
Appendix G

Transportation Assessment

TRANSPORTATION TECHNICAL MEMORANDUM

To: Kara Peterson, San Diego State University
From: Sabita Tewani, AICP, PTP, Dudek
Subject: SDSU Imperial Valley Off-Campus Center – Calexico, Affordable Student Housing Project – Transportation Assessment
Date: December 12, 2024
cc: Sarah Lozano, Mollie Brogdon, Dennis Pascua, Dudek; Michael Haberkorn, Gatzke Dillon & Ballance
Attachments A – Figures
B – Traffic Impact Assessment SDSU Imperial Valley Campus Calexico, California, March 2002

This technical memorandum presents an analysis of the potential transportation-related impacts associated with construction and development of the proposed San Diego State University (SDSU) Calexico Affordable Student Housing Project (Project or proposed Project), to be located at the SDSU Imperial Valley Off-Campus Center, located in Calexico, California. The analysis of potential transportation-related impacts presented here was conducted pursuant to and consistent with the requirements of the California Environmental Quality Act (CEQA), Public Resources Code section 21000, et seq. and the CEQA Guidelines, Appendix G.

1 Project Overview and Background

In September 2003, the California State University (CSU) certified an environmental impact report for the SDSU Imperial Valley Master Plan Project (State Clearinghouse No. 2002051010) and approved a Campus Master Plan for the expansion and improvement of the SDSU Imperial Valley Off-Campus Center, which includes locations in Calexico and Brawley, both located in Imperial County (SDSU 2003). The Off-Campus Center is an extension of SDSU's main campus in San Diego and furthers the University's regional educational mission to provide additional educational opportunities to the outlying communities of Imperial County. The previously certified and approved Campus Master Plan and EIR provided the authorization necessary for enrollment of 850 full-time equivalent (FTE)¹ students at the Off-Campus Center, corresponding associated faculty and staff, and a framework for development of the facilities necessary to serve this projected enrollment and campus population.

The Off-Campus Center - Calexico is approximately 8.3 acres in size and is located in the City of Calexico (City). Most of the Calexico location is built out, consisting of several educational and support facilities. The environmental impacts associated with development of the Off-Campus Center – Calexico were evaluated at a program level of review in the 2003 EIR. In the CSU's continuing effort to build out the Imperial Valley Off-Campus Center and provide additional educational opportunities, SDSU presently proposes construction and operation of a four-building

¹ A full-time equivalent (FTE) student is one full-time student taking 15 course credits, or 3 part-time students each taking 5 course credits.

complex that would provide affordable student housing at the Calexico location for 80 students and a resident manager. Additional details regarding the proposed housing is provided below.

2 Project Location and Existing Conditions

The Off-Campus Center – Calexico is located at 720 Heber Avenue in downtown Calexico, approximately 0.5 miles north of the United States–Mexico border (see Figure 1, Regional Map). Regional access to the Off-Campus Center is provided via SR-111 and SR-98 to the north. The Calexico location is bordered by four streets: Heber Avenue to the west, Sherman Street to the north, Blair Avenue to the east, and 7th Street to the south. Residential uses bound the Calexico complex to the north, east, south, and west. Other surrounding uses include Calexico High School, located northeast, and Calexico City Hall, located immediately south. The Off-Campus Center - Calexico currently consists of 17 buildings and an associated surface parking lot (see Figure 2, Vicinity Map, and Figure 3A, Existing Campus Master Plan).

As a state entity, the CSU/SDSU is not subject to local government plans, regulations, and guidelines, such as those contained in the City's General Plan. The above notwithstanding, for information purposes, the Off-Campus Center - Calexico is zoned as Open Space and is designated as Public Facilities in the City's General Plan (City of Calexico 2015a).

The proposed Project site is approximately 0.58 acres in size (25,320 square feet) and is located at the southeast corner of the campus, at the northwest corner of East 7th Street and Blair Avenue (see Figure 2). The entirety of the Project site has previously been graded and is relatively flat in nature, with an average elevation of 3.5 feet above mean sea level. The Project site encompasses the locations identified in the Campus Master Plan as future Building 21 (see Figure 3A and Figure 3B, Proposed Campus Master Plan). The Project site consists of vacant and undeveloped land with two trees located along the northern boundary of the site. A chain-link fence separates the Project site from the recently removed temporary Campus Buildings 201, which were located immediately west of the Project site.

3 Project Description

3.1 Affordable Student Housing Complex

The proposed Project would involve the construction of a single-story, four-building complex approximately 12,840 square feet in size that would provide for affordable student housing. The complex would include three student housing buildings, including one smaller live-in unit building, and a community building. Two of the three proposed residential buildings would each be approximately 5,500 square feet in size and would include five four-bedroom, two-bathroom apartment units, totaling 40 student beds per building (two student beds per bedroom, 80 student beds in total). The third proposed residential building would be a live-in manager unit that would consist of a single two-bedroom, one-bathroom apartment. The proposed live-in unit would also include approximately 100 square feet of office space that is intended to provide a space for tenant meetings, social services, or counseling. All apartment units would also be equipped with a living area and kitchen. The proposed community building program would be approximately 840 square feet and include laundry, mail, restroom, electrical, and maintenance facilities. The mail room would be located outside, under the shaded amenity patio of the community building (see Table 1).

Table 1. Affordable Student Housing Complex Area Calculations

	Quantity	Area (Square Feet)	Beds
Residential Buildings (3)			
4-Bedroom, 8-Bed Unit	5	5,150	40
4-Bedroom, 8-Bed Unit	5	5,150	40
Live-In Unit	1	1,000	2
Office (Included in Live-In Unit)	N/A	N/A	N/A
<i>Subtotal</i>	<i>11</i>	<i>11,300</i>	<i>82</i>
Community Building (1)			
Laundry Room	1	300	N/A
Service Rooms	4	450	N/A
Restroom	2	100	N/A
Mail/Package (Outside)	1	270	N/A
<i>Subtotal</i>	<i>N/A</i>	<i>1,150</i>	<i>N/A</i>
Other			
Trash/Recycling Enclosure	1	850	N/A
Open Space	N/A	2,300	N/A
Landscaping/hardscaping	N/A	12,500	N/A
<i>Subtotal</i>	<i>N/A</i>	<i>13,650</i>	<i>N/A</i>
Combined Total	N/A	26,100	82

Note: N/A = not applicable.

All square foot amounts presented in the table are approximate amounts only and may not add to the site plan area totals described in this document due to rounding.

Other on-site proposed amenities include a courtyard, bike racks, and a community waste enclosure. The courtyard would be approximately 1,600 square feet and would be centrally located in the proposed complex (see Figure 4, Site Plan). Approximately 15 bike racks would be provided throughout the Project site. A community waste enclosure at the northeast corner of the Project site would allow residents a convenient place to dispose of waste and recyclables.

3.1.1 Operation

The Off-Campus Center - Calexico, including the Project site, is owned and operated by the CSU/SDSU. The CSU Board of Trustees, on behalf of SDSU, is the lead agency responsible for certifying the adequacy and completeness of this document and approval of the proposed Project. SDSU and the IVCCD have received joint funding under the State of California Higher Education Student Housing Grant Program to construct the proposed Project.

To support basic housing needs for students in the Imperial Valley, SDSU and IVCCD have executed a 30-year master lease agreement that details operation of the Project. This agreement dictates that 40 of the 82 proposed student beds would be reserved for IVCCD students who attend the Imperial Valley College in Imperial. Likewise, 40 of the proposed 82 beds, would be reserved for SDSU Off-Campus Center - Calexico students. A 2-bedroom unit would also provide living space for on-site management. SDSU would be responsible for operating, managing, and maintaining the proposed Project once operational.

Student beds made available under the proposed Project would be leased/rented to eligible low-income students. Eligible low-income students are defined as having 30% of 50% of the Annual Median Income for Imperial County. In the event, after a good faith outreach effort, there is not sufficient demand from students meeting the eligibility requirements within 90 days of the start of the fall semester, unassigned beds may be leased at market rates to SDSU and IVCCD students not meeting the low-income eligibility requirements. In addition to meeting the low-income criteria, eligible students would be required to be enrolled students and take a minimum average of 12 degree-applicable units per semester term, or the quarterly equivalent (with exceptions permitted), to facilitate timely degree completion.

3.1.2 Other Project Elements

Building and Site Design

The proposed buildings have been designed to reflect the character and massing of the existing Off-Campus Center - Calexico, as well as the surrounding neighborhood. Building design is centered around a courtyard-style housing complex and would consist of smooth stucco walls with downspouts and rafters, punctuated by composite terra cotta-colored roof tile accents and windows. Maximum building heights would range from 14 feet to 18 feet.

Landscaping, Other Site Improvements, and Lighting

The Project would include approximately 16,000 square feet of on-site landscaping and hardscape improvements (i.e., pedestrian walkways). All proposed landscaping would consist of drought-tolerant, indigenous plants. The landscape scheme would include shrubs, hedges, and a variety of trees. A total of 39 trees would be added to the Project site including five fan palms, eight mesquite trees, six evergreen elms, and 20 yucca trees.

All exterior on-site lighting would be hooded or shielded, directed downward, and would be compliant with applicable standards for lighting control and light pollution reduction (i.e., Title 24, American National Standards Institute/Illuminating Engineering Society).

The proposed complex would be secured via an iron security fence that would measure 6 feet in height and run approximately 64 linear feet, connecting to the proposed buildings. Access to the complex would only be available to residents and their guests via two pedestrian gates located at the northwestern corner and southern portion of the proposed complex. The gates would be equipped with security card access for residents.

Utilities and Public Services

New points of connection for domestic water, fire supply water, sewer, storm drainage and electrical connections from existing utility lines would be required to serve the proposed Project. Potable water service, as well as sewer collection services at the Project site, would be provided by the City. The Project would connect to an existing sanitary sewer maintenance access line located in Blair Avenue via new 6-inch mains. Connections for water (including domestic, fire, and irrigation) would be from an existing water main located in Blair Avenue. Distribution water pipes would be extended underground to serve each proposed building. A new water meter would be located in the proposed maintenance room in the community building. Adequate water treatment capacity and supply and sewer treatment capacity exists within the City's water and sewer system to accommodate the Project; therefore, no capacity upgrades to infrastructure would be necessary.

Stormwater drainage includes two stormwater catch basins. One basin would be located on the eastern boundary of the Project site, and the second would be situated immediately east of the existing chain-link fence at the western boundary of the Project site. The proposed catch basins would function as both water quality and flood control features, by filtering out surface water contaminants and slowing stormwater runoff prior to stormwater discharge into the City's stormwater system via one new storm drain located in the southeast corner of the Project site.

Electrical services within the Project area are provided by Imperial Irrigation District, which provides electric power to over 158,000 customers in the Imperial Valley in addition to areas of Riverside and San Diego counties (IID 2024). New utility connections and infrastructure would be required to support electrical services on site. The Project would connect to on-site electrical power infrastructure via an existing 12kV, three phase, three wire, 60 Hertz overhead line routed along East 7th Street. No natural gas usage is proposed for the Project.

The Project would require a new point of connection for on-site telecommunications and would connect to the existing AT&T communications via the on-campus minimum point of entry.

Access, Circulation, and Parking

Regional access to the Project site is provided via SR-111 and SR-98 to the north. Local access is provided via Blair Avenue and East 7th Street. Parking to the Project site is available in the existing campus parking lot, immediately north of the Project site, which has sufficient capacity to serve the proposed Project. On-site circulation improvements would consist of additional paved pathway/pedestrian walkway features throughout the proposed complex and along the northern boundary of the Project site (see Figure 4). Emergency access would be provided directly adjacent to the Project site on East 7th Street and Blair Avenue.

3.1.3 Design Standards and Energy Efficiency

In May 2014, the CSU Board of Trustees broadened the application of sustainable practices to all areas of the university by adopting the first systemwide sustainability policy, which applies sustainable principles across all areas of university operations, including facility operations and utility management. In May 2024, the CSU Sustainability Policy was updated to expand on existing sustainability goals (CSU 2024). The CSU Sustainability Policy seeks to integrate sustainability into all facets of the CSU, including academics, facility operations, the built environment, and student life (CSU 2018). Relatedly, the state has also strengthened energy-efficiency requirements in the California Green Building Standards Code (Title 24 of the California Code of Regulations).

As a result, all CSU new construction, remodeling, renovation, and repair projects, including the proposed Project, would be designed with consideration of optimum energy utilization, low life cycle operating costs, and compliance with all applicable state energy codes and regulations. Progress submittals during design are monitored for individual envelope, indoor lighting, and mechanical system performances. In compliance with these goals, the proposed Project would be equipped with solar ready design features that would facilitate and optimize the future installation of a solar photovoltaic (PV) system.

3.1.4 Off-Site Improvements

Off-site improvements would include the resurfacing of a portion of Blair Avenue adjacent to the eastern boundary of the Project site that would be disturbed as a result of trenching to make necessary connections to the existing

water main and sanitary sewer maintenance access. Any area disturbed as a result of this connection within Blair Avenue would be resurfaced to existing conditions. All off-site improvements would occur within the Blair Avenue right-of-way.

3.1.5 Construction

Construction would be performed by qualified contractors. Plans and specifications would incorporate stipulations regarding standard CSU/SDSU requirements and acceptable construction practices, such as those set forth in the SDSU Stormwater Management Plan, CSU Seismic Policy, The CSU Office of the Chancellor Guidelines, and the CSU Sustainability Policy, regarding grading and demolition, safety measures, vehicle operation and maintenance, excavation stability, erosion control, drainage alteration, groundwater disposal, public safety, and dust control.

Construction Timeline

Construction of the proposed Project would take approximately 17 months to complete and is estimated to begin as early as January 2025 and be completed by May 2026, with occupancy planned for fall 2026. Construction activities would generally occur Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m., with the potential for weekend construction on Saturday between 9:00 a.m. and 5:00 p.m. No construction would occur on Sundays or holidays or at night.

Construction Activities

A construction mobilization or staging area would be located immediately northeast of the proposed Project site and would occupy approximately 8,000 square feet. The area would be located east of existing Campus Building 6, west of Blair Avenue, and south of the existing parking lot (see Figure 2 and Figure 3A). To accommodate use of this area, four trees would be removed.

Construction would include site preparation, grading and excavation, utility installation/trenching, building foundation pouring, building construction, and landscaping. Excavation depths are anticipated to be 3 feet below grade. The majority of waste (i.e., excavated gravel/soil) generated during Project construction would be balanced/used within the site. Approximately 2,600 cubic yards of soil would be removed from the site and exported to Republic Services Allied Imperial Landfill, approximately 12 miles north. The entire Project site, including construction mobilization area (approximately 34,000 square feet in total) would be disturbed as a result of Project construction. Two trees would be removed from the Project site to accommodate the proposed Project.

Table 2 displays the construction equipment anticipated to be used during construction.

Table 2. Anticipated Construction Equipment

Aerial Lifts	Pressure Washers
Air Compressors	Pumps
Cement and Mortar Mixers	Rollers
Concrete/Industrial Saws	Rough Terrain Forklifts
Dumpers/Tenders	Rubber-Tired Dozers
Excavators	Rubber-Tired Loaders
Forklifts	Scrapers

Table 2. Anticipated Construction Equipment

Generator Sets	Signal Boards
Graders	Skid Steer Loaders
Off-Highway Tractors	Surfacing Equipment
Off-Highway Trucks	Sweepers/Scrubbers
Other Construction Equipment	Tractors/Loaders/Backhoes
Other General Industrial Equipment	Trenchers
Other Material Handling Equipment	Welders
Plate Compactors	

Source: Dorsey and Nielson Construction Inc, pers. comm., 2024

Construction Waste

The Project would generate construction debris during on-site clearing activities. In accordance with Section 5.408 of the California Green Building Standards Code, the Project would implement a construction waste management plan for recycling and/or salvaging for reuse of at least 65% of nonhazardous construction/demolition debris. Additionally, the Project would be required to meet Leadership in Energy and Environmental Design v4 requirements for waste reduction during construction. Solid waste generated during construction would be hauled off site to the Republic Services Allied Imperial Landfill at 104 East Robinson Road in Imperial, California.

4

2003 Campus Master Plan Environmental Impact
Report Traffic Impact Analysis

A summary of the traffic impact assessment (TIA) presented in the 2003 EIR in support of the approved Campus Master Plan (SDSU Imperial Valley Off-Campus Center - Calexico) is presented below.

In 2002, Linscott, Law and Greenspan prepared a TIA pursuant to the requirements of CEQA for the then-proposed SDSU Imperial Valley Off-Campus Center in Calexico. The Off-Campus Center – Calexico is located east of SR-111, bounded by Sherman Street to the north, 7th Street to the south, Heber Avenue to the west, and Blair Avenue to the east within the City of Calexico. The TIA analyzed the potential transportation-related impacts associated with development of the campus, including an FTE student increase from 500 to 850. The project analyzed in the TIA included the replacement of portable buildings with permanent buildings and the expansion of the existing campus. The complete study, Traffic Impact Assessment SDSU Imperial Valley Campus, Calexico, California (March 2002, Linscott, Law and Greenspan), is attached to this memorandum as Attachment B.

Table 1 of the TIA (Attachment B) shows that the SDSU Off-Campus Center – Calexico at buildout, with a net increase of 350 FTE students, would generate 830 average daily trips, with 70 AM peak hour trips and 75 PM peak hour trips. Linscott, Law and Greenspan used the Institute of Transportation Engineers (5th Edition) trip rates to calculate the number of daily and peak hour trips that would be generated by the SDSU Off-Campus Center – Calexico at buildout.

The study area analyzed in the TIA included the following three unsignalized intersections (see TIA Table 2, Attachment B).

1.
- Heber Street/7th Street

2. Heber Street/Sherman Street
3. Sherman Street/Blair Avenue

All the intersections were calculated to operate at acceptable level of service C or better under Existing and Existing plus Project conditions. The analysis presented in the TIA concluded that the SDSU Off-Campus Center – Calexico, with a net increase in enrollment from 500 to 850 FTE students, would not result in significant impacts to traffic and no mitigation measures were required (Attachment B).

5 Analysis Methodology

The proposed Project would not increase the SDSU Imperial Valley student enrollment at the SDSU Off-Campus Center – Calexico beyond the previously analyzed and approved capacity of 850 FTE students analyzed in the 2003 EIR for SDSU Imperial Valley Master Plan Project (SCH No. 2002051010). The environmental impacts associated with enrollment of 850 FTE students, including transportation-related impacts, were analyzed in the 2003 EIR, and, therefore, the traffic-related impacts associated with the 40 SDSU Off-Campus Center – Calexico students who would live in the proposed student housing were previously analyzed, and, as a result, no further analysis is necessary. In fact, the 2003 analysis was premised on all students commuting to school, rather than students living on campus, where they would generate fewer vehicle trips and, therefore, the prior 2003 analysis effectively overstates the vehicle trips that would be generated by the students.

Impacts associated with the 40 Imperial Valley College students who would reside in the proposed housing, including transportation-related impacts, have not been previously analyzed. For the 40 Imperial Valley College students, the focus of transportation analysis is now on vehicle miles traveled (VMT) rather than the previous criteria of level of service or vehicle delay, as a result of passage of Senate Bill 743. In furtherance of SB 743, and consistent with the state Office of Planning and Research (OPR) Technical Advisory (OPR 2018), the CSU prepared a Transportation Impact Study Manual (TISM) to provide each campus within the system with implementation tools necessary to adopt analysis methodology, impact thresholds, and mitigation approaches for VMT analysis (CSU 2019).

An analysis of transportation-related impacts specific to the proposed Project per Appendix G of the CEQA Guidelines, including VMT analysis, is provided below.

8 Transportation Impacts Assessment

8.1 Transportation Impact Analysis and Conclusions

8.1.1 Thresholds of Significance

The criteria used to evaluate the Project impacts to transportation are based on Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). For the purposes of this transportation, a significant impact would occur if the Project would:

- a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d) Result in inadequate emergency access.

8.1.2 Impact Analysis

The TIA prepared for the 2003 EIR determined that there would be no significant transportation impacts as a result of development of the SDSU Imperial Valley Off-Campus Center Master Plan - Calexico. The TIA concluded that there would be no construction-related impacts or Project-related impacts during operation. As such, no transportation mitigation measures were required or identified in the 2003 EIR.

The analysis presented here is based on the CEQA Guidelines Appendix G criteria specific to Transportation.

a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

The proposed Project would be constructed and developed consistent with the previously approved 2003 Campus Master Plan, which is the governing document regulating development on the SDSU Calexico campus. The Project would be built generally on the site of Future Building 21, as shown on the approved Campus Master Plan (see Figure 3a). The proposed Project does not include any modifications to the City's circulation system, including transit, roadway, bicycle, or pedestrian facilities, outside the campus boundaries.

While the Project falls under the purview of the CSU and would not directly affect the City's circulation element, the Project would not preclude implementation of any City related goals and policies. Additionally, it would provide Calexico students easy access to the SDSU Off-Campus Center - Calexico and reduce the need for vehicular trips, as well as facilitate use of alternative modes such as walking and biking.

The proposed Project would not conflict with the existing transit system. Near the proposed Project, Imperial Valley Transit (IVT) Route 1 N runs north-south and serves the Imperial Avenue Corridor from Calexico to El Centro and has a stop at Encinitas and 7th Avenue. Route 1 N operates weekdays and weekends. IVT Route 21 also runs north-south on the Imperial Avenue Corridor between Calexico and Imperial Valley College. Route 21 operates during the academic calendar of Imperial Valley College. The nearest bus stops (for Route 1N and 21) are located at Encinitas Avenue and 7th Street, approximately 0.2 miles from the Project site. Construction of the proposed Project would not affect existing and planned transit operations.

As to pedestrian and bicycle facilities, there are existing sidewalks along both sides of Blair Avenue and East 7th Street adjacent to the Project site. There are no Class II marked bike facilities along roadways near the proposed Project. The Project would use existing driveways along Sherman Street to access the complex and would not impede the function of any existing campus or City pedestrian or bicycle facilities and, in fact, would facilitate bicycle travel by providing 15 bike racks as part of the Project.

Any transportation-related improvements constructed as part of the proposed Project would be constructed on site and would be consistent with the Campus Master Plan and any applicable CSU policies. Moreover, the Project would not preclude implementation of any City plans or policies regarding existing or proposed roadways or bicycle or pedestrian facilities in the area. As such, the Project would not conflict with a

program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be **less than significant**.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. The Guidelines define VMT as “the amount and distance of automobile travel attributable to a project.” “Automobile” refers to on-road passenger vehicles, specifically cars and light trucks. The Governor’s Office of Planning and Research (OPR) has clarified in its Technical Advisory (OPR 2018) that heavy-duty truck VMT is not required to be included in the estimation of a project’s VMT.

The Project proposes a total of 82 beds, including 40 affordable housing student beds for students of the SDSU Off-Campus Center – Calexico, 40 student beds for students of the Imperial Valley College, and a two bedroom live-in manager unit. VMT-related impacts attributable to the SDSU Calexico Students and the Imperial Valley College students are each addressed separately below.

SDSU Calexico Off-Campus Center Students

With respect to the 40 student beds that would be occupied by students of the SDSU Off-Campus Center – Calexico, as previously noted, vehicle trips associated with these students were previously analyzed in the 2003 EIR, and, therefore, no further analysis of traffic impacts associated with these students is required under CEQA. Moreover, for information purposes, we note that per the CSU Transportation Impact Study Manual, on-campus housing serving students, faculty, and staff (i.e., new resident advisor) is included in the list of projects screened from required project-level VMT assessment such that no further analysis is necessary. This is because those students attending the SDSU Off-Campus Center – Calexico would not generate daily vehicular trips commuting back and forth to school because they would be residing on-campus. Further, rather than adding VMT to the roadway network, if some of these students previously commuted to school, their associated vehicular trips would now be eliminated, thereby reducing VMT.

It is also important to note that the proposed Project would be restricted as affordable housing, and, therefore, offered only to students of families of very low- or low-income. As such, and consistent with relevant data, it is anticipated that there would be a low rate of car ownership among students, further resulting in reduced trips and related VMT. While some new trips for the purposes of shopping or recreation would occur, based on typical student practice and finances, it is reasonable to assume that students would carpool, bike, or use transit, thereby further reducing VMT.

In conclusion, any vehicle trips that would be generated by the 40 SDSU Off-Campus Center – Calexico students were previously accounted for and analyzed in the 2003 EIR and no further analysis is necessary. Further, even assuming VMT analysis was required, there would be nominal new student trips and related VMT generated by the 40 SDSU students and one SDSU staff occupying the proposed Project beds. Additionally, since the Project includes affordable housing that would serve existing and new students included in the FTE analyzed in the 2003 EIR, the Project is presumed to be consistent with the Regional Transportation Plan. Therefore, impacts related to VMT generated by SDSU students would be **less than significant**.

Imperial Valley College Students

As to the 40 student beds that would be occupied by Imperial Valley College students, these students would commute to the Imperial Valley College site from the proposed Project site and would generate new vehicle trips at the Project site. The Imperial Valley College is approximately 11.5 miles from the site of the proposed Project at the SDSU Off-Campus Center – Calexico. However, when considering both vehicle trips and VMT, it is noted that these Imperial Valley College students are already generating existing trips and VMT by commuting from their homes in nearby Imperial and El Centro, as well as other parts of Imperial County to attend the community college. Therefore, these students would not be generating new trips but, instead, would generate the same number of trips but with a different origin. Also to be considered is the increased likelihood that students would carpool back and forth to the community college since they would now be living in the same residence. Therefore, at the County or regional level, in Dudek’s professional judgment the net change in trip length would not be substantial.

Additionally, the number of vehicle trips generated by the Imperial Valley College students would meet a different project screening criteria provided for in the CSU TISM by generating less than 110 vehicle trips per day.²

To calculate the number of vehicle trips that would be generated by the 40 Imperial Valley College students, the trip rate for off-campus student housing provided in The Institute of Transportation Engineers Trip Generation Handbook, 11th Edition, (ITE 2021) was applied to the 40 students. Note that this rate is considered conservative under the circumstances in that it is not for affordable student housing, which statistically would generate fewer vehicle trips than standard student housing.

As shown below in Table 3, Imperial Valley College Student Trip Generation, the proposed student housing for the Imperial Valley College students is estimated to generate 79 average daily trips, with 3 AM peak hour trips and 6 PM peak hour trips.

Table 3. Imperial Valley College Student Trip Generation

Land Use	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates ¹									
Off-Campus Student Apartment (low-rise) 0.5 miles from Campus	Bedrooms		3.97	0.04	0.12	0.16	0.16	0.15	0.31
Trip Generation									
Housing for Imperial Valley College Students	20	Bedrooms ²	79	1	2	3	3	3	6

Notes:

- ¹ Trip rates from Institute of Transportation Engineers Trip Generation Manual, 11th Edition, 2021.
- ² The Project consists of three residential buildings, including two student housing buildings with 40 student beds each. Each student housing building includes five four-bedroom for a total of 80 student beds. The trip generation is estimated only for 40 student beds that would be allocated to the Imperial Valley College. The Institute of Transportation Engineers trip rate is per bedroom, and the trip

² Projects generating less than 110 vehicle trips per day are presumed to result in a less than significant impact. See, *California State University Transportation Impact Study Manual* (2019), pp. 11-12.

rate has been established per bedroom unit, which could include two to five beds. Therefore, conservatively assuming each bedroom would have two beds, the trip generation has been estimated for 20 bedrooms (40 beds ÷ 2 beds per bedroom)

Therefore, the student housing proposed for the Imperial Valley Community College students and the on-site manager would meet the project screening criteria by generating less than 110 vehicle trips per day, and impacts related to VMT would be **less than significant**.

Therefore, the proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts would be **less than significant**.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed Project would involve construction of three residential buildings and one community building and use existing roadways and driveways for access and circulation. The rectangular grass lawn on the northwest corner of East 7th Street and Blair Avenue would be used as construction staging area. The Project would maintain vehicular access to the site via an existing entrance on East Sherman Street via an existing parking lot. This parking lot is shown on Figure 4, north of the Physical Plant Building.

During construction, it is anticipated that temporary sidewalk and lane closures would be required on the westside of Blair Avenue and the northside of East 7th Street. To ensure access to all road users during construction and reduce potential hazard impacts associated with construction activities, the following mitigation measure is proposed that would require preparation and implementation of a traffic control plan during construction activities:

MM TRA-1: Prior to the commencement of construction activities, CSU/SDSU, or its designee, shall prepare a traffic control plan, consistent with guidelines available through the California Department of Transportation, to ensure the safe passage of pedestrians, bicyclists, motorists, and emergency vehicles in the immediate vicinity of construction activities. The traffic control plan shall be implemented during Project construction activities and shall be discontinued upon completion of such activities.

The Project would not introduce incompatible uses or other hazards associated with Project operations. Therefore, with implementation of mitigation measure MM-TRA-1, potential impacts associated with a hazardous geometric design feature or incompatible uses would be **less than significant**.

d) *Would the project result in inadequate emergency access?*

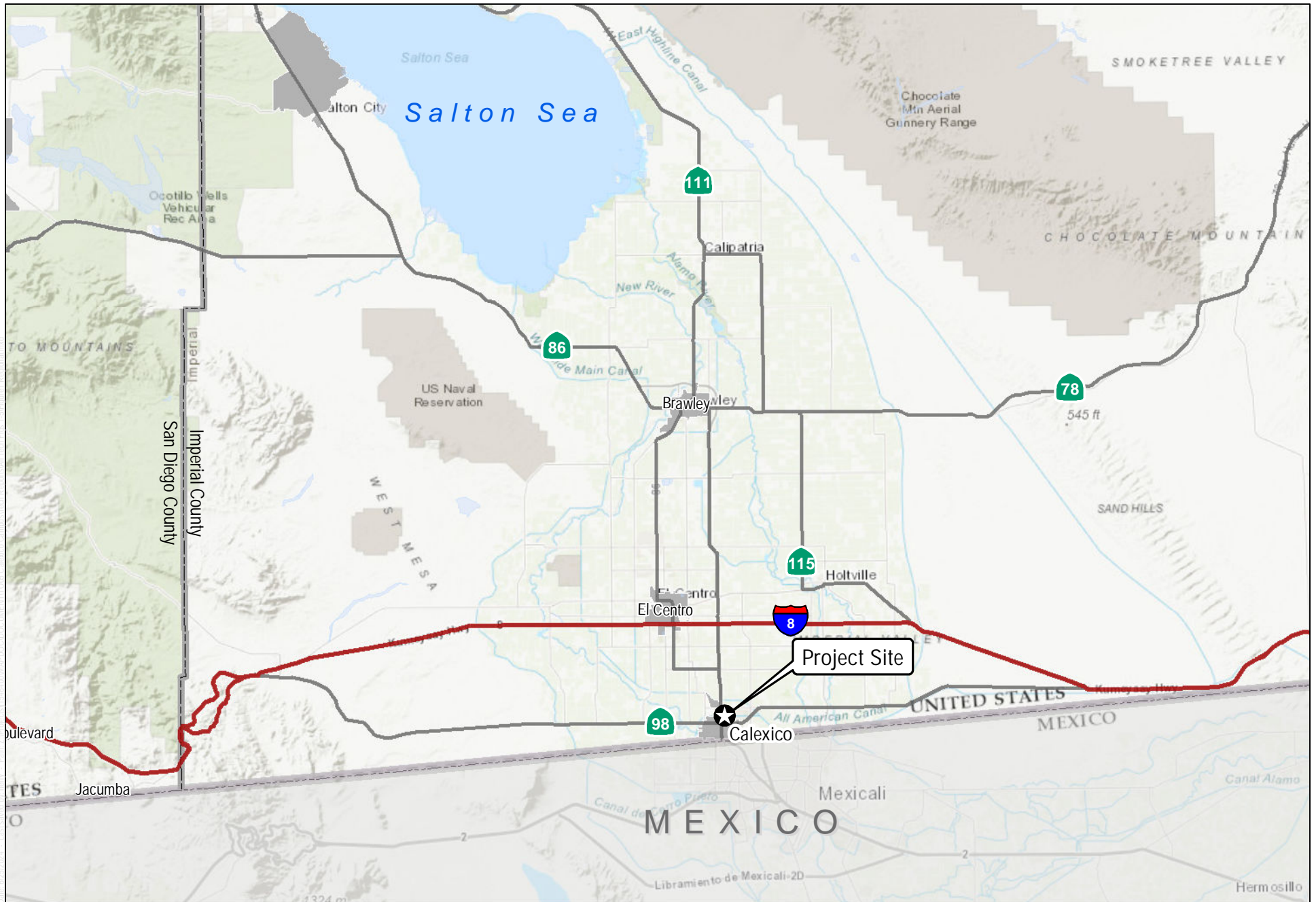
Construction of the Project may require temporary road closures in public rights-of-way on Blair Avenue and East 7th Street. As mentioned above, a traffic control plan would be implemented to provide access to all road users during construction, and to prevent interference with emergency response vehicles. The Project would be designed and constructed to state standards and would ensure emergency access would be maintained during construction, per the requirements of the City's fire department. Upon completion, the Project site would continue to be accessible via the existing driveway on Sherman Street. Therefore, construction and operation of the proposed Project would not result in inadequate emergency access and impacts would be **less than significant**.

9 References

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- SDSU (San Diego State University). 2003. *Environmental Impact Report and Initial Study for SDSU Imperial Valley Master Plan Project*. Final. SCH No. 200251010. <https://imperialvalley.sdsu.edu/about/brawley/environmental-impact-reports>.

Attachment A

Figures



SOURCE: ESRI

FIGURE 1
Regional Map



SOURCE: AERIAL-ESRI MAPPING SERVICE 2023; DEVELOPMENT-SDSU 2024

FIGURE 2
Vicinity Map

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San Diego State University

Imperial Valley Campus - Calexico
Campus Master Plan

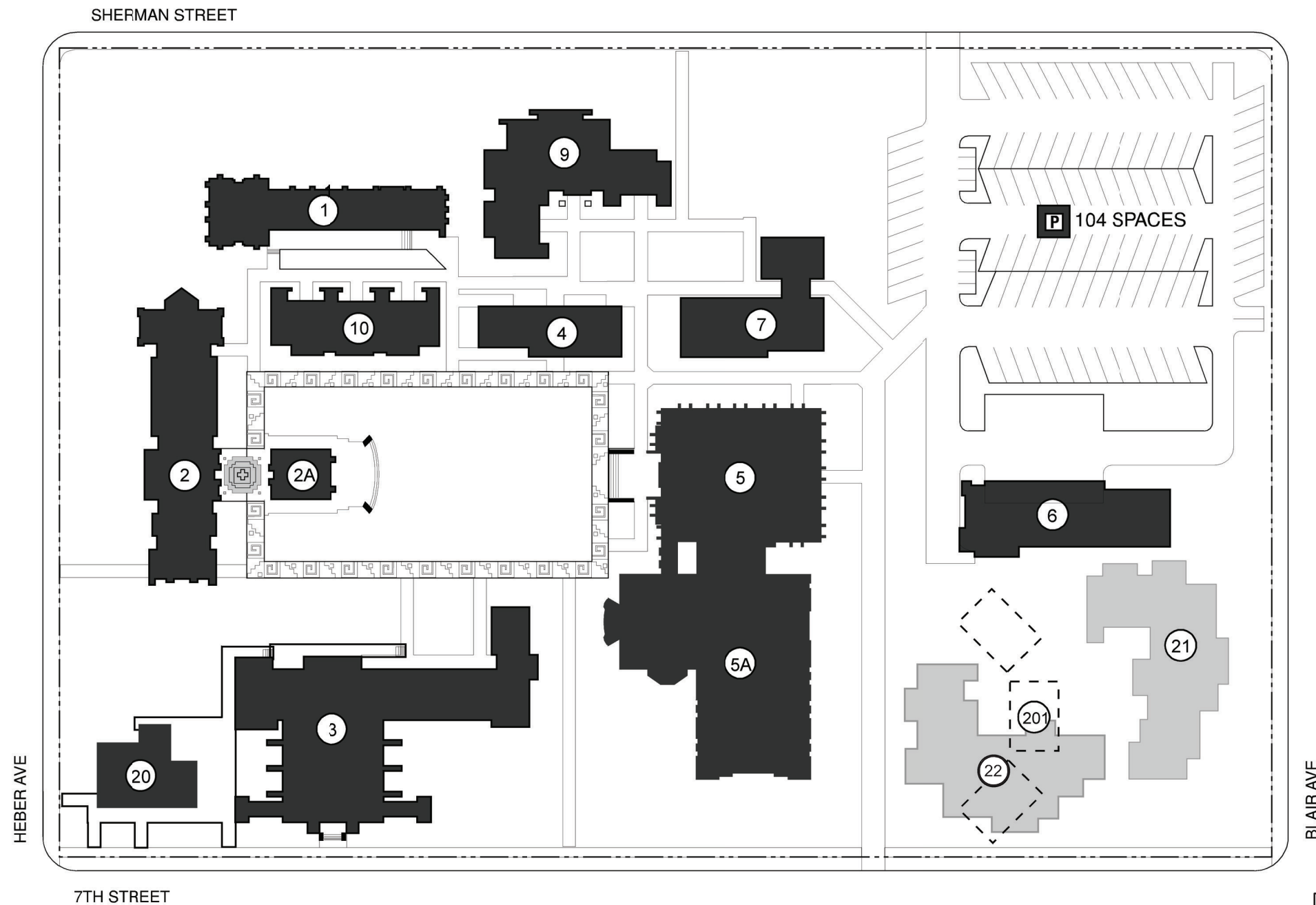
Master Plan Enrollment: 850 FTE

Approval Date: February 1980

Revised Date: September 2003

Main Campus Acreage: 8.4

SOURCE: SDSU 2003



SDSU-IVC BUILDING LEGEND

1. North Classroom
2. Administration
- 2A. Art Gallery
3. Auditorium
4. Classrooms
5. Library
- 5A. Library Addition
6. Physical Plant
7. Computer Building/Campus Store
8. Student Affairs
9. Faculty Offices East
10. Faculty Offices West
20. Student Center
21. Classroom Building/Classroom Building East
22. Classroom Building South
201. Temporary Buildings











Buildings	Campus Boundary	Parking
 EXISTING BUILDING	 EXISTING	 EXISTING LOT
 FUTURE BUILDING	 FUTURE	 FUTURE LOT
 TEMPORARY BUILDING		 EXISTING STRUCTURE
 EXISTING BUILDING NOT IN USE		 FUTURE STRUCTURE

FIGURE 3A

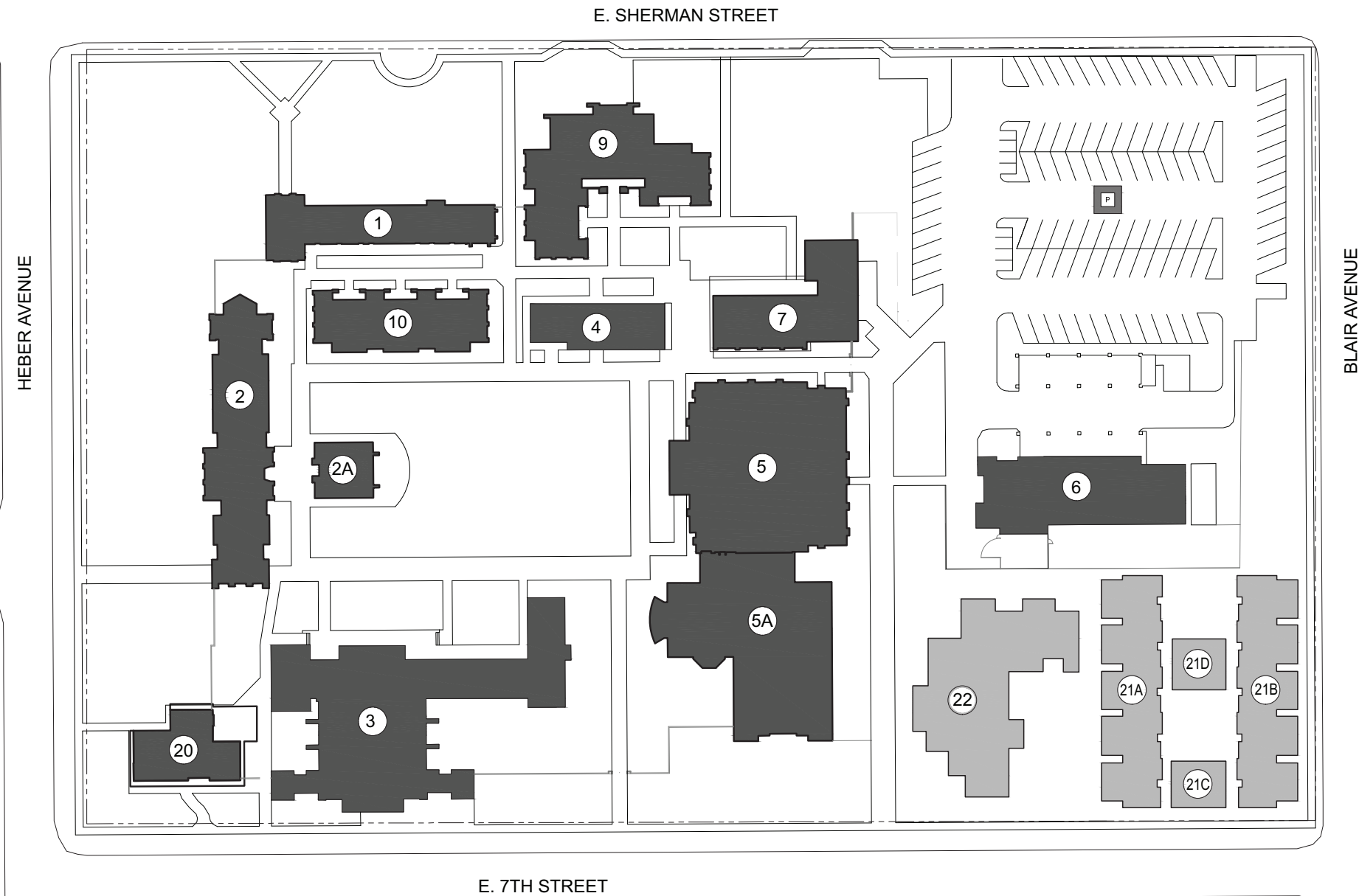
Existing Campus Master Plan

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PROPOSED San Diego State University

Imperial Valley Campus - Calexico
Campus Master Plan
Master Plan Enrollment: 850 FTE
Approval Date: 1980
Revised Date: September 2003
Main Campus Acreage: 8.4

SOURCE: SDSU 2024



SDSU-IVC BUILDING LEGEND

1. North Classroom
2. Administration
- 2A. Art Gallery
3. Auditorium
4. Classrooms
5. Library
- 5A. Library Addition
6. Physical Plant
7. Computer Building/Campus Store
8. Student Affairs
9. Faculty Offices East
10. Faculty Offices West
20. Student Center
- 21A. Student Housing West
- 21B. Student Housing East
- 21C. Student Housing Office
- 21D. Student Housing Community Center
22. Classroom Building South

Buildings		Campus Boundary	Parking	
	EXISTING BUILDING	----- EXISTING		EXISTING LOT
	FUTURE BUILDING	----- FUTURE		FUTURE LOT
	TEMPORARY BUILDING			EXISTING STRUCTURE
	EXISTING BUILDING NOT IN USE			FUTURE STRUCTURE

FIGURE 3B

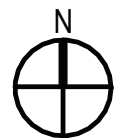
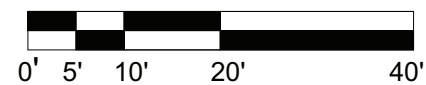
Proposed Campus Master Plan

Technical Memorandum for the SDSU Imperial Valley Off-Campus Center – Calexico Affordable Student Housing Project

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LEGEND

- BEDROOM
- LAUNDRY
- LIVE-IN APARTMENT
- LOBBY
- MAIL/UPS
- SERVICE



SOURCE: SDSU 2024

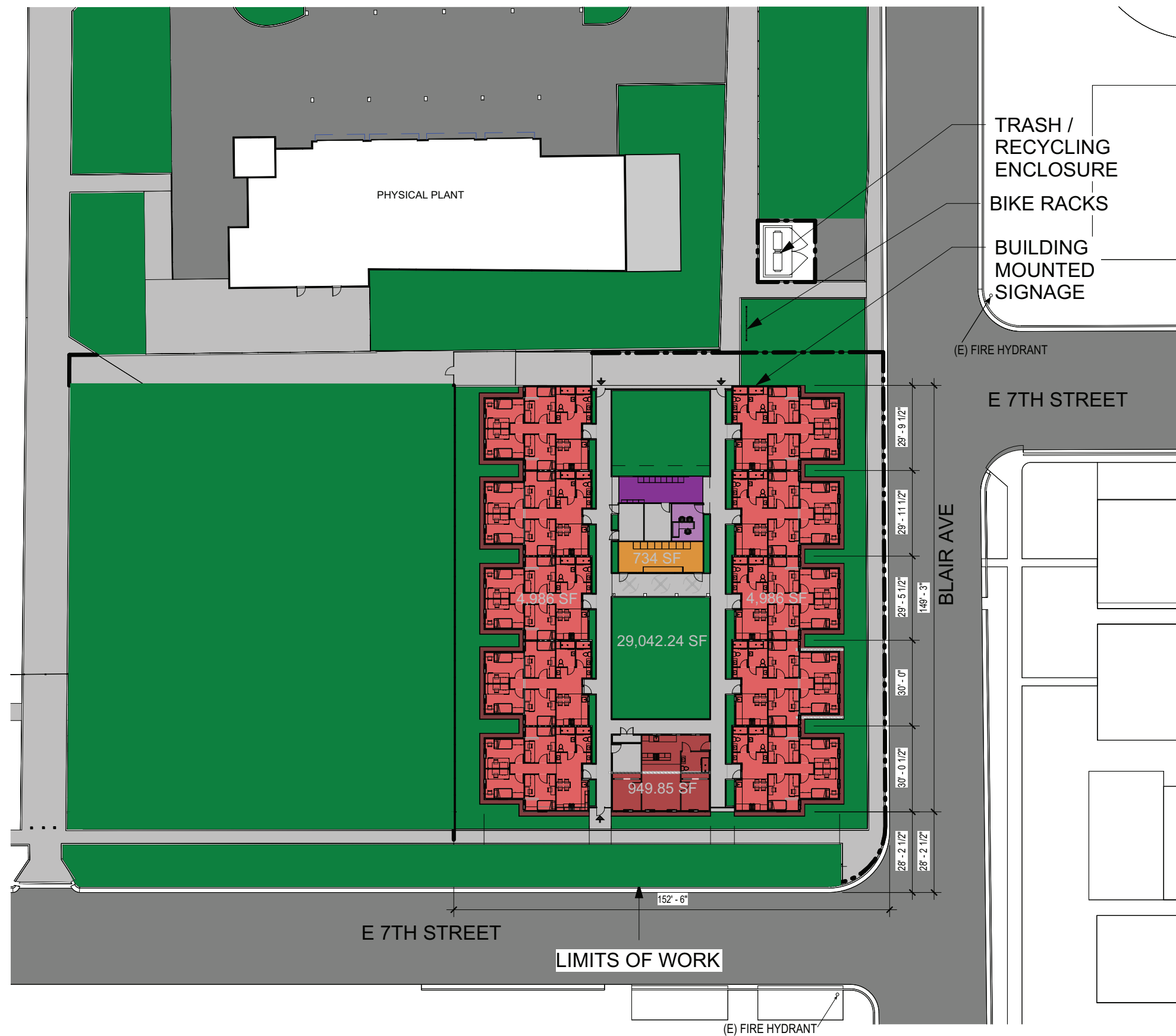


FIGURE 4
Site Plan

Attachment B

Traffic Impact Assessment SDSU Imperial Valley
Campus Calexico, California, March 2002

TRAFFIC IMPACT ASSESSMENT
SDSU IMPERIAL VALLEY CAMPUS
CALEXICO, CALIFORNIA

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the traffic implications of expanding the San Diego State University Imperial Valley Campus in the City of Calexico. **Figure 1** sets out the overall site vicinity.

The subject site is located east of SR 111, bounded by Sherman Street to the north and 7th Street to the south, Heber Avenue to the west, and Blair Avenue to the east within the City of Calexico. **Figure 2** illustrates, in more detail, the site location.

1.1 Study Methodology

The following study methodology was adopted for the traffic study, and can be broken into three distinct steps. The first step involved the assessment of the existing traffic conditions in the study area, and includes an inventory of roadway geometries, observations of traffic flow, and the collection of peak period traffic counts.

In the second step of the study, future traffic conditions were forecasted building on the collected existing data. Traffic forecasts reflect traffic generation and the distribution of project traffic.

The third step involves intersection performance analysis and identification of operational issues. Significant impacts, within the study area were identified, and mitigation measures recommended as appropriate.



Figure 1
VICINITY MAP

1.2 Study Area

The study area for this project encompasses areas of anticipated impact related to the project. The scope of the study area was developed per conversations with client. The specific study area includes three intersections as described below:

- Heber Street / 7th Street;
- Heber Street / Sherman Street; and
- Sherman Street / Blair Avenue.

Included in this traffic assessment are the following chapters:

- Site Context;
- Traffic Forecasts;
- Traffic Operational Analysis; and
- Significance of Impacts/Mitigation Measures.

2.0 SITE CONTEXT

2.1 Project Description

The project proposes the addition of new classroom and administrative buildings to the existing campus, which would increase the full time enrollment (FTE) from 500 FTE to 850 FTE. Access to the campus would be provided via the two existing access points, at Sherman Avenue and 7th Street to one main parking lot. **Figure 3** shows the site plan.

2.2 Existing Street System

According to County of Imperial Public Road Standards, Primary Arterials should be 80 feet wide in 100 feet of Right-of-Way (R/W), providing four thru lanes, and a raised or painted median. Major Roads should be 60 feet wide in 80 feet of R/W, providing four undivided thru lanes, and curbside parking. Collectors should be 40 feet wide in 60 feet of R/W providing two-thru undivided lanes.

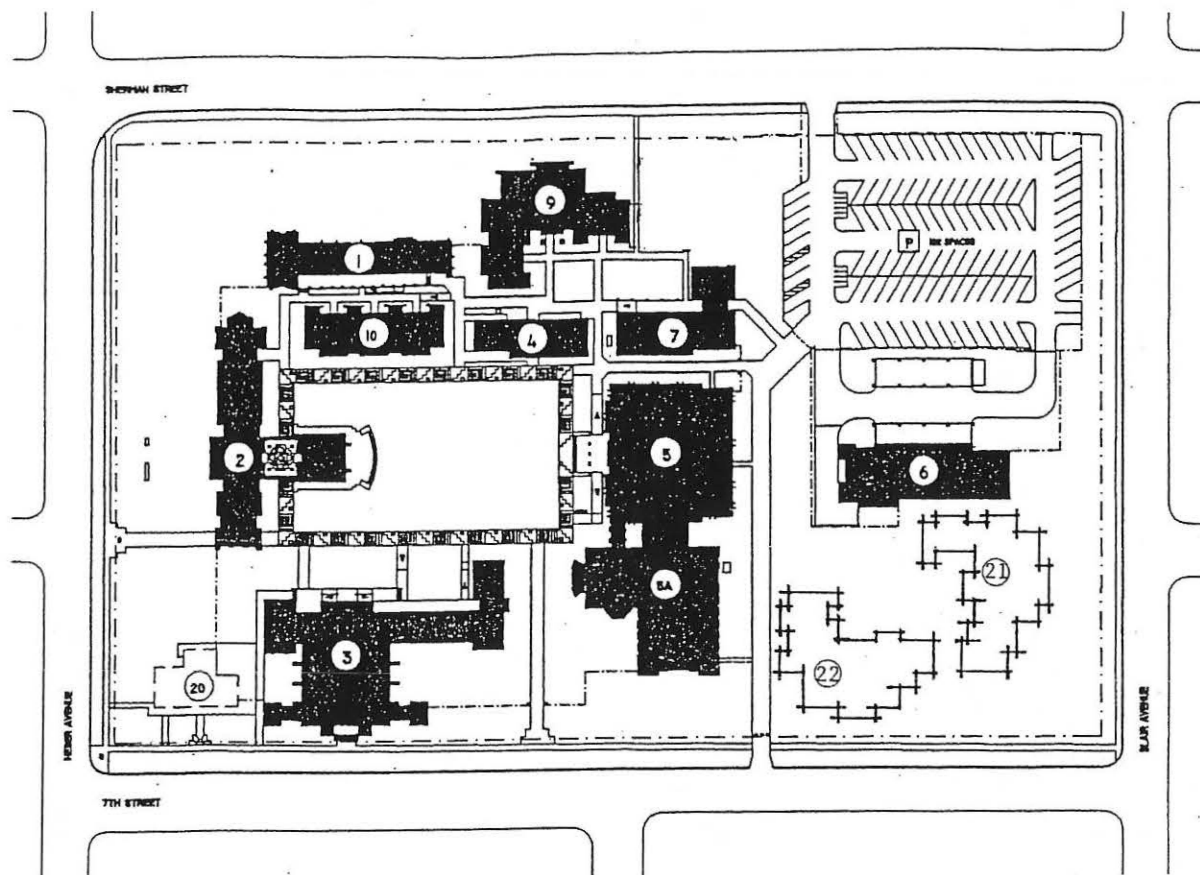
The following is a general description of the roadways in the project area. **Figure 4** depicts the existing conditions including the lane geometrics of the key intersections in the study area.

Heber Avenue is an unclassified roadway within the City of Calexico. Heber Avenue is currently constructed as a two lane undivided roadway. It has a posted speed limit of 25 mph with curbside parking is generally permitted.

Sherman Street is an unclassified roadway within the City of Calexico. Sherman Street is currently constructed as a two lane undivided roadway. Sherman Street has a posted speed limit of 25 mph with curbside parking generally permitted.

7th Street is an unclassified roadway within the City of Calexico. 7th Street is currently constructed as a two lane undivided roadway. 7th Street has a posted speed limit of 25 mph with curbside parking generally permitted.

Blair Avenue is an unclassified roadway within the City of Calexico. Blair Avenue is currently constructed as a two lane undivided roadway. Blair Avenue has a posted speed limit of 25 mph with curbside parking generally permitted.



SAN DIEGO STATE UNIVERSITY
IMPERIAL VALLEY CAMPUS

MASTER PLAN
Proposed January 2003



FACILITY LEGEND:

EXISTING FACILITY, PROPOSED FACILITY

MASTER PLAN ENROLLMENT: 400 FTE

- 1 NORTH CLASSROOM BUILDING
- 2 ADMINISTRATION BUILDING
- 3 AUDITORIUM / CLASSROOMS
- 4 CLASSROOMS BUILDING
- 5 LIBRARY
- 5A LIBRARY ADDITION
- 6 PHYSICAL PLANT
- 7 COMPUTER BUILDING
- 9 FACULTY OFFICES BUILDING EAST
- 10 FACULTY OFFICES BUILDING WEST
- 20 STUDENT CENTER
- 21 Classroom Building East
- 22 Classroom Building South

- EXISTING BUILDING
- FUTURE BUILDING
- TEMPORARY BUILDING
- EXISTING PARKING LOT

CAMPUS ACREAGE 8.38 ACRES
EXISTING PARKING SPACES 102 SPACES



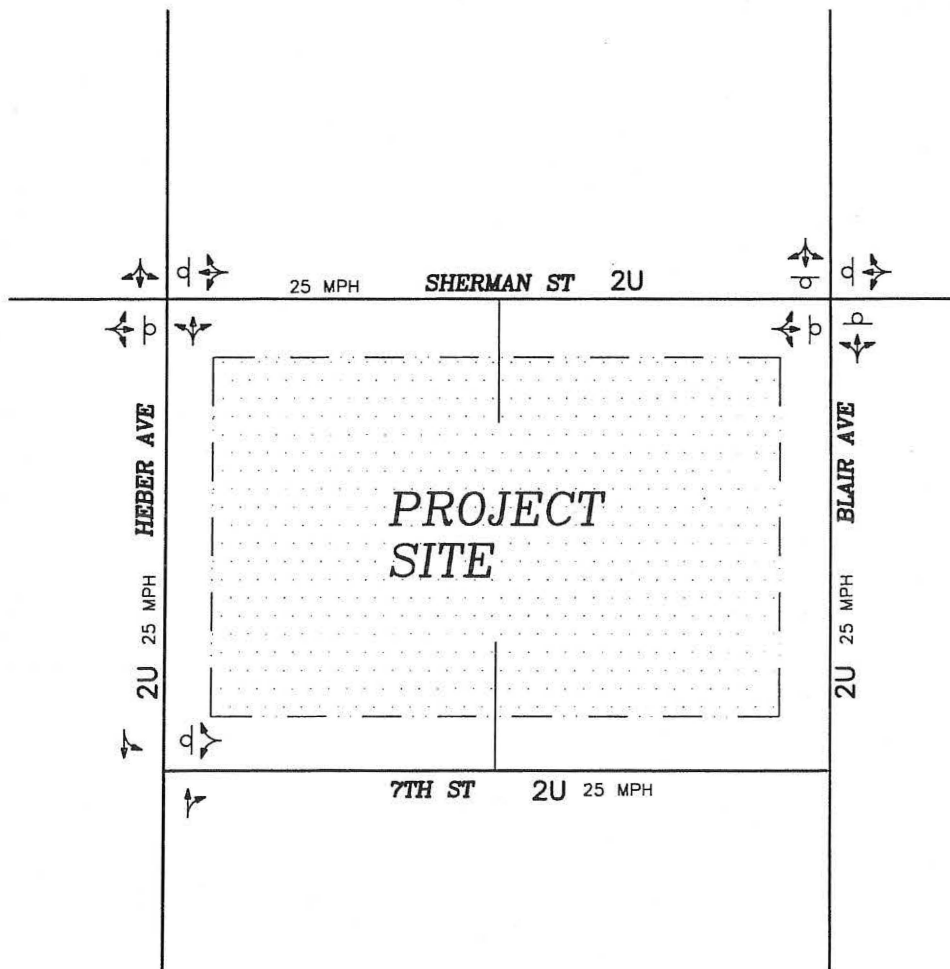
NO SCALE

REV. 05/30/02

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**LINSCOTT
LAW &
GREENSPAN**
ENGINEERS

Figure 3
SITE PLAN



LEGEND

- ⊕ - STOP Sign
- NP - No Parking
- 2U - Two lane undivided roadway

REV. 05/30/02

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NO SCALE

3.0 TRAFFIC FORECASTS

3.1 Existing Traffic Volumes

Existing morning and afternoon traffic volumes were counted at the key area intersections to capture peak commuter activity. Existing AM and PM counts were conducted by LLG in May 2002 at the key intersections. **Figure 5** shows the existing AM / PM peak hour turning movement counts. **Appendix A** contains copies of the intersection manual count sheets.

3.2 Project Traffic Generation

Trip generation estimates for the proposed development were calculated based on Institute of Transportation Engineers (ITE) rates for a College Campus. The amount of students (350) used to formulate a trip generation was based on the net increase from the current enrollment (500 FTE) to the projected enrollment (850 FTE). **Table 1** tabulates the project traffic generation. The project is calculated to generate approximately 830 ADT with 55 inbound / 15 outbound trips during the AM peak hour and 20 inbound / 55 outbound trips during the PM peak hour.

Table 1
Project Trip Generation Summary

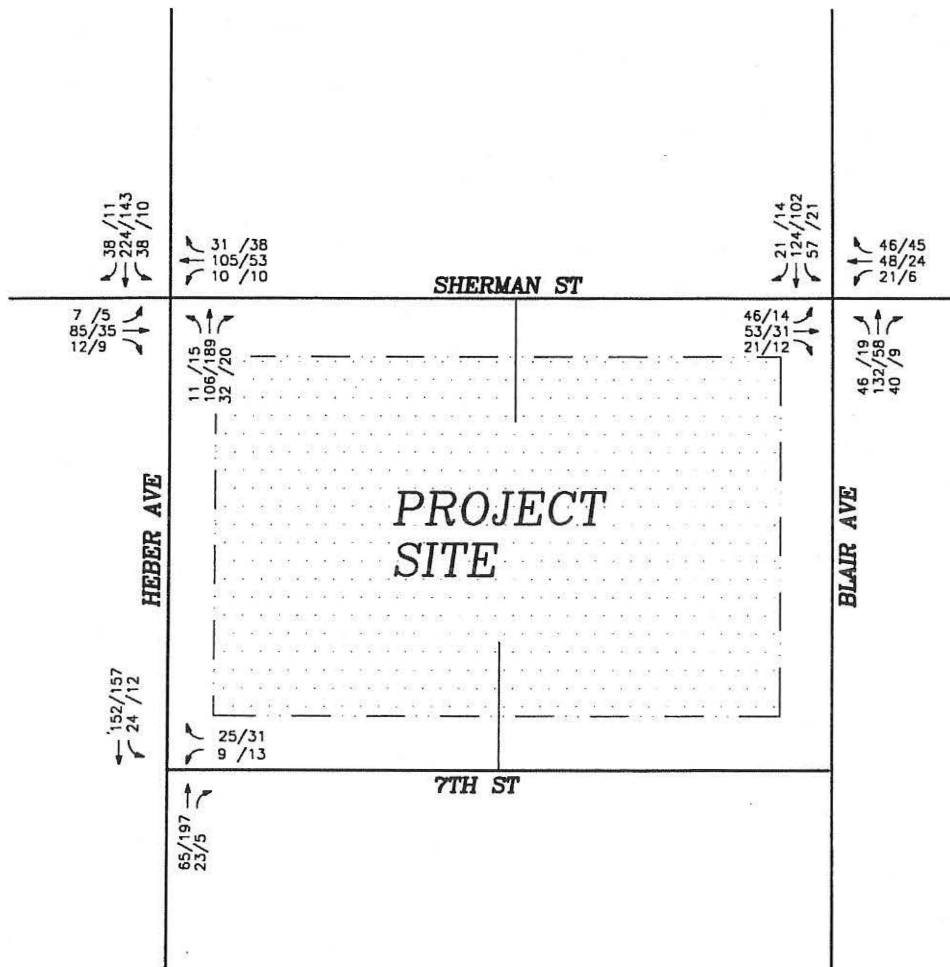
USE	AMOUNT	DAILY TRIP ENDS		AM PEAK HOUR				PM PEAK HOUR			
		RATE	ADT	PEAK %	IN:OUT	VOLUME IN	VOLUME OUT	PEAK %	IN:OUT	VOLUME IN	VOLUME OUT
College Campus	350 Students	2.38	830	8.4%	75:25	55	15	9.0%	30:70	20	55

SOURCE: Institute of Transportation Engineers (ITE) Generation Rates (5th Ed.)

3.4 Project Traffic Distribution / Assignment

The project-generated traffic was distributed and assigned to the street system based on the site access, roadway system characteristics (i.e. project's proximity to SR 98 and SR 111), existing traffic turning movement counts, and the location of potential students.

Figure 6 shows the project trip distribution percentages. **Figure 7** shows the assignment of project traffic based on Figure 6. The primary access point is via Sherman Street and access is also available via 7th Street. **Figure 8** shows the existing + project traffic volumes.



NOTE:

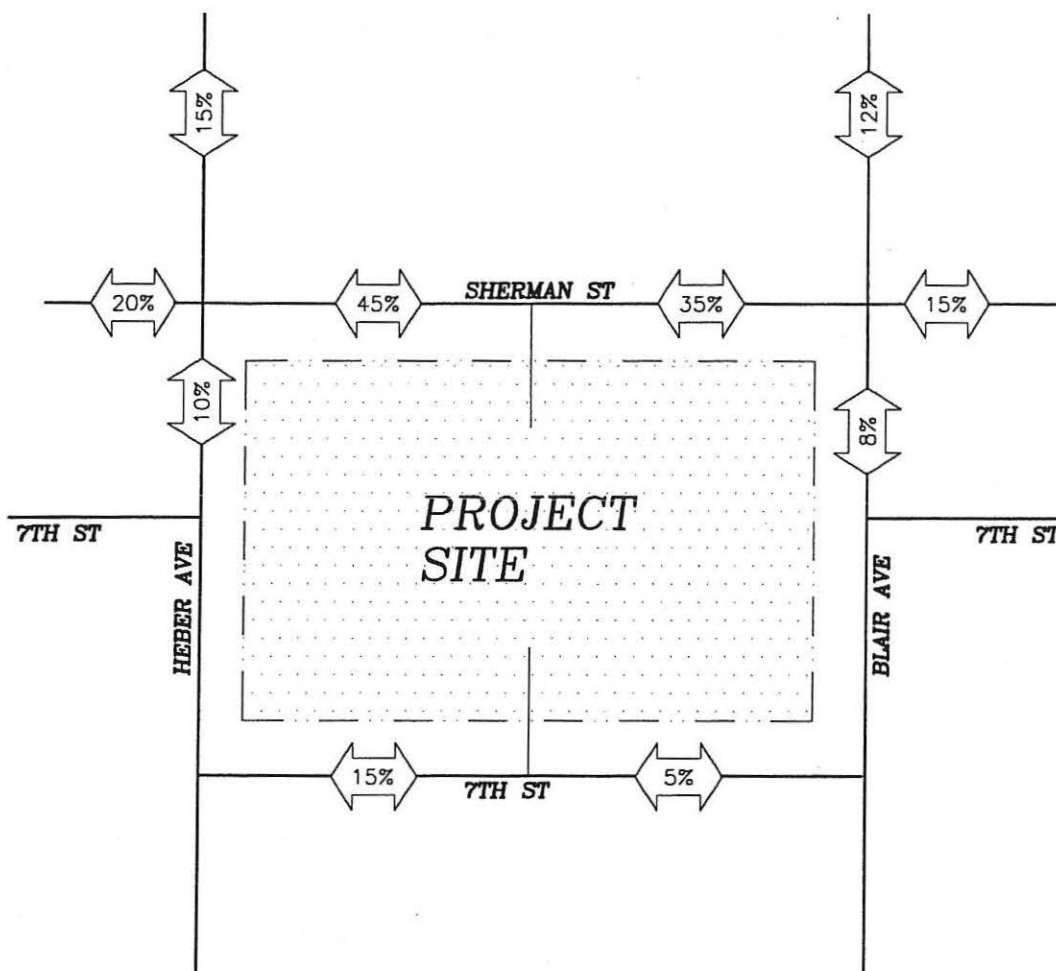
- AM/PM Peak hour volumes are shown at the intersections

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NO SCALE



NOTE:

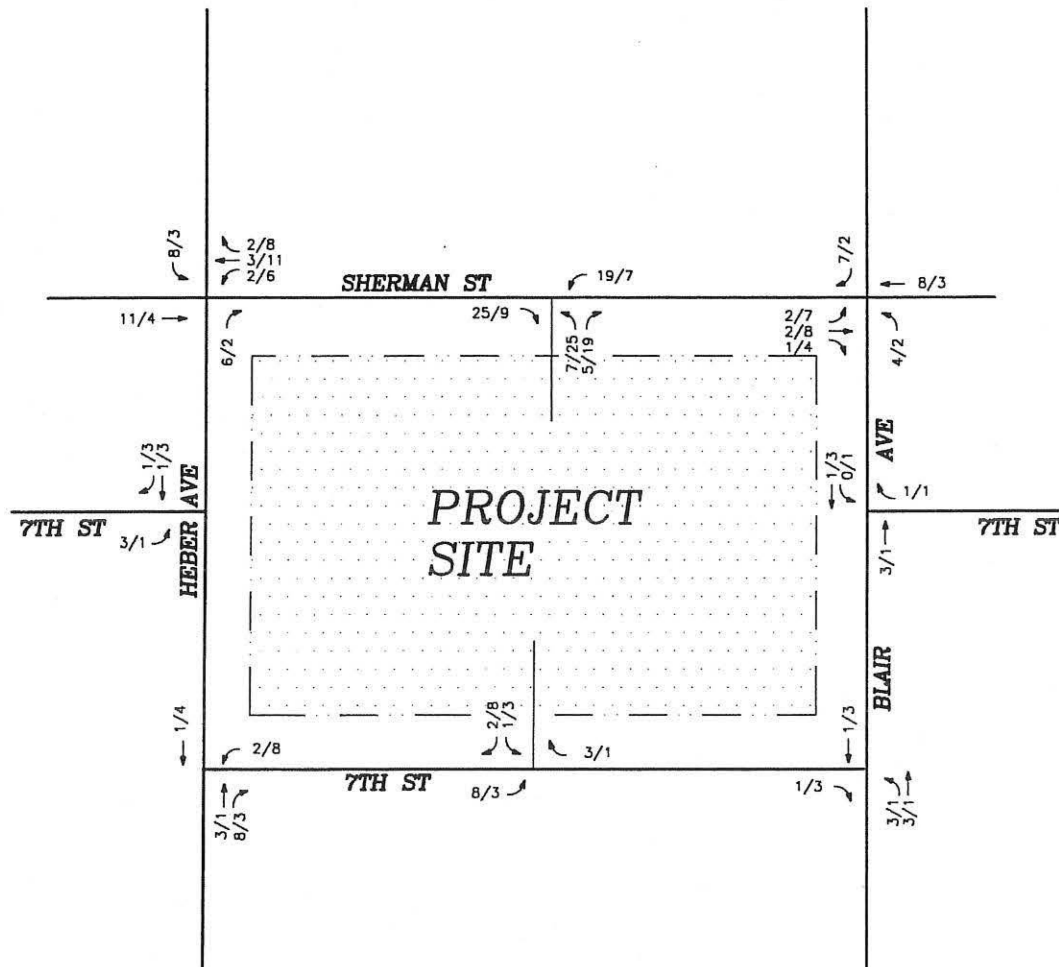
- AM/PM Peak hour volumes are shown at the intersections

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NO SCALE



NOTE:

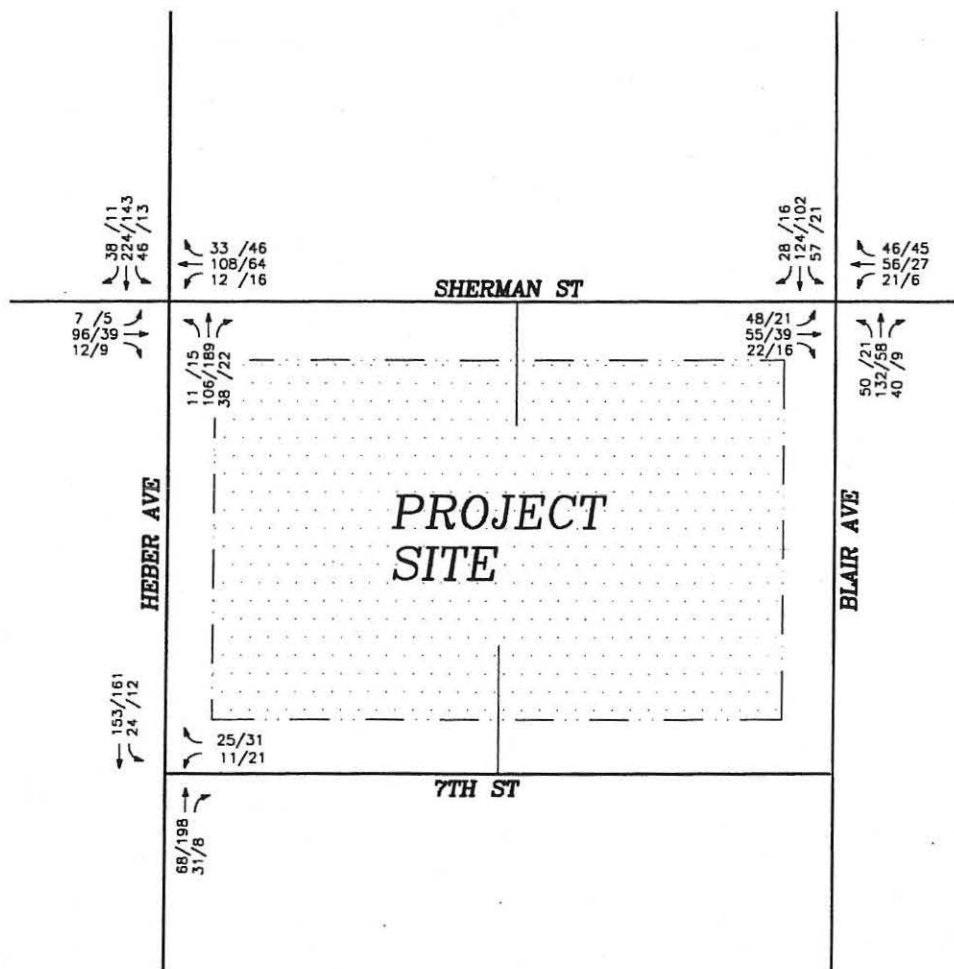
- AM/PM Peak hour volumes are shown at the intersections

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NO SCALE



NOTE:

- AM/PM Peak hour volumes are shown at the intersections

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NO SCALE

**LINSCOTT
LAW &
GREENSPAN**
ENGINEERS

Figure 8
EXISTING + PROJECT TRAFFIC VOLUMES
AM/PM PEAK HOURS

4.0 TRAFFIC OPERATIONS ANALYSIS

4.1 Significance Criteria

A project traffic impact was considered significant if the addition of project traffic caused an intersection or street segment to operate at worse than LOS C, based on language contained in the Imperial County General Plan. If an intersection or street segment is calculated to operate at a pre-project LOS D or worse, an impact is considered significant if the project causes the LOS to degrade from LOS D to LOS E or F, or from LOS E to LOS F.

4.2 Traffic Analysis Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometries, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

All of the key intersections are unsignalized. Unsignalized intersections were analyzed under morning and afternoon peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 10 of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *Traffix* (version 7.5) computer software. Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in **Appendix B**.

Table 2 reports unsignalized intersection operations during peak hour conditions.

4.3 Existing Operations

Table 2 shows under existing conditions, the minor street movements at the key unsignalized intersections are calculated to operate at LOS C or better during the morning and afternoon peak periods. The All-Way Stop Control (AWSC) intersection currently operates at LOS A.

4.4 Existing + Project Operations

Table 2 shows that with the addition of project traffic, the minor street movements at all key unsignalized intersections are calculated to continue to operate at LOS C or better during the morning and afternoon peak periods.

**Table 2
Unsignalized Intersection Operations**

Intersection	Peak Hour	Turning Movement (Lane or Approach)	Existing		Existing + Project		Delay Increase Due to Project	Significant ³
			Delay ¹	LOS ²	Delay	LOS		
Heber Avenue/7 th Street	AM	WB LTR	9.2	A	9.4	A	0.2	NO
	PM	WB LTR	10.3	B	10.5	B	0.2	NO
Heber Avenue/ Sherman Street	AM	WB LTR	15.9	C	16.7	C	0.8	NO
		EB LTR	15.5	C	16.5	C	1.0	NO
	PM	WB LTR	12.5	B	13.2	B	0.7	NO
		EB LTR	12.5	B	12.7	B	0.2	NO
Sherman Street/ Blair Avenue	AM	AWSC	9.6	A	9.7	A	0.1	NO
	PM	AWSC	7.9	A	8.0	A	0.1	NO

Notes:

1. Average delay expressed in seconds per vehicle.
2. Level of Service. See Appendix for delay thresholds.
3. Significant project impacts determined based on Significance Criteria.
4. WB LTR – Westbound shared Left-Thru-Right turn lane.
5. AWSC – All-Way Stop Controlled intersection.

5.0 SIGNIFICANCE OF IMPACTS / MITIGATION MEASURES

The proposed project is calculated to generate at 830 ADT with 55 inbound trips and 15 outbound trips during the AM peak hour and 20 inbound/55 outbound trips during the PM peak hour. Based on the established significance criteria, no significant impacts were calculated. Therefore, mitigation measures are not necessary.

