campus; therefore, no substantial depletion to groundwater resources would occur. The Master Plan EIR also noted that hardscape typically associated with building foundations, driveways, and roadways would limit the amount of permeable surfaces. Master Plan EIR identified a small decrease in the amount of permeable surfaces was expected to occur; however, overall the Campus Master Plan would not interfere with groundwater recharge. Therefore, impacts related to groundwater supply and recharge were found to be less than significant.

As mentioned above, the proposed project involves changes to the intended use of the 4-acre site from Faculty/Staff housing to recreational use, including the construction of two soccer fields and use of two existing modular buildings, and leasing the site to VUSC. Approximately 0.3 acre of the project site is impervious (i.e., asphalt areas); construction of the project would not increase the amount of impervious surface area on the project site from existing conditions. Additionally, the project site is not a source of significant groundwater recharge. The proposed changes to the project would also not significantly interfere with groundwater recharge and would not directly use any groundwater. Therefore, impacts related to groundwater supply and recharge would remain less than significant and no new or more severe impacts would occur beyond those analyzed in the Master Plan EIR.

As described in the Master Plan EIR, the topography of the CSUN campus is characteristic of the topography of the San Fernando Valley, gently sloping from north to south. The elevation change from the north end of the campus to the south end of the campus is over 50 feet. However, subtle terraces which transverse the site in an east-west direction reduce the effect of this elevation change. In some areas, the campus appears to be generally flat. As a

result of the topography, combined with other existing conditions, including a substantial amount of impervious surfaces and inadequate drainage facilities, several areas of the campus have experienced severe flooding in the past. The predominant “flood-prone” areas on the campus identified in the Master Plan EIR included Etiwanda, the lawn south of the University Library, the entrance to the bookstore, and the south end of the athletic fields. However, with implementation of the prior 1998 Master Plan and 2005 Master Plan proposed drainage improvements including infrastructure improvements, on-site drainage systems, landscaped areas and the introduction of subtle topographical features, impacts related to drainage, erosion or siltation on or off site, and flooding were found to be less than significant.

The Master Plan EIR also identified buildout of the Campus Master Plan could result in the declining quality of stormwater runoff due to nonpoint source urban pollutants (from increased traffic on area streets, for example) and increased soil erosion and downstream sedimentation during project-related local construction. However, construction-related impacts would be avoided through preparation of a SWPPP, which at the time of the Master Plan EIR was required under NPDES for any development over five acres. CSUN would also implement standard Best Management Practices to reduce non-point source pollution during project operation.

The CSUN campus is not located in a 100-year flood hazard zone (FEMA 2008). Therefore, implementation of Campus Master Plan would not place, within a 100-year flood hazard area, structures that would impede or redirect flood flows. The campus also does not contain a stream or river. The campus is located in an urbanized area that contains a fully developed stormwater collection and conveyance system. Consequently, the opportunity for the Master Plan to contribute to substantial erosion, siltation, or flooding on or off site is considered minimal.

The project would be subject to applicable regulations governing hydrology and water quality. Because the project would disturb more than 1 acre of land, the project would also be required to obtain coverage under the SWRCB Construction General Permit, which requires development of a SWPPP. During project construction activities, SWPPP best management practices (e.g., erosion control, site stabilization, etc.) would be implemented at the site to prevent construction-related silt or debris from affecting areas outside the site boundary. As with the CSUN campus, the project site is not located within a 100-year flood zone hazard and does not contain a stream or river. The project site is located within the CSUN campus and would connect to the fully developed stormwater collection and conveyance system. Therefore, impacts related to drainage, erosion or siltation on or off site, and flooding would remain less than significant and no new or more severe impacts would occur beyond those analyzed in the Master Plan EIR.

As mentioned above and analyzed in the Master Plan EIR, the CSUN campus is not located in a 100-year flood hazard zone. Therefore, implementation of Campus Master Plan would not place, within a 100-year flood hazard area, structures that would impede or redirect flood flows. The campus is also not located in a potential inundation area; therefore, the project would not create a risk of loss, injury or death involving flooding from failure of a dam or levee. The potential for mudflows or related natural disasters would also not occur because the campus is not located in an area subject to such events; therefore, these events are not considered a significant hazard at the campus.

As with the CSUN campus, the project site is not located within a 100-year flood zone hazard and is not located in a potential inundation area involving flooding from failure of a dam or levee, tsunami, seiche or mudflows. Therefore, impacts related to flood hazards, tsunamis and seiche would remain less than significant and no new or more severe impacts would occur beyond those analyzed in the Master Plan EIR.

2.11 LAND USE AND PLANNING

Potential impacts of the Campus Master Plan related to land use and planning were analyzed in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR. As discussed in the Master Plan EIR, the Campus Master Plan would continue the existing University uses of the campus, and all proposed facilities and improvements are located within the campus and, therefore, would not physically divide an established community. No natural community or habitat conservation plans are applicable to the campus.

The project site would be constructed entirely on CSUN property and therefore would be under the land use jurisdiction of the CSU Board of Trustees. There are no local ordinances or policies of the City of Northridge that

would apply to projects on the CSUN campus, as the City does not have jurisdiction over CSU lands. The proposed location of the soccer fields is identified on the 2005 Master Plan as Faculty/Staff Housing and as the North Campus Faculty/Staff Village on the Precinct Plans. The 2005 Master Plan identifies that north of the proposed project site, within the designated North Campus Faculty/Staff Housing Village, a large playfield was intended to serve the campus, supported by a small building to provide restroom facilities, showers and/or storage. While the current build-out of staff housing plans has not developed as planned, the intention is for both recreational facilities to co-exist. Therefore, the proposed project would not conflict with the existing Master Plan. Therefore, no new or more severe impacts related to land use and planning would occur with project implementation.

2.12 MINERAL RESOURCES

Potential impacts of the Campus Master Plan related to mineral resources were analyzed in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR. As discussed in the Master Plan EIR, the campus is not located within a regionally significant aggregate resources zone. In addition, implementation of the Camps Master Plan would not result in any substantial loss of known mineral resources that would be of value to the region or state because the campus is already developed and thus, is not available for extraction of mineral resources. Further development of the campus would not result in the additional loss of important mineral resource recovery. Therefore, no impact would occur as a result of implementation of the Campus Master Plan or the proposed project.

2.13 NOISE

The Master Plan EIR analyzed the noise impacts associated with the Campus Master Plan in Section 3.4, Noise. The Master Plan EIR evaluated short-term construction and long-term operational noise at nearby noise-sensitive receptors at a programmatic level. Because noise is a local issue, affecting the receptors closest to the noise-generating activities, this analysis is based on the anticipated location of project construction, as well as the operational characteristics of the project and site-specific considerations (e.g., proximity to sensitive receptors).

Temporary Construction Noise

The Master Plan EIR included a discussion of construction-generated noise and found that implementation of the Campus Master Plan would result in temporary noise impacts to off-site sensitive receptors near the campus. Short-term noise impacts were determined to be significant and unavoidable as construction noise would increase existing ambient noise levels by 5 dB or more with mitigation incorporated (NOISE-1 through NOISE-3).

The proposed project would involve the construction of two soccer fields at the project site and the conversion or replacement of two modular buildings into strength training rooms, locker rooms, offices, and a restroom for the players and coaches. Project construction would occur within the footprint as analyzed in the Master Plan EIR. However, the project would include the construction of two soccer fields for VUSC use as compared to the development of faculty/staff housing as analyzed in the Master Plan EIR. The Master Plan EIR identifies a large playfield (i.e., 6.5 acres) that was intended to serve the campus, supported by a small building.

Construction would begin in Q2 2025 and take approximately 6 months to complete. Construction activities would generally occur Monday through Friday between 7:00 a.m. and 7:00 p.m., with the potential for construction on Saturdays between 7:00 a.m. and 7:00 p.m. As a State entity, CSUN is not subject to local government planning and land use plans, policies, or regulations. Nevertheless, the proposed hours of construction would generally be consistent with Section 41.40 of the City of Los Angeles Municipal Code, which restricts construction activity to between the hours of 7:00 a.m. and 9:00 p.m. Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturdays.

Construction activities would include site clearing and removal of existing vegetation, removal of solar panels and debris, site grading, and installation of landscaping and irrigation. To evaluate anticipated construction noise at receptors located close to the project site, nearby sensitive land uses were identified, and construction noise modeling was conducted using phasing assumptions from the proposed project's air quality modeling. Short-term

construction noise levels near the project site would fluctuate depending on the type, number, and duration usage for the varying equipment. The effects of construction noise largely depend on the distances to noise-sensitive receptors, the relative locations of noise-attenuating features such as vegetation and existing structures, and existing ambient noise levels.

The sensitive receptors surrounding the project site include single- and multi-family residential uses along Lindley Avenue, approximately 230 feet west of the project site; University Village Apartments, approximately 110 feet east of the project site; and Mannam Presbyterian Church, approximately 645 feet southwest of the project site. Noise levels from the anticipated loudest phase of construction (i.e., grading) were modeled assuming the simultaneous operation of the three loudest pieces of equipment, a dozer, grader, and an excavator, and noise levels were estimated at nearby receptors (Table 2.13-1). See Appendix F of this addendum for additional modeling details.

Table 2.13-1 Modeled Construction Noise Levels

Sensitive Receptor	Location	Modeled Construction Noise Levels (dBA L_{max} at 50 feet)	Modeled Construction Noise Levels (dBA L_{eq} at 50 feet)	Distance to Receptor (feet)	Modeled Construction Noise Levels (dBA L_{eq} at receptor, feet)
Single- and Multi-Family Residences	Along Lindley Avenue north of Lassen Street	87.8	83.8	230	70.6
Multi-Family Residences (University Village Apartments)	Zelzah Avenue, north of Lassen Street			110	77.0
Mannam Presbyterian Church (Place of Worship)	Lassen Street and Lindley Street (northwest corner)			645	61.6

Notes: dBA= A-weighted decibels; L_{max} = maximum instantaneous noise levels; L_{eq} = hourly average noise level

Source: Modeled by Ascent in 2024.

The maximum noise levels from construction could reach approximately 88 dBA L_{max} with typical average noise levels reaching 84 dBA L_{eq} at 50 feet from construction activities (See Table 2.13-1). The University Village Apartments, located along Zelzah Avenue north of Lassen Street, approximately 110 feet east of the project site, are the receptors closest to anticipated construction activities. Noise levels at this location would attenuate to approximately 77 dBA L_{eq} due to the distance between the source and the receptor, not accounting for any additional reductions from vegetation or obstructions in the line of sight. Applying the same methodology used in the Master Plan EIR, existing ambient daytime noise levels are assumed to be 60 dBA L_{eq} . Combining the anticipated worst-case average construction noise level (i.e., 77 dBA L_{eq}) with the existing ambient noise level of 60 dBA L_{eq} would result in a noise level of 77 dBA L_{eq} , a 17 dBA increase. Therefore, applying the same 5 dB ambient noise increase threshold applied in the Master Plan EIR, construction noise would result in a substantial increase in noise. The project would be required to adhere to Mitigation Measures NOISE-1 through NOISE-5 which would limit construction hours to less sensitive times of day (i.e., between 7:00 a.m. and 6:00 p.m.) and require all technically feasible measures to reduce construction equipment noise levels. However, with mitigation, this impact would remain significant and unavoidable because construction could still result in a substantial increase (i.e., 5+ dBA) in noise over existing ambient noise levels. This impact conclusion is consistent with the findings of the Master Plan EIR temporary construction noise impact analysis. Thus, implementation of the project would not result in a new significant effect, and the impact is not more severe than identified in the Master Plan EIR.

Long-Term Operational Noise

The Master Plan EIR included a discussion of the effects of operational noise on off-site sensitive receptors. The Master Plan EIR found that implementation of the Campus Master Plan would not result in a substantial traffic noise increase along studied roadway segments and off-site traffic noise impacts were determined to be less than

significant. The Master Plan EIR also determined that off-site noise impacts from stationary noise sources, including parking structures and rooftop-mounted equipment, would not result in a substantial increase in noise over existing levels or exceed applicable noise standards. Off-site operational noise impacts were determined to be less than significant.

STATIONARY NOISE

Operational stationary noise sources were evaluated in the Master Plan EIR, including noise associated with surface parking, parking structures, and rooftop-mounted mechanical equipment. Typical noise sources associated with parking lots include engines running, doors slamming, horns honking, car alarms and radios, and people talking. Like roadway noise, these noise sources are a function of the number of vehicles using the parking facilities at a given time. The project would use the existing F-10 parking lot, which consists of 890 parking spaces, 100 of which would be designated by CSUN for VUSC use. No additional parking lots would be necessary to meet parking demands of the VUSC soccer complex. Therefore, no new significant impacts or substantial increases in the severity of identified impacts in the Master Plan EIR related to parking facilities would occur. Rooftop-mounted equipment, including heating, ventilation, and air conditioning (HVAC) units, were anticipated and evaluated in the Master Plan EIR. The project would include the operation of food trucks/modular buildings that could use such equipment on an intermittent short-term basis. However, the operation of HVAC equipment associated with residential uses, that were previously evaluated, would be greater than that of similar equipment associated with food trucks. Therefore, no new significant impacts or substantial increases in the severity of identified impacts in the Master Plan EIR related to stationary equipment would occur.

Implementation of the project would result in the construction and operation of approximately 3.5 acres of athletic fields. During peak usage (i.e., on weekends and daily after 5:00 p.m.), there would be approximately 85 people onsite. Operational noise associated with the operation of the proposed project would generally include sources such as elevated voices from cheering and whistles during games. Noise associated with these sources would not be unique, dissimilar, or louder than existing ambient noise levels associated with urban environments (e.g., people talking, roadway traffic). In addition, no permanent public address or audio system would be installed as part of the proposed project. Therefore, noise would be unamplified. Furthermore, the proposed project would operate Monday through Sunday between 8:00 a.m. to 9:00 p.m. for practices, training, games, and tournaments, and thus, would not result in adverse health effects (e.g., sleep disruption) during more sensitive times of the day. For these reasons, the operation of the proposed project would not result in new or substantially worse impacts from operational non-mobile noise sources than those previously evaluated in the Master Plan EIR.

TRAFFIC NOISE

The Master Plan EIR evaluated long-term increases in operational traffic noise on local roadways. Traffic noise levels on a given roadway are directly related to the volume of vehicles that travel along that roadway. In other words, an increase in traffic volume would result in an increase in traffic noise. Specific land use types drive the number of daily vehicle trips and the daily diurnal travel patterns. Thus, traffic noise modeling that was conducted for the Master Plan EIR accounted for the various land use development types (e.g., onsite academic, onsite residential), associated trip generation, and traffic noise increases that would occur over the buildout of the Campus Master Plan.

Vehicle trips associated with the proposed project would include trips generated by coaches, players, referees, and spectators. These trips would increase average daily traffic (ADT) volumes and thus increase traffic noise levels along the surrounding roadway network. According to the technical memorandum prepared for the project by Fehr & Peers (Appendix G), the project would generate 550 total vehicle trips on weekdays and 451 total vehicle trips on weekends (Fehr & Peers 2024).

In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Furthermore, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness (Caltrans 2013). Therefore, a traffic noise increase of 3 dB or greater would be considered

substantial. Generally, a doubling of a noise source (e.g., twice as much traffic) is required to result in an increase of 3 dB (Caltrans 2013). According to the CSUN Master Plan Update EIR, existing (2005) and future (2035) ADT volumes along roadways surrounding the project site (i.e., Lassen Street, Lindley Avenue, Devonshire Street, and Zelzah Avenue) exceed 9,000 ADT (CSUN 2005). Therefore, project-generated trips would be negligible compared to the existing and future traffic on surrounding roadway segments, and would not result in a substantial increase (i.e., a doubling of traffic or +3 dB) in traffic noise. Therefore, no new or more severe impacts with respect to traffic noise would occur with project implementation.

Impacts from potential sources of groundborne noise and vibration were not analyzed in the Master Plan EIR. Vibration was a known phenomenon and could have been analyzed at the time the Master Plan EIR was adopted. Therefore, the evaluation of groundborne noise or vibration would not constitute “new information” as defined in State CEQA Guidelines Section 15162 because the known effects of such were established and, thus, could have been evaluated at that time. Vibration effects from construction typically occur if vibration-inducing activities (e.g., jackhammering, pile driving) take place during sensitive times of the day or near structures such that structural damage could occur. Of the heavy-duty equipment that could be used during project construction, the highest level of ground vibration would be generated by a vibratory roller which could be used for soil compaction.

A vibratory roller operated within approximately 26 feet of an existing building or structure could expose that structure to levels of ground vibration that exceed the Federal Transit Administration (FTA) recommended threshold for structural damage (i.e., 0.20 inches per second [in/sec] peak particle velocity [PPV]) (FTA 2018). In addition, a vibratory roller operated within 73 feet of a building could expose the building occupants to ground vibration levels that exceed the FTA maximum-acceptable vibration standard of 80 vibration decibels (VdB) with respect to human annoyance for residential uses. Because all construction activity would take place more than 73 feet from sensitive receptors (the nearest structure and sensitive receptor is approximately 110 feet from the eastern project boundary), there would be no exceedance of the FTA recommended threshold of 0.2 in/sec PPV with respect to the prevention of structural damage or FTA standard of 80 VdB with respect to human annoyance for residential uses. Refer to Appendix F of this Addendum for detailed vibration modeling calculations.

Furthermore, implementation of Mitigation Measure NOISE-1 would ensure that all construction activities occur during the less sensitive times of the day (i.e., between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturdays). Thus, vibration from construction activities would not result in adverse health effects (e.g., sleep disturbance) to nearby receptors. No pile driving or the use of other impact equipment is proposed as part of the project; however, if such equipment were required, Mitigation Measure NOISE-3 would be implemented and would require noise-reducing measures such as alternative equipment or mufflers that would also reduce vibration effect. Construction-related vibration would not result in any new or more severe impacts than those previously evaluated in the Master Plan EIR.

The Master Plan EIR determined that the Campus Plan area is not located within an airport land use plan area or within 2 miles of a public airport or a private airstrip, and thus, did not specifically evaluate the potential for exposure to excessive airport noise. The project site is not located within an airport land use plan, within 2 miles of a private airstrip, or within 2 miles of a public airport or public use airport. The nearest airport is Van Nuys Airport, located approximately 3 miles southeast of the project site. For these reasons, the project would not result in noise impacts related to the exposure of people residing or working within the project area to excessive airport-related noise levels. There would be no impact. This impact conclusion is consistent with the findings of the Master Plan EIR. Thus, implementation of the project would not result in a new significant effect and the impact is not more severe than the impact identified in the Master Plan EIR.

Applicable Mitigation Measures

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 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.
- 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.

2.14 POPULATION AND HOUSING

The Master Plan EIR found that implementation of the Campus Master Plan would be consistent with SCAG projections as well as the Northridge Community Plan, and all components of the Campus Master Plan would be specifically intended to accommodate projected enrollment increases at CSUN through 2035. The housing proposed as part of the Campus Master Plan would occur within existing campus boundaries, which constitute an urbanized area with established infrastructure. As urban infill, residential development proposed under the Campus Master Plan would neither encroach on isolated or open space areas nor remove physical impediments to growth. Thus, implementation of the Campus Master Plan would not directly or indirectly induce substantial growth in an undeveloped area. Master Plan implementation would also not result in the displacement of existing housing on or off campus. Therefore, impacts related to population and housing would be less than significant.

The proposed project involves the construction of two soccer fields and conversion of two modular buildings and would be leased to VUSC. The project predicts a maximum of 300 people, including coaches and players, on the field per day for recreational purposes, most of which would be traveling from the San Fernando Valley. The project would not support an increase in campus enrollment above what was projected in the Campus Master Plan and Master Plan EIR or result in an increase in the local population. Therefore, no new or more severe impacts on population and housing would occur with project implementation.

2.15 PUBLIC SERVICES

Potential impacts of the Campus Master Plan related to public services including libraries, parks, and schools were analyzed in Chapter 7, Effects Not Found to be Significant, of the Master Plan EIR. As discussed in the Master Plan EIR, an increasing statewide population is resulting in an increasing need for college education facilities. The Campus

Master Plan for the CSUN campus is intended to respond to the CSU's Board of Trustees' directive to plan for its share of increased enrollment and accommodate the evolving needs of the university's academic, administrative, and student- and campus-support programs. Thus, the Campus Master Plan project is not prompting population growth but rather is responding to California's projected population growth in this region. In addition to being consistent with the SCAG and Community Plan projections, the additional recreational services proposed on campus, as with all components of the Campus Master Plan, is specifically intended to accommodate projected enrollment increases at CSUN through 2035. As previously stated, the implementation of the Campus Master Plan is not growth inducing and would not result in the exceedance of local population projections. Library facilities, local schools, and park and recreational facilities would not experience a significantly greater demand that would result in adverse impacts on these public service resources. Potential effects of buildout of the Campus Master Plan on fire and police protection services were evaluated in Section 3.6 of the Master Plan EIR. The EIR determined that the incremental increase in demand for fire and police protection resulting from gradual growth in student enrollment on campus would be less than significant and would not require mitigation.

The project proposes the construction of two soccer fields, use of two modular buildings, and operation of mobile food vendors on site and would not support an increase in campus enrollment beyond levels indicated in the Master Plan. As described in Section 1.4, Project Description, the project site was previously evaluated as part of the Master Plan and designated as Staff/Faculty housing, including the development of up to 550 dwelling units. Thus, operation of the site as a recreational facility with a maximum of 300 people per day would not lead to the construction of any dwelling units, nor increase the number of dwelling units originally proposed. Therefore, no new or more severe impacts on public services would occur with project implementation.

2.16 RECREATION

The Master Plan EIR found that the additional demand for recreational resources created as a result of implementation of the Campus Master Plan would be met by existing campus facilities as well as through the proposed enhancement of athletic and recreational facilities, construction of additional athletic and recreational facilities elsewhere on campus, open space enhancements, and the provision of passive and active recreational facilities as part of new campus housing projects. Implementation of the Campus Master Plan is not expected to increase the use of neighborhood or regional parks or other recreational facilities in the project area; require the construction or expansion of recreational facilities that might have an adverse effect on the environment; or otherwise adversely affect existing recreational opportunities. Thus, impacts on recreational resources were found to be less than significant.

As described in Section 1.4, Project Description, the project site was previously evaluated as part of the Master Plan and designated as Staff/Faculty housing. Implementation of the project would meet or exceed the demand for active recreational space without increasing the need for off-campus recreational resources. Therefore, no new or more severe impacts on recreation would occur with project implementation.

2.17 TRANSPORTATION

The Master Plan EIR analyzed the potential for new development under the Master Plan to affect circulation and parking in Section 3.8, Transportation/Traffic. All impacts related to internal circulation, parking, transit, and pedestrian/bicycle transportation as a result of Campus Master Plan implementation were determined to be less than significant. The Master Plan EIR also incorporated Mitigation Measures TRAF-1 through TRAF-14. TRAF-1 through TRAF-13 are regarding the use of the City of Los Angeles Adaptive Traffic Control System, signalization, restriping and widening various intersections/I-405 ramps in the vicinity of the CSUN campus. TRAF-14 is related to construction traffic routing.

Conflicts with programs, plans, ordinances, or policies addressing transit, roadway, bicycle, and pedestrian facilities were not specifically analyzed in the Master Plan EIR. The Master Plan EIR did evaluate the impact of increased

ridership on transit system capacity and the potential for implementation of the Master Plan to result in hazards or barriers for pedestrians and bicyclists. These impacts were determined to be less than significant.

Los Angeles County Metropolitan Transportation Authority (LA Metro) operates light rail, bus, bicycle, paratransit, and microtransit services throughout Los Angeles County. The project site would be served by LA Metro Bus Routes 237, 240, and 158, with the nearest bus stop serving Route 240 located approximately 500 feet southwest of the project site along Lindley Avenue. The project site was originally planned to accommodate faculty staff residential development, which would generate more demand for transit services and facilities than sports fields, as residents would use transit for commuting to work, school, and other locations throughout the day, creating a consistent and predictable demand for transit. Therefore, the project would result in less demand for transit services than what was accounted for in the Master Plan EIR. In addition, as described in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, when evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact (OPR 2018). For these reasons, implementation of the project would not adversely affect transit services. The project would also not result in changes to the surrounding roadway network, and thus would not interfere with the implementation of any planned transit services or facilities, or create inconsistencies with adopted programs, plans, ordinances, or policies related to transit.

There are bicycle lanes present along Lassen Street, approximately 940 feet south of the project site; along Devonshire Street, approximately 1,600 feet north of the project site; and along Zelzah Avenue, approximately 625 feet east of the project site. There are no proposed walkways within the vicinity of the project site. The City of Los Angeles General Plan proposes protected bicycle lanes along Devonshire Street, approximately 1,600 feet north of the project site, and Tier 2 bicycle lanes (i.e., bicycle facilities with striped separation on the roadway) along Zelzah Avenue, approximately 625 feet east of the project site.

The project would not result in changes to the surrounding roadway network, and thus would not modify existing bicycle and pedestrian facilities or interfere with the implementation of any planned facilities included in the General Plan. As detailed in section 1.4.7, a traffic control plan would be prepared which is consistent with Mitigation Measure AIR-1. In addition, construction traffic would be routed to avoid local residential streets in accordance with Mitigation Measure TRAF-14. The implementation of a traffic control plan would minimize disruption to existing bicycle and pedestrian facilities during construction and facilitate the safe movement of all travelers, consistent with General Plan Policy 1.6 which aims to provide safe passage for all modes of travel during construction (City of Los Angeles 2016). For these reasons, the project would not conflict with planned bicycle or pedestrian facilities or any adopted guidelines, policies, plans, or standards related to such facilities.

Implementation of the project would not require permanent modification of any existing or planned transit, pedestrian, or bicycle facilities. The project would not disrupt existing or planned bicycle, pedestrian, or transit facilities nor would it create inconsistencies with any adopted plans, guidelines, policies, or ordinances related to such facilities. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the Master Plan EIR.

Section 15064.3 of the State CEQA Guidelines was adopted in December 2018 and provides that VMT is the "most appropriate measure of transportation impacts" and mandated analysis of VMT impacts effective July 1, 2020. Therefore, VMT was not analyzed in the Master Plan EIR. In accordance with CEQA Guidelines Section 15064.3(b)(1) and consistent with the screening criteria provided in the *CSU Transportation Impact Study Manual*, a project within 0.5 mile of a stop along an existing high-quality transit corridor should generally be presumed to have a less-than-significant impact on VMT. Consistent with Public Resources Code Section 21155, the *CSU Transportation Impact Study Manual* defines a high-quality transit corridor as a "fixed route bus service with headways of 15-minutes or better" (CSU 2019). The project meets this criterion, as the existing bus stop serving Route 240 is located approximately 500 feet (i.e., 0.1 mile) from the project site, and Route 240 operates on 10-minute headways during peak weekday periods. Thus, the project can be presumed to have a less-than-significant VMT impact. In addition, the results of the VMT assessment conducted by Fehr & Peers (Appendix G) found that the project would consolidate operations for VUSC meaning that coaches and families that previously traveled to multiple field locations for training and matches would now only need to travel to one location (Fehr & Peers 2024). Because the project would accommodate travel of coaches and players that already occurs, and because the project would result in more

centrally located fields as compared to existing conditions, the project is not anticipated to substantially increase VMT above existing conditions (Fehr & Peers 2024). For these reasons, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

The Master Plan EIR addressed hazards related to design features and incompatible uses and concluded that, because future development would be required to meet applicable design standards and that building plans would be subject to review by the City Department of Public Works, Los Angeles Fire Department, and State Fire Marshal, implementation of the Master Plan would not result in a substantial increase in transportation hazards. This impact was determined to be less than significant.

As detailed under Section 2.17.1, the project would not result in any changes to the surrounding roadway network. Specifically, the existing on-site driveways would provide access to the project site via the ramp at the northwest corner of the F-10 parking lot from Lindley Avenue, or from Zelzah Avenue through the access lane to the north of the G-12 parking lot to the site. In addition, the project site is surrounded by residential, commercial, and public uses; thus, the types of vehicles accessing the project site (i.e., passenger vehicles) would be consistent with those currently utilizing the transportation network. Furthermore, as detailed above, the project would be subject to Mitigation Measures AIR-1 and TRAF-14 which require the implementation of a traffic control plan and routing of construction traffic to avoid local residential streets. The traffic control plan would demonstrate appropriate traffic handling during construction activities that could affect the traveling public (e.g., transport of equipment and materials to and from the project site); thus, any increased transportation hazards during project construction would be minimized. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the Master Plan EIR.

The Master Plan EIR determined that implementation of the Master Plan would result in a less-than-significant impact on emergency access because all future development would be subject to federal, State, and local design standards, which include standards for emergency access, and would be reviewed by the City Department of Public Works, Los Angeles Fire Department, and State Fire Marshal.

As detailed in section 1.4.7, emergency access to the project site would be maintained during project construction as the traffic control plan would provide information on access for emergency vehicles to prevent interference with emergency response. The project would not require the construction, redesign, or alteration of any public roadways. Therefore, once the project is operational, emergency access to the site would continue to be provided by the existing driveways. All CSU projects are required to follow the State University Administrative Manual, which requires the State Fire Marshal to review all projects prior to implementation ensuring that the project would be designed to meet applicable emergency access standards. For these reasons, implementation of the project would not result in a new or substantially more severe impact on emergency access than identified in the Master Plan EIR.

Applicable Mitigation Measures

Implement Mitigation Measure **AIR-1** (see Section 2.3, Air Quality of this Addendum).

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.

2.18 TRIBAL CULTURAL RESOURCES

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code [PRC] Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015 for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration, or published a Notice of Preparation of an Environmental Impact Report prior to that date (Section 11 [c]). Specifically, AB 52 requires that "prior to the release of a negative

declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation" (21808.3.1 [a]), and that "the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if" consultation is formally concluded (21082.3[d]).

However, in the case of the current project, the lead agency has prepared this addendum to the previously certified Master Plan EIR, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the Master Plan EIR. As such, the addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

2.19 UTILITIES AND SERVICE SYSTEMS

Section 3.9, Public Utilities: Water Demand and Supply, of the Master Plan EIR evaluates water supply and demand as well as water facilities and concluded that existing and projected water supplies would be sufficient to serve campus development pursuant to the Campus Master Plan and impacts related to water supply and demand would be less than significant. The Master Plan EIR found that impacts related to water conveyance facilities would be significant and unavoidable as a result of on- and off-campus upgrades to meet the future demands of the Campus Master Plan. Mitigation Measure WAT-1 was included which required the campus to consult with Los Angeles Department of Water and Power (LADWP) on exact sizing and extensions required for water lines that would serve each project component as it moves forward with site-specific design plans. Mitigation Measure WAT-2 required compliance with the requirements of Government Code Section 54999 with respect to connections to off-site water facilities. However, even with implementation of mitigation, impacts with regard to off-site water service facilities were found to be significant and unavoidable.

As discussed above, the project proposes the construction of two soccer fields, utilization of two existing modular buildings, and addition of mobile food vendors. The project would include a maximum of 300 people per day on the field and would not involve an increase in student enrollment or the local population beyond what was previously projected in the Campus Master Plan and Master Plan EIR. The project is consistent with the planned development and infrastructure needs evaluated in the Master Plan EIR, and the associated water demand for the operation and maintenance of the facility, including irrigation, has been accounted for within the projected water usage for campus facilities, which the Master Plan EIR identified as 1,808 acre-feet per year (AFY). The estimated water use of a soccer field is between 500,000 to 1,000,000 gallons of water annually (Sports Venue Calculator 2024), or between 1.53 to 3.07 AFY. The daily water use of an average US Household is 300 gallons/day (USEPA 2024) or approximately 110,000 gallons per year, which equals 0.34 AFY/household. With the Master Plan EIR identifying 550 dwelling units on the space that the project site would occupy, this equals approximately 149 AFY, which is considerably greater than what would be used for irrigation and restroom use associated with the project. Additionally, the project would connect to the existing water connection on site for irrigation use and would not need any water main extension, thus Mitigation Measures WAT-1 and WAT-2 would not apply. Therefore, the proposed project is consistent with the amount of growth and water demand analyzed in the Master Plan EIR. Impacts would remain less than significant for water supply and demand, and significant and unavoidable for water facilities. No new or more severe impacts would occur.

Section 3.10, Public Utilities: Wastewater, of the Master Plan EIR evaluates wastewater treatment capacity, wastewater treatment facilities, and exceedance of applicable wastewater treatment requirements. The Master Plan EIR concluded that adequate capacity exists at Hyperion Treatment Plant to serve buildout of the Campus Master Plan and would not result in an exceedance of wastewater treatment requirements as regulated by the Los Angeles Water Quality Control Board. In addition, with implementation of Mitigation Measure WW-1 which requires CSUN to consult with the City of Los Angeles Department of Public Works on exact sizing and extensions required for wastewater lines and Mitigation Measure WW-2 which requires the campus contribute fees as required for the provision of wastewater

facilities as necessary pursuant to Government Code Section 54999, impacts related to construction of new on- and off-site wastewater facilities would be less than significant.

As discussed above, the project proposes development of two soccer fields and use of two existing modular buildings. The project would accommodate a maximum of 300 people on the field per day and would not result in an increase in the local population or an increase in campus enrollment above what was projected in the Campus Master Plan and Master Plan EIR. The project plans to use the existing trailer restroom for staff and players' use and to bring on site mobile trailers for spectator restrooms which would be hauled off-site and emptied. As such, the project would not need to implement Mitigation Measures WW-1 or WW-2 as no new wastewater lines would be constructed. Therefore, the proposed project is consistent with the amount of growth and wastewater demand analyzed in the Master Plan EIR and the mitigation measures related to off-site wastewater facilities would be applicable to the project. Impacts would remain less than significant after mitigation for wastewater. No new or more severe impacts would occur.

2.20 WILDFIRE

Since the certification of the Master Plan EIR, the CEQA Guidelines were updated to include a new section on wildfire. As described Section 3.3, Hazards and Hazardous Materials, of the Master Plan EIR, the campus is not located in the vicinity of any wildlands and no impacts related to wildfire would occur. As such, neither the Campus Master Plan nor the project would result in impacts related to wildfire.

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