City College of San Francisco

Updated Facilities Master Plan
Draft Environmental Impact Report
SCH# 20200090261

Volume I: Draft EIR

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Prepared for:

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January 2021

CITY COLLEGE OF SAN FRANCISCO
FACILITIES MASTER PLAN

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Environmental Impact Report (EIR) assesses the potentially significant environmental effects of implementation of the Updated Facilities Master Plan (FMP) of the City College of San Francisco (CCSF, or "College"). The EIR analysis evaluates, at a program level, the Updated FMP strategy that provides a districtwide framework of the CCSF facilities over the next 10 years. The analysis also assesses at a program-level the Updated FMP strategy specific to the CCSF Main Campus located at 50 Frida Kahlo Way. The EIR analysis also evaluates at a project-level proposed individual demolition, decommission, renovation, and construction projects within the Main Campus.

1.2 PROJECT OVERVIEW

The CCSF Updated FMP provides a framework for future developments to support the goals and strategies of the College's Education Master Plan. The Updated FMP is a long-range plan, designed to guide future development through the year 2030. The framework encompasses modernized and efficient space use through demolition or decommission of certain aging facilities, renovation of other existing facilities, and construction of new facilities. The Updated FMP would support enhanced student experience on campus and sets the framework for improvements to indoor and outdoor student gathering and learning spaces, campus infrastructure, accessibility, and paths of travel. The Updated FMP would also support sustainability and resilience measures of the campus.

The draft Updated FMP was prepared in compliance with CCSF Board Policy 7.02 which calls for maintaining a current Facilities Master Plan. CCSF's eligibility for State Capital Outlay funds and local general obligation bonds is contingent upon having a current, approved Facilities Master Plan in effect.

1.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

A summary of the environmental impacts associated with implementation of the proposed project, mitigation measures included to avoid or lessen the severity of potentially significant impacts, and residual impacts, is provided in **Table 1.0-1, Summary of Impacts and Mitigation Measures**, below.

Table 1.0-1
Summary of Impacts and Mitigation Measures

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Impact AES-1: The Updated FMP program would not result in substantial adverse impact on a scenic vista, damage scenic resources, degrade the existing visual character, or create a new source of substantial light or glare.	Less than Significant	No mitigation required	Less than Significant
Impact AES-2: The Updated FMP framework for the Main Campus would not result in substantial adverse impact on a scenic vista, damage scenic resources, degrade the existing visual character, or create a new source of substantial light or glare.	Less than Significant	No mitigation required	Less than Significant
Impact AES-3: The individual projects at the Main Campus would not substantially impact a scenic vista, damage a scenic resource, or degrade the existing visual character or quality of the site and its surrounding.	Potentially Significant	Refer to **MM HIST-3b**	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AES-4: The individual projects at the Main Campus would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Potentially Significant	**MM AES-4a**: New sources of exterior lighting shall be shielded and directed downward to avoid light spillover onto adjacent properties. Lighting shall also be of the minimum required intensity to provide for safety and security purposes. Nighttime operation of new sources of lighting shall be consistent with that of existing lighting sources on campus and shall consider potential effects to nighttime views of nearby residents and circulation. Interior lighting shall be turned off when not in operation or operated in the lowest possible setting. **MM AES-4b**: The use of reflective building materials shall be minimized to the extent practicable. Building materials shall be consistent with the visual character of existing and planned campus facilities and with the overall character of the Main Campus.	Less than Significant
Impact AES-5: The SSC building at the Main Campus would not create a new source of shadow on public open spaces and recreational facilities.	Less than Significant	No mitigation required	Less than Significant
Agricultural and Forestry Resources			
Impact AGF-1: The individual projects at the Main Campus or Centers would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.	No Impact	No mitigation required	No Impact
Impact AGF-2: The individual projects at the Main Campus or Centers would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	No Impact	No mitigation required	No Impact

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AGF-3: The individual projects at the Main Campus or Centers would not conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production.	No Impact	No mitigation required	No Impact
Impact AGF-4: The individual projects at the Main Campus or Centers would not result in the loss of forest land or conversion of forest land to non-forest use.	No Impact	No mitigation required	No Impact
Impact AGF-5: The individual projects at the Main Campus or Centers would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	No Impact	No mitigation required	No Impact
Air Quality			
Impact AQ-1: The Updated FMP program and associated individual projects at the Main Campus could generate construction and operational criteria pollutant and precursor emissions that could conflict with or obstruct implementation of the applicable air quality plan.	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AQ-2: The Updated FMP program could generate criteria pollutant and precursor emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation.	Potentially Significant	**MM AQ-2: BAAQMD Basic Construction Mitigation Measures** For all projects, BAAQMD recommends the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable Thresholds of Significance. • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use of reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AQ-3: Construction activities associated with the individual projects at the Main Campus could generate criteria pollutant and precursor emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation.	Potentially Significant	**Implement MM AQ-2: BAAQMD Basic Construction Mitigation Measures**	Less than Significant
Impact AQ-4: Operations of the Updated FMP program and associated individual projects at the Main Campus could generate criteria pollutant and precursor emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation.	Less than Significant	No mitigation required	Less than Significant
Impact AQ-5: The Updated FMP program would not generate significant emissions that would expose sensitive receptors to substantial pollutant concentrations during construction.	Less than Significant	No mitigation required	Less than Significant
Impact AQ-6: The individual projects at the Main Campus would not generate emissions that would expose sensitive receptors to substantial pollutant concentrations during construction.	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AQ-7: The Updated FMP program and associated individual projects at the Main Campus would not generate emissions that would expose sensitive receptors to substantial pollutant concentrations during operation.	Less than Significant	No mitigation required	Less than Significant
Impact AQ-8: The Updated FMP program and associated individual projects would not generate emissions that create objectionable odors affecting a substantial number of people.	Less than Significant	No mitigation required	Less than Significant
Impact C-AQ-1: The Updated FMP program and associated individual projects, in combination with past, present, and reasonably foreseeable future projects, could contribute to cumulative air quality impacts.	Less than Significant	No mitigation required	Less than Significant
Biological Resources			
Impact BIO-1: Implementation of the Updated FMP program including the individual projects at the Main Campus would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status	Potentially Significant	**MM BIO-1: Preconstruction Nesting Bird Surveys and Buffer Areas** Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase: a. To the extent feasible, conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities which may compromise breeding birds or the success of their nests outside of the nesting season (January 15 through August 15).	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; and the proposed project would interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.		b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 250 feet of the project site in order to locate any active nests of common bird species and within 500 feet of the project site to locate any active raptor (birds of prey) nests. c. If active nests are located during the preconstruction nesting bird surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply: i. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers which may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the District. ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 250 feet for passerines and 500 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction. iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the District, who would notify CDFW. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the District and approved by CDFW.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged. v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the District, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted. d. In the event inactive nests are observed within or adjacent to the project site anytime throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the District, who would notify and seek approval from the CDFW, as appropriate. Work may proceed around these inactive nests	
Impact BIO-2: The Updated FMP program including the individual projects at the Main Campus would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than Significant	No mitigation required	Less than Significant
Impact C-BIO-1: The Updated FMP program including the individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would result in a cumulatively considerable contribution to	Potentially Significant	**Implement MM BIO-1**	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
cumulative impacts related to biological resources.			
Cultural Resources			
Impact CR-1: Construction activities of the Updated FMP program and associated individual projects at the Main Campus could cause a substantial adverse change in the significance of an archaeological resource.	Potentially Significant	**MM CR-1: Accidental Discovery of Archaeological Resources.** Prior to the start of a project that require grading, excavation, or earth movement, the project prime contractor, any project subcontractor, and utilities firm involved in soils-disturbing activities within the project site shall attend a mandatory training provided by CCSF's consulting archaeologist. The training shall describe the archaeological resources that could be encountered and the procedures that should be followed by the construction team in the event of an accidental discovery of archaeological resources. Should any indication of an archaeological resource be encountered during any soils-disturbing activity of the project, the project engineer, foreman and or other responsible person shall suspend any soil-disturbing activities with 100 feet of the discovery and notify CCSF of the find. If CCSF's consulting archaeologist determines that an archaeological resource as defined in Section 15064.5 may be present within the project area, an archaeological resource mitigation plan shall be prepared and implemented pursuant to PRC Section 21083.2(b). in compliance with Section 21083.2(b), preservation in place shall be the preferred mitigation. This shall be accomplished through: - Protection of the resource through capping and covering; - Modification to the construction plan to avoid the resource; or - Incorporation of the resource within open space. If preservation in place is not feasible, the CCSF's consulting archaeologist shall prepare and implement a detailed treatment plan. The treatment plan shall define a data recovery program to preserve the significant information the archaeological resource is expected to contain. The intent of the treatment plan is to save as much of the archaeological resource as possible, including moving the resource if feasible. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project.	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		For prehistoric resources, CCSF shall consult with the Native American representative(s) on the approach and the preparation of the treatment plan. As appropriate, the prehistoric resource shall be analyzed in a regional context and the treatment plan shall be provided to local and state repositories, libraries, and interested professionals.	
Impact CR-2: Construction activities of the Updated FMP program and associated individual projects at the Main Campus could disturb human remains if such remains are present within the project site.	Potentially Significant	**MM CR-2: Treatment of Human Remains** The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity shall comply with all applicable state and federal laws. This shall include halting construction activities within 100-foot radius and immediate notification of the CCSF consulting archaeologist and the San Francisco Office of the Chief Medical Examiner. In the event the San Francisco Office of the Chief Medical Examiner determines that the human remains are Native American remains, the San Francisco Office of the Chief Medical Examiner shall notify the Native American Heritage Commission (NAHC) to appoint a Most Likely Descendant (MLD). The CCSF shall request from the appointed MLD to complete his or her inspection and make recommendations or preferences for treatment and disposition within 48 hours of being granted access to the site (Public Resources Code section 5097.98). CCSF shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible for the treatment and disposition, with appropriate dignity, of the human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the CCSF consulting archeologist shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement. Nothing in existing state regulations or in this mitigation measure compels CCSF to accept recommendations of an MLD. However, if CCSF and MLD are unable to reach an agreement on scientific treatment of the remains and associated or unassociated	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		funerary objects, the CCSF, shall ensure that the remains and associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance (Public Resources Code section 5097.98). Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during soil-disturbing will be determined by CCSF in consultation with the consulting archaeologist and descendant communities if identified.	
Impact C-CR-1: Implementation of the Updated FMP program and associated individual projects would not result in cumulatively considerable impacts on archaeological resources, in combination with past, present and reasonably foreseeable future projects in the vicinity of the Main Campus site	Less than Significant	No mitigation required	Less than Significant
Impact HIST-1: Demolition of Historically Significant Contributing Buildings	Potentially Significant	**Mitigation Measure HIST-1a, Recordation** Prior to commencement of demolition, the District shall retain the services of a team of professionals to document the exteriors of all buildings proposed for demolition. The team shall include a professional surveyor with appropriate experience to measure and record each buildings' elevation using a light detecting and ranging system (LiDAR) or another similar remote sensing technology, a photographer with demonstrable experience in following the photographic specifications of the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation and the National Parks Service's Heritage Document Program's Historic American Building Survey (HABS) Level 1. The team shall also include a professionally qualified architectural historian to work with the photographer to identify the architectural features and elevations to be photographed to ensure that the buildings' significant features are adequately	Significant and Unavoidable

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		explicated. These products shall be successfully completed prior to demolition and shall be used in the fulfillment of Mitigation Measures HIST-1b and HIST-1c. **Mitigation Measures HIST-1b, Architectural History Interpretation** The District shall engage the services of an architectural historian to lead the preparation of a permanent interpretive exhibit to be placed in a public area of the new Student Success Center. The exhibit shall document the history of the development of the campus's Modern Architecture Historic District; architects Timothy, Milton, and John Pflueger and their contributions to the campus's architectural design; and the evolution of the modern architectural styles between 1940 and 1978 found within the Modern Architecture Historic District. The exhibit may also include a touch-screen monitor to display an interactive multi-media presentation prepared using Esri's ArcGIS Story Map software to compile the LiDAR documentation, the large-format photographs, and historic photographs, drawings, articles, ephemera, and interviews to tell the history of the City College of San Francisco. The interactive portion of the exhibit shall follow the example of the Mount Vernon Virtual Tour in the use of LiDAR technology, and the UCLA Story Map titled Open UCLA in the use of the Story Map software. The District shall engage the services of professionals who fabricate and install such exhibits. The lobby of the Student Success Center shall be designed to accommodate the exhibit. The architectural historian shall contact and team with, as much as possible, the students and faculty of CCSF's Fine Applied Communication Arts Department, the School of Library and Learning Resources, the School of Science, Technology, Engineering and Mathematics, and the CCSF Works of Art Committee in the research, writing, design, and development of the exhibit. The team shall follow the guidance, as applicable, provided in the National Park Service's planning document, Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways. The product shall also include an oral history with John Pflueger, if possible. The exhibit shall be completed and installed within two years of the demolition of Conlan Hall. **Mitigation Measure HIST-1c, Art History Interpretation** The District shall engage the services of an architectural historian that has experience in preparing and implementing interpretive exhibits to lead the effort of developing an interpretive display about the original campus design. The interpretive display shall be placed either in the new Diego Rivera Theater or elsewhere on campus within	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the boundary of the historic architecture district. The District shall also engage the services of a landscape architect if the exhibit would be placed outside the historic architecture district. The interpretive display shall be completed within two years of the demolition of the original Diego Rivera Theatre. As much as possible, the architectural historian shall engage with the students and faculty of CCSF's Fine Applied Communication Arts Department, the School of Library and Learning Resources, the School of Science, Technology, Engineering and Mathematics, and the CCSF Works of Art Committee in the research, writing, and design of the exhibit. The team shall follow the guidance, as applicable, provided in the National Park Service's planning document, Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways.	
Impact HIST-2: Decommissioning Historically Significant Contributing Buildings	Potentially Significant	**Mitigation Measure HIST-2a, Mothballing Historic Buildings** A qualified architectural historian shall document the buildings architectural and historical significance, prepare a chronology of alterations or additions and their approximate dates, and identify the building materials, construction techniques, and any unusual detailing or regional variations of craftsmanship, pursuant to Preservation Brief 31, Mothballing Historic Buildings. The architectural historian shall also prepare an assessment of the buildings' conditions. In addition, a structural engineer shall prepare the building plans to guide any necessary stabilization. The architectural historian shall ensure that historic fabric is adequately protected, and that all temporary stabilization is removeable and the original fabric can be restored. Under the category of stabilization, the buildings shall be structurally stabilized based on the professionally prepared condition assessment, pests shall be exterminated, and the buildings' exterior shall be protected from moisture penetration; and under the category of mothballing, the buildings shall be secured to reduce vandalism or break-ins, the ventilation of the interior shall be made adequate, the utilities and mechanical systems shall be secured, and a maintenance and monitoring plan for protection would be developed. All actions described in Preservation Brief 31 shall be overseen by a professionally qualified architectural historian and conducted by professionals with demonstrable experience in working with and mothballing historic buildings. These shall include structural engineers, building contractors and trades people, as appropriate. The maintenance and monitoring plans shall include the Maintenance Chart found in	Less than Significant with Mitigation

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Preservation Brief 31. The plans shall require frequent periodic surveillance of the buildings as listed in the chart; a yearly report shall be prepared by the qualified architectural historian with input from professionals and tradespeople as needed, based on the efficacy of the maintenance of the buildings. Should deficiencies be identified during regularly scheduled surveillance, the District shall ensure appropriate repairs or protection measures be addressed by appropriately qualified professionals in a timely manner to prevent further damage. Repairs and protection plans shall be reviewed and approved by a structural engineer and a professionally qualified architectural historian prior to its implementation. Any repairs or maintenance required during the 10-year period shall be reviewed and approved by the qualified architectural historian prior to implementation. **Mitigation Measure HIST-2b, Post-Decommissioning Treatment** Prior to the end of the 10-year period during which the buildings are decommissioned, CCSF would assess the condition of the buildings. All temporary stabilization measures shall be removed, and the historic fabric restored or repaired by qualified professionals. The two buildings have been described as currently structurally deficient and therefore shall need rehabilitation at the end of the decommission period. All future plans for the buildings shall be executed following the Secretary of the Interior's Standards (SOIS) and Guidelines for the Treatment of Historic Properties. These standards and guidelines are further described in Mitigation Measure HIST-3. Should the plans be to demolish or otherwise significantly alter the buildings, additional mitigation measures shall be identified and implemented.	
Impact HIST-3: Renovation of Cloud Hall, Science Hall, Student Union, Creative Arts Extension, and Batmale Hall	Potentially Significant	**Mitigation Measure HIST-3a, Apply the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties** To ensure the proposed rehabilitation of the historic buildings follows the SOIS, CCSF's planners, consulting architects and contractors shall develop and implement project plans in consultation with a professionally qualified architectural historian. The Guidelines on Sustainability for Rehabilitating Historic Buildings[1] provide	Less than Significant with Mitigation

1 The Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings. 2011. https://www.nps.gov/tps/standards/rehabilitation/guidelines/index.htm.

		additional guidance to ensure energy-efficient and sustainable measures would not result in adversely impacting the historic buildings. These guidelines shall also be implemented in consultation with the above listed professionals. The Ten Standards for Rehabilitation are as follows: 1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships. 2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property shall be avoided. 3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken. 4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved. 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved. 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence. 7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used. 8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken. 9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the	

		property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. 10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment shall be unimpaired. The Guidelines for Rehabilitation are as follows: 1. Protect and maintain historic materials and features. An overall evaluation of the physical condition of all the exterior features and materials shall be conducted by a team consisting of a structural engineer, architect, and architectural historian. This "historical compliance" team shall prepare a report that would guide the project designer. The report shall include what materials and features should be protected and repaired, and what materials and features may be replaced in kind. 2. Advance the project design, designing for the protection/rehabilitation/ replacement of historic materials and features. This shall be completed through an iterative process between the historical compliance team and the project designer. The historical compliance team and the project designer/proponent shall initiate the consultation with a kick-off meeting to make clear the participants' goals and objectives prior to any further advancement of the designs. The architectural historian shall prepare a presentation that clearly illustrates the standards and guidelines for rehabilitation. The project designer shall prepare a schedule that includes regular workshops to be attended by all parties. The historical compliance team shall formally review 30 percent, 60 percent, 90 percent and 100 percent compete designs. 3. Proposed exterior additions/alterations. Ensure there is no reasonable alternative to exterior additions or alterations. If the designer proposes additions, they shall need to demonstrate that there is no reasonable or feasible alternative. If there is no other solution, the project designer shall design the additions in a manner that if removed in the future, the building could be restored to its original condition. 4. Code work and sustainability. The project designer shall work with the historic compliance team to ensure sensitive solutions are implemented to meet code	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		requirements, seismic safety requirements, and energy-efficient upgrades or other sustainability improvements. 5. Completion of plans. Prior to breaking ground, the architectural historian shall prepare a report assessing the proposed project's compliance with the SOIS for Rehabilitation. 6. Completion of construction. Upon completion of the work, the architectural historian shall prepare a report documenting new materials and features and rehabilitated original materials and features. The report shall include recommendations for the ongoing maintenance of the original materials and features and may consider future projects. **Mitigation Measure HIST-3b, Move or Revise Design of Proposed Elevator Shafts on Cloud Hall Exterior** The project designer shall consider options to upgrade the existing interior elevators. If the existing system is determined to be inadequate, the designer shall consider additional interior shafts. If this is still inadequate, the designer shall provide such evidence to the District. If exterior shafts are to be added, they shall be designed to minimize their visual impact and constructed in a manner that if removed in the future, the façade could be restored. Reduction of visual impact includes minimizing the size and scale of the shafts to ensure they are subordinate to the building's façade, minimizing the amount they extend out from the vertical plane of the building, using material consistent with the façade's historic fabric and color. All exterior alterations of the building shall be reviewed by a professionally qualified architectural historian to ensure they are consistent with the Secretary of the Interior's Standards for Rehabilitation.	
Impact HIST-4: Open Space, Circulation, and Landscaping Projects	Potentially Significant	**Mitigation Measure HIST-4a, Analysis of Historic Resources Treatment to Open Spaces within Historic Districts** The District shall retain the services of a professionally qualified architectural historian who shall work with a landscape architect to ensure that the design of all circulation, open spaces and landscape features follow the SOIS for rehabilitation. Analysis of historical resources treatment based on the SOIS shall be prepared prior	Less than Significant with Mitigation

		to alterations to the landscape within the historic districts. Should a landscape master plan be developed, a historical resources treatment component shall be prepared and included in the master plan. The architectural historian shall prepare a historical resources treatment plan as a component of the landscape master plan. Should any landscape renovations or alterations be proposed prior to the preparation of the landscape master plan, such proposed work shall be reviewed by a qualified architectural historian prior to any alterations of the existing landscape, including plazas and circulation systems, to ensure that any alterations follow the Secretary of the Interior's guidance for the treatment of historic properties. The treatment plan shall identify significant historic features of the landscape and recommend measures, following the SOIS for rehabilitation, to ensure that alterations to the districts' landscapes would comply with the SOIS. This shall be an iterative process between the architectural historian, landscape architect and the project designer. Using the SOIS Guidelines for Rehabilitation, the historical resources treatment component of the landscape master plan shall include the following: 1. Identification of historic features and materials. Using historical photographs, including available aerial photographs, a clear understanding of the historic landscape shall be developed. A more detailed identification of significant historical landscape- and open-space related materials and features shall be used to inform the treatment plan. 2. Protect and maintain historic materials and features. An overall evaluation of the physical condition of all the features and materials shall be conducted by a team consisting of a landscape architect and architectural historian. This team shall prepare a report that would inform the landscape master plan. Living landscape features are dynamic and require replacement over time. The focus shall be on responding to the original plans, massing, and density of planted material. Pedestrian and automobile circulation systems, plazas and other open spaces that contribute to the historic landscape shall be assessed, and recommendations of potential replacement materials shall be included. 3. Advance the project design, designing for the protection/rehabilitation/ replacement of historic materials and features. This shall be an iterative process between the architectural historian, landscape architect and the project designer/proponent. The architectural historian, the landscape architect, and project proponent shall initiate the consultation with a kick-off meeting to make clear the participants' goals and objectives prior to any further advancement of the designs. The architectural historian shall prepare a presentation that clearly	

		illustrates the standards and guidelines for rehabilitation. The project designer shall prepare a schedule that includes regular workshops to be attended by all parties as plans advance. The architectural historian shall formally review 30 percent, 60 percent, 90 percent and 100 percent compete designs. 4. Proposed alterations. Ensure there is no reasonable alternative to alterations. The project designer shall demonstrate that there is no reasonable alternative to the removal/replacement of significant historical material and features and the historic balance between hardscape and plant material cannot be maintained. The architectural historian shall offer recommendations of alternative materials and features to minimize the impacts. 5. Sustainability. The project designer shall work with the architectural historian to ensure sensitive solutions are implemented with sustainability improvements. Landscaping adjacent to the contributing buildings shall be designed to prevent damage to the buildings and ensure water flows away from the buildings' foundations. 6. Completion of plans. Prior to breaking ground, the architectural historian shall prepare a report assessing the proposed project's compliance with the SOIS for Rehabilitation. 7. Completion of construction. Upon completion of the work, the architectural historian shall prepare a report documenting new materials and features and rehabilitated original materials and features. The report shall include recommendations for the ongoing maintenance of the original materials and features and may consider future projects. **Mitigation Measure HIST-4b, Design Wellness Plaza Connection to the Student Union to Avoid Impacting the Building's Character-Defining Features** Through the design review process described in **Mitigation Measure HIST-4a**, the historical compliance team and the landscape architect/project proponent would work together to ensure the connection between the Wellness Plaza and the Student Union shall not impact the building's character-defining features related to its transparency and "floating" planes.	

Energy			
Impact EN-1: The Updated FMP program including the individual projects at the Main Campus would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than Significant	No mitigation required	Less than Significant
Impact EN-2: The Updated FMP program including the individual projects at the Main Campus would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than Significant	No mitigation required	Less than Significant
Impact C-EN-1: The Updated FMP program including the individual projects at the Main Campus, in combination with past, present and future projects would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than Significant	No mitigation required	Less than Significant
Geology and Soils			
Impact GEO-1: The Updated FMP program and associated individual projects would not expose people or structures to potential substantial adverse	Less than Significant	No mitigation required	Less than Significant

effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault and strong seismic ground shaking.			
Impact GEO-2: The Updated FMP program and associated individual projects would not result in substantial soil erosion or the loss of topsoil.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-3: The Updated FMP program and associated individual projects would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-4: The Updated FMP program and associated individual projects would not be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-5: The Updated FMP and associated individual projects would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant	**MM GEO-5: Inadvertent Discovery of Paleontological Resources** Before the start of any drilling or excavation activities, the College's contractor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction,	Less than Significant

		and proper notification procedures should fossils be encountered. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately and the monitor shall notify the District. The fossil should be protected by an "exclusion zone" (an area approximately five feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the District. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The District shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.	
Impact C-GEO-1: The Updated FMP program including the associated individual projects, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on geology and soils or paleontological resources.	Less than Significant	No mitigation required	Less than Significant
Greenhouse Gas Emissions			
Impact GG-1: The Updated FMP program and the associated individual projects would not generate GHG emissions, either directly or indirectly, at levels that would result in a significant impact on the environment.	Less than Significant	No mitigation required	Less than Significant

Impact GG-2: The Updated FMP program and associated individual projects on the Main Campus would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gas.	Less than Significant	No mitigation required	Less than Significant
Hazards and Hazardous Materials			
Impact HAZ-1: The Updated FMP program and associated individual projects would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than Significant	No mitigation required	Less than Significant
Impact HAZ-2: The Updated FMP program and associated individual projects would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Potentially Significant	**MM HAZ-2a: Soil and Groundwater Contamination** If evidence of contaminated soil and/or groundwater, such as odors, oil sheen, or discolored soil, is encountered during excavation or grading activities, the construction contractors shall stop work and immediately inform the College. An environmental hazardous materials professional shall be contracted to conduct soil and groundwater analyses to determine if the encountered materials pose any risk to the public or construction workers. In the event that any potential risk is identified, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local regulations. Soil remediation plan could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation methods for cleanup of contaminated groundwater could include in situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensuring construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions. **MM HAZ-2b: Hazardous Materials Contingency Plan** A hazardous materials contingency plan shall be prepared prior to the start of any construction activity. The contingency plan shall be implemented during demolition,	Less than Significant

		decommission, renovation, and construction activities for the project. The hazardous materials contingency plan shall include, at a minimum, the following: - Identification of known areas with hazardous waste and hazardous materials of concern - Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern - Procedures for restricting access to the contaminated area except for properly trained personnel - Procedures for notification and reporting, including internal College management and public agencies, as needed - Health and safety measures for removal and excavation of contaminated soil - Procedures for characterizing and managing excavated soils - Procedures for certification of completion of remediation Site workers shall be familiar with the hazardous materials contingency plan and shall be fully trained on how to identify suspected contaminated soil.	
Impact HAZ-3: The Updated FMP program and associated individual projects would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste, but would involve the usage of minor amounts of routine hazardous materials within one-quarter mile of an existing or proposed school.	Potentially Significant	**Implement MM HAZ-2b: Hazardous Materials Contingency Plan**	Less than Significant

Impact HAZ-4: The Main Campus is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 but would not create a significant hazard to the public or the environment.	Less than Significant	No mitigation required	Less than Significant
Impact HAZ-5: The Updated FMP program and associated individual projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than Significant	No mitigation required	Less than Significant
Impact C-HAZ-1: The Updated FMP program and associated projects, in combination with other past, present, and reasonably foreseeable future development, would not make a considerable contribution to any cumulative impact related to hazards and hazardous materials.	Less than Significant	No mitigation required	Less than Significant
Hydrology and Water Quality			
Impact HYD-1: The Updated FMP and associated individual projects would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Potentially Significant	**Implement MM HAZ-2a: Soil and Groundwater Contamination and MM HAZ-2b: Hazardous Materials Contingency Plan**	Less than Significant

Impact HYD-2: The Updated FMP program and associated individual projects would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less than Significant	No mitigation required	Less than Significant
Impact HYD-3: The Updated FMP program and associated individual projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site.	Less than Significant	No mitigation required	Less than Significant
Impact HYD-4: The Updated FMP and associated projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.	Less than Significant	No mitigation required	Less than Significant

Impact HYD-5: The Updated FMP would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than Significant	No mitigation required	Less than Significant
Impact C-HYD-1: Construction and operation of the Updated FMP and associated individual projects, in conjunction with other cumulative development within the City of San Francisco, would not cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or degrade the drainage pattern of the site or area.	Less than Significant	No mitigation required	Less than Significant
Land Use and Planning			
Impact LU-1: The Updated FMP program and associated individual projects would not physically divide an established community.	Less than Significant	No mitigation required	Less than Significant
Impact LU-2: The Updated FMP program and associated individual projects would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	No mitigation required	Less than Significant

Impact C-LU-1: The Updated FMP program and associated individual projects, in combination past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to cumulative land use impacts.	Less than Significant	No mitigation required	Less than Significant
Mineral Resources			
Impact MIN-1: The individual projects at the Main Campus or Centers would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state	No Impact	No mitigation required	No Impact
Impact MIN-2: The individual projects at the Main Campus or Centers would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	No Impact	No mitigation required	No Impact
Noise			
Impact NOI-1: The updated FMP program and associated individual projects would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance,	Less than Significant	No mitigation required	Less than Significant

or applicable standards of other agencies.			
Impact NOI-2: The Updated FMP program and associated individual projects would not result in the generation of excessive groundborne vibration or groundborne noise levels.	Less than Significant	No mitigation required	Less than Significant
Population and Housing			
Impact PH-1: The Updated FMP program and associated individual projects would not directly or indirectly induce substantial unplanned population growth in the City and County of San Francisco that could create demand for housing	Less than Significant	No mitigation required	Less than Significant
Impact PH-2: The Updated FMP program and associated individual projects would not displace substantial numbers of existing housing units or people necessitating the construction of replacement housing.	No Impact	No mitigation required	No Impact
Impact C-PH-1: The Updated FMP program and associated individual projects, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative population and housing impacts.	Less than Significant	No mitigation required	Less than Significant

Public Services			
Impact PS-1: The Updated FMP program and associated individual projects would result in an increased demand for fire protection services, but not to the extent that would require new or physically altered fire protection facilities, the construction of which would result in significant environmental impacts.	Less than Significant	No mitigation required	Less than Significant
Impact PS-2: The Updated FMP program and associated individual projects would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities the construction of which could cause significant environmental impacts.	Less than Significant	No mitigation required	Less than Significant
Impact PS-3: The Updated FMP program and associated individual projects would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts.	Less than Significant	No mitigation required	Less than Significant
Impact PS-4: The Updated FMP program and associated individual projects would not result in substantial adverse	Less than Significant	No mitigation required	Less than Significant

physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts.			
Impact C-PS-1: The Updated FMP program and associated individual projects, in combination with past, present, and reasonably foreseeable future projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less than Significant	No mitigation required	Less than Significant
Recreation			
Impact REC-1: The Updated FMP program and associated individual projects would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, or such that the construction of new facilities would be required.	Less than Significant	No mitigation required	Less than Significant

Impact REC-2: Construction of open space as part of the Updated FMP or associated individual projects would not result in substantial adverse physical environmental impacts.	Less than Significant	No mitigation required	Less than Significant
Impact C-REC-1: The Updated FMP and associated individual projects, in combination with past, present, and reasonably foreseeable future projects, would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than Significant	No mitigation required	Less than Significant
Transportation			
Impact TR-1: Construction activities associated with the Updated FMP program and associated individual projects at the Main Campus would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, driving or riding transit; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit.	Less than Significant	No mitigation required	Less than significant

Impact TR-2: The Updated FMP program and associated individual projects at the Main Campus would not create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations.	Less than Significant	No mitigation required	Less than significant
Impact TR-3: The Updated FMP program and associated individual projects at the Main Campus would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.	Less than Significant	No mitigation required	Less than Significant
Impact TR-4: The Updated FMP program and associated individual projects at the Main Campus would substantially delay public transit.	Significant	No feasible mitigation measures	Significant Unavoidable
Impact TR-5: The Updated FMP program and associated individual projects at the Main Campus would not cause substantial additional vehicle miles traveled or substantially induce automobile travel	Less than Significant	No mitigation required	Less than Significant
Impact TR-6: The Updated FMP program and associated individual projects at the Main Campus would not result in a loading deficit.	Less than Significant	No mitigation required	Less than Significant

Impact TR-7: The Updated FMP program and associated individual projects at the Main Campus would result in a vehicle parking deficit, and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility of people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit.	Less than Significant	No mitigation required	Less than Significant
Impact TR-8: The Updated FMP program at the Centers would not result in transportation impacts.	Less than Significant	No mitigation required	Less than Significant
Impact C-TR-1: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not result in significant construction-related transportation impacts.	Less than significant	No mitigation required	Less than Significant

Impact C-TR-2: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations.	Less than significant	No mitigation required	Less than Significant
Impact C-TR-3: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.	Less than significant	No mitigation required	Less than Significant
Impact C-TR-4: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would substantially delay public transit, and the Updated FMP would contribute considerably to those impacts.	Significant	No feasible mitigation measures	Significant Unavoidable
Impact C-TR-5: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects,	Less than significant	No mitigation required	Less than Significant

would not cause substantial additional vehicle miles traveled or substantially induce automobile travel.			
Impact C-TR-6: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would result in significant loading impacts, but the proposed project would not contribute considerably to those impacts.	Less than significant	No mitigation required	Less than Significant
Impact C-TR-7: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not result in significant vehicle parking impacts.	Less than significant	No mitigation required	Less than significant
Impact C-TR-8: The Updated FMP program at the Centers, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative transportation impacts.	Less than significant	No mitigation required	Less than significant
Tribal Cultural Resources			
Impact TCR-1: Construction activities of the Updated FMP and associated individual projects at the Main Campus could disturb tribal cultural	Potentially Significant	**Implement MM CR-2: Treatment of Human Remains** **MM TCR-1: Tribal Resources** If CCSF, in consultation with their consulting archaeologist determines that ground-disturbing activities may cause a substantial adverse change to a tribal cultural resource, and measures to protect the resource are not otherwise identified in the	Less than Significant

resources if such resources are present within the project site.		consultation process, CCSF shall implement additional measures pursuant to PRC Section 21084.3(b). Provisions under PRC Section 21084.3(b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include: 1) Avoidance and preservation of the resources in place, including, but not limited to, designing the treatment to avoid the resources and protect the cultural and natural context; 2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource. If CCSF determines that preservation-in-place of the tribal cultural resource is both feasible and effective, then CCSF consulting archeologist shall prepare an archeological resource preservation plan (ARPP), which shall be implemented when feasible. If CCSF, in consultation with the affiliated Native American tribal representatives, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then CCSF and the affiliated tribe shall consider alternatives to mitigate the impact which may include documentation or study of the resource, public education and or brochures, interpretive programs such as trails, exhibits, replanting, or other measures negotiated between CCSF and the affiliated Native American Tribal representatives.	
Utilities and Service Systems			
Impact USS-1: Implementation of the Updated FMP program and associated individual projects would not exceed the capacity of the wastewater treatment provider that would serve the project site; would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; and would not require the construction of new, or expansion of existing, wastewater treatment or stormwater drainage facilities.	Less than Significant	No mitigation required	Less than Significant

Impact USS-2: Development under the Updated FMP and associated individual projects would be served from existing water supply entitlements and resources and would not require new or expanded water supply resources or entitlements	Less than Significant	No mitigation required	Less than Significant
Impact USS-3: Construction and operation under the Updated FMP including the associated individual projects would not generate solid waste in excess of the capacity of local solid waste collection and treatment facilities and would comply with applicable statutes and regulations related to solid waste. *(*	Less than Significant	No mitigation required	Less than Significant
Impact C-USS-1: The Updated FMP program and associated individual projects, in combination with past, present, and reasonably foreseeable future projects, would not substantially contribute to cumulative impacts related to utilities and services systems.	Less than Significant	No mitigation required	Less than Significant

Wildfire			
Impact WF-1 The Main Campus and Centers are all located in an urbanized environment with little natural vegetation. There are no wildlands located in San Francisco. The City does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones	No Impact	No mitigation required	No Impact

1.4 AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

On September 14, 2020 CCSF distributed a Notice of Preparation (NOP) describing the proposed project and stating that CCSF would prepare an EIR. A copy of the NOP is included in **Appendix A**. The NOP was distributed to the State Clearinghouse and various other local agencies and organizations. In accordance with the requirements of CEQA, CCSF provided a 30-day period for responses to the NOP, which closed on October 16, 2020.

Pursuant to California Public Resources Code section 21083.9 and State CEQA Guidelines section 15206, a public scoping meeting was held to receive oral comments concerning the scope of the EIR. The meeting was held on Wednesday, October 7, 2020, at 4:00 PM via a virtual Zoom Meeting. The meeting was recorded. The purpose of this meeting was to inform the public, campus community, and interested agencies of the proposed project, solicit comments, and identify areas of concern. Comments received during the scoping period are included in **Appendix A**. Issues raised in the comments received include the following:

1.4.1 Existing Conditions

- Document should consider that the San Francisco Public Utilities Commission sold the Lower Balboa Reservoir to Reservoir Community Partners, LLC—a partnership with for-profit developer AvalonBay and several non-profit developers. The agreement cites that 220 parking spaces would be allocated to the College after the development of the Lower Reservoir project. The maximum number of parking spaces the developer would approve to allocate to the College is 450.

- The document should note that the temporary College center at 1170 Market Street is expected to be terminated in February, 2021 without having the center location at 750 Eddy Street ready for use.

- Concerns regarding a College decision to remove up to 350 sections from online registration on November 19, 2019, which affected the Older Adults program at the Downtown Center, with 52 of the 58 classes being cancelled as of Spring, 2020.

1.4.2 Project Description

- Concerns about the disparity of enrollment numbers between the number provided in the budget discussion in October 2020 and the ones presented in the NOP.

1.4.3 Biological Resources

- Recommend specific mitigation measures to avoid impacts to nesting birds, and that these measures be made conditions of approval for the Project.

- Recommend including an analysis of potential impacts to trees located within or adjacent to the project area, and identifying appropriate and effective avoidance, minimization and mitigation measures. The

Project to avoid tree removal to the greatest extent feasible. On-site tree planting should be considered as a potential impact minimization measure but not sufficient to completely off-set temporal impacts from loss of heritage or potentially other trees. Recommend including mitigation measures from loss of heritage and potentially other trees.

- Recommend early consultation if the proposed project could impact species listed on the California Endangered Species Act. The document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program.

- Notification is required, pursuant to California Department of Fish and Wildlife's Lake and Streambed Alteration Program (Fish and Game Code section 1600 et. seq.) for any project-related activities that will substantially divert or obstruct the natural flow.

- Request to report any special-status species and natural communities detected during project surveys.

1.4.4 Hydrology and Water Resources

- Request to contain and treat any increase in stormwater on the project site and maintain any runoff to pre-construction levels.

1.4.5 Noise

- Request to identify mitigation for significant impacts due to construction and noise.

1.4.6 Transportation

- Request to provide clarifications on the number of parking spaces that would be added on the parking lots near Ocean Avenue and Havelock Street.

- Request to have the San Francisco Municipal Transportation Agency and the College prepare a traffic study for Havelock Street.

- Request a process and timeline for the neighborhood to provide input on the design of the surface parking at the end of Havelock Street and the design of the Havelock Gateway.

- Concerns regarding traffic and quality-of-life impacts on neighbors near the Havelock Gateway and surface parking at the end of Havelock Street.

- Request to identify mitigation measures for increasing vehicle miles traveled (VMT), as needed. Measures to support the use of transit and active transportation modes.

- Request to identify and mitigate potential safety issues for all road users.

- Request to evaluate the project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance, including countermeasures and trade-offs resulting from mitigating VMT increases.

- Request maintaining access to pedestrians, bicycle, and transit facilities.

- Request clarification of the intensity of events and receptions to be held at the College and how the associated travel demand and VMT would be mitigated.

- Request analyzing potential impacts to the State Right-of-Way (ROW) from project-related temporary access points. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans.

- Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to I-280.

- Request to discuss the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring.

- A note that CCSF indicated during an earlier community the importance of pedestrian access from Balboa Park BART Station.

1.5 SUMMARY OF ALTERNATIVES

Three alternatives were analyzed in detail in this document: No Project Alternative (Alternative 1), Preservation Alternative (Alternative 2), and Attendance Relocation Alternative (Alternative 3). Alternative 1 would not implement the improvements under the Updated FMP. Alternative 2 would retain and renovate Conlan Hall, the Smith Hall/Statler building, and the theater portion of the Creative Arts Building. Under Alternative 3, approximately 24 percent of the total number of students would attend classes online instead of the current trend of 11 percent.

Table 1.0-2, Summary Comparison of Significant Impacts of Project Alternatives, presents a summary comparison of the significant impacts of the alternatives as compared with the proposed projects with the purpose of highlighting whether the alternative would result in similar, greater, or lesser environmental impacts than the proposed projects**.**

The No Project Alternative would avoid the significant environmental impacts of the Updated FMP related to historical resources because it would not result in the demolition of Conlan Hall, the Smith Hall/Statler Building and the theater portion of the Creative Arts Building on the Main Campus. This alternative would therefore be the environmentally superior alternative. However, it would not meet any of the Updated FMP objectives.

If the No Project Alternative is the environmentally superior alternative, *State CEQA Guidelines* Section 15126(d)(2) requires that an EIR identify an environmentally superior alternative from amongst the other alternatives evaluated in the EIR.

Alternative 3 (the Attendance Reallocation Alternative) would reduce the proposed projects' significant impacts related to transit delay. However, it would have significant and unavoidable impacts on

historical resources. Further, Alternative 3 would not meet CCSF's objective of building a sense of community by supporting collaborative and collegial relationships with comfortable places for study, professional development, events, and informal gathering. For this reason, and because Alternative 2 would meet most, but not all, of the Updated FMP's objectives, it would be the environmentally superior alternative.

Table 1.0-2
Summary Comparison of Significant Impacts of Project Alternatives

Impact	Proposed Project Impact (Significant)	No Project Alternative	Preservation Alternative	Attendance Relocation Project Alternative
Impact HIST-1	**The Updated FMP would significantly contribute to cumulative impacts on historic resources**	Impact Less than Proposed Project	Impact Less than Proposed Project	Impact Equal to Proposed Project
Impact C-HIST-1	**The Updated FMP would significantly contribute to cumulative impacts on historic resources**	Impact Less than Proposed Project	Impact Less than Proposed Project	Impact Equal to Proposed Project
Impact TR-4	**The Updated FMP program and associated individual projects at the Main Campus would substantially delay public transit**	Impact Less than Proposed Project	Impact Equal to Proposed Project	Impact Less than Proposed Project
Impact C-TR-4	**The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would substantially delay public transit, and the Updated FMP would contribute considerably to those impacts**	Impact Less than Proposed Project	Impact Equal to Proposed Project	Impact Less than Proposed Project

2.0 INTRODUCTION

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This introduction is intended to provide the reader with general information regarding the (1) project proposed by the City College of San Francisco (CCSF), (2) purpose of an environmental impact report (EIR), (3) standards for EIR adequacy, (4) format and content of this EIR, and (5) EIR procedural requirements for the proposed project. This section is intended to educate the reader regarding the intent, format, and content of this EIR so that it can be easily understood.

All discretionary projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with CEQA.

CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public the significant environmental effects of proposed activities and ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CCSF is the lead agency for the proposed project and, as such, is required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project.

One of the primary objectives of CEQA is to enhance public participation in the planning process. Community members are encouraged to participate in the environmental review process, request to be notified of meetings and release of documents, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides ample opportunity for the public to participate through scoping, public review of CEQA documents, and public hearings.

2.2 PROJECT BACKGROUND AND PLANNING PROCESS

City College of San Francisco has developed an Updated Facilities Master Plan (FMP). The Updated FMP is intended as a long-range plan that would direct the development of CCSF through the year 2030 and support the goals and strategies of CCSF's Education Master Plan. The Updated FMP provides a strategy for facilities improvements, renovations, replacements, and new construction over the next 10 years. In addition, the intent of the Updated FMP is to modernize the CCSF's facilities and maximize space utilization to serve the City of San Francisco for the next 10 years and beyond.

The CCSF Updated FMP framework encompasses modernized and efficient space use through renovation of existing facilities and construction of new facilities. The Updated FMP would support enhanced student experience on campus and sets the framework for improvements to indoor and outdoor student gathering and learning spaces, campus infrastructure, accessibility, and paths of travel. The Updated FMP would also support sustainability and resilience measures of the campus.

The Updated FMP was prepared in compliance with CCSF Board Policy 7.02 which calls for maintaining a current Facilities Master Plan. CCSF's eligibility for State Capital Outlay funds and local general obligation bonds is contingent upon having a current, approved Facilities Master Plan in effect.

This Draft EIR analysis evaluates, at a program level, the Updated FMP strategy that provides a districtwide framework of the CCSF facilities over the next 10 years. The analysis also includes a program-level evaluation of the Updated FMP strategy specific to the CCSF Main Campus located at 50 Frida Kahlo Way. More specifically, the Updated FMP framework for the Main Campus prioritizes, among other improvements, ease of access to critical campus resources; improvement of campus operations; and increased use of transit, bicycles, pedestrian, and shared-car programs.

This Draft EIR analysis also evaluates at a project-level proposed individual demolition, decommission, renovation, and construction projects within the Main Campus. These projects are presented in **Table 2.0-1** below.

Table 2.0-1
Total Building Space upon Buildout of the Updated FMP

Project Name	Gross Square Feet
Existing Conditions	**1,129,180**
Baseline Conditions	**1,351,980**
Demolition	
Smith/Statler Building	56,056
Conlan Hall	37,410
Creative Arts Building (theater)	13,623
Bungalow EOPS	3,600
Bungalows 700-716	12,960
Bungalows 602, 603-605, 604, 606, 610, 615, 617, 619, 621, 623, 624	11,040
Subtotal	***134,689***
Decommission	
Creative Arts Building	50,000
Visual Arts	32,616
Subtotal	***82,616***

Project Name	Gross Square Feet
Renovation	
Cloud Hall	127,436
Creative Arts Extension	30,697
Science Hall	151,856
Student Union	17,998
Batmale Hall	103,888
Subtotal	***431,875***
New Construction	
Student Success Center	80,000
Subtotal	***80,000***
Total Building Space upon Buildout of the Updated FMP	**1,214,675**
Growth	**-137,305**
Percent Increase	**-10%**

2.3 PROJECT APPROVALS REQUESTED

2.3.1 City College of San Francisco

As defined by CEQA, a Lead Agency is the public agency with the principal responsibility for approving a project. CCSF is the Lead Agency for consideration and approval of the Updated FMP. The Board of Trustees of the City College of San Francisco will hold at least one public hearing on the proposed Updated FMP before deciding whether to approve it. The Board must certify the Final EIR before making its decision on the Updated FMP.

2.3.2 San Francisco Planning Department

Section 304.5 of the San Francisco Planning Code requires that "…post-secondary educational institutions the City and County of San Francisco must file a current Institutional Master Plan ("IMP") with the Planning Department." However, per the California Education Code (Section 70900), California Community Colleges are a postsecondary education system of the State, consisting of community college districts and the Board of Governors. CCSF is part of the California Community Colleges system. Approval of the Updated FMP is not within the jurisdiction of the City and County of San Francisco but is subject to approval of CCSF's Board of Trustees. As an agency of the State, CCSF may choose to exempt itself from local planning and zoning requirements (California Government Code Section 53094).

2.3.3 San Francisco Municipal Transportation Agency (SFMTA)

Formal approval is not required from SFMTA, but CCSF will coordinate with the San Francisco Municipal Transportation Agency (SFMTA) for the Updated FMP circulation and access plans that may include connection of on-campus bike paths and public bike routes, the new bicycle path connecting the Balboa Park BART Station to Frida Kahlo Way, raised crosswalks and elevated walkways on Frida Kahlo Way, and other improvements.

2.3.4 San Francisco Public Works (SFPW)

Formal approval by SFPW is required to change sidewalks or roadways in the public right-of-way through a Street Improvement Permit. Excavation permits issued by SFPW are required for any trenching in the public right-of-way. In addition, any improvements outside the campus site boundary would be subject to post-construction stormwater controls in accordance with the City Public Works Code and in compliance with the City's Stormwater Management Ordinance.

2.3.5 Other Approvals

Implementation of various project components may also require approvals or permits by the following public agencies:

- Division of the State Architect (DSA) for buildings, handicap accessibility, fire and life safety;
- Regional Water Quality Control Board for Stormwater Pollution Prevention Plans required during construction;
- Bay Area Air Quality Management District for any new stationary sources of air emissions; and
- City and County of San Francisco, for wastewater and water connections, and fire hydrants/water pressure.

2.4 ENVIRONMENTAL REVIEW PROCESS

In accordance with the requirements of CEQA, CCSF determined that an Environmental Impact Report (EIR) should be prepared to analyze the potential impacts associated with the Updated FMP. On September 14, 2020 CCSF distributed a Notice of Preparation (NOP) describing the proposed project and stating that CCSF would prepare an EIR. The NOP was distributed to the State Clearinghouse and various other local agencies and organizations. In accordance with the requirements of CEQA, CCSF provided a 30-day period for responses to the NOP, which closed on October 16, 2020.

Pursuant to California Public Resources Code section 21083.9 and State CEQA Guidelines section 15206, a public scoping meeting was held to receive oral comments concerning the scope of the EIR. The meeting

was held on **Wednesday, October 7, 2020, at 4:00 PM via a virtual Zoom Meeting**. The meeting was recorded.

The purpose of this meeting was to inform the public, campus community, and interested agencies of the proposed project, solicit comments, and identify areas of concern. The meeting was recorded.

CCSF requested that each commenter at the meeting identify in a written response any specific topics of environmental concern that should be studied in the EIR. Responses to the NOP and scoping meeting were received from the following public agencies, organizations, and members of the public:

- California Department of Fish and Wildlife
- California Department of Transportation, District 4
- Friends of the Havelock Bridge
- Harry Bernstein
- Jennifer Heggie
- Andrew Sherman

The NOP and comment letters received by CCSF are contained in **Appendix A** to this Draft EIR. The District considered the public comments received during the scoping review period and prepared an Initial Study in order to focus the scope of the EIR by assessing which of the proposed project's environmental topics would not result in significant impacts on the environment. The Initial Study is included as an appendix to this EIR (see **Appendix B**). **Table 2.0-2** below presents a matrix summary of the comments received and indicates the document sections where these topics are addressed in this document.

Table 2.0-2
Updated Facilities Master Plan for the City College of San Francisco
Matrix of Comments Received in Response to the Notice of Preparation

Commenter	Site Characteristics	Project Description	Environmental Review Process	Biological Resources			Hydrology and Water Resources	Noise	Transportation			
	Existing Conditions	Enrollment	Community Engagement	Nesting Birds	Tree Protection	Reporting Survey Findings	Drainage	Construction Noise	Pedestrian Access	Parking	Traffic and Circulation	Public Safety (Visibility)
State Agencies												
Caltrans, District 4 Mark Leong, District Branch Chief							X		X		X	
California Department of Fish and Wildlife				X	X	X						
Organizations												
Friends of the Havelock Street Bridge - Christine Weibel	X	X	X					X	X	X	X	X

Individuals												
Harry Bernstein	X	X								X		
Andrew Sherman	X								X			
Jennifer Heggie			X									
Section of the document where the topic is discussed	**Section 3.1.1 of the EIR**	**Chapter 3.0 of the EIR**	**Chapter 2.0 of the EIR**	**Section 3.4 of the IS (Appendix B)**	**Section 3.4 of the IS (Appendix B)**	**Section 3.4 of the IS (Appendix B)**	**Section 3.10 of the IS (Appendix B)**	**Section 3.13 of the IS (Appendix B)**	**Section 4.2 of the EIR**	**Section 4.2 of the EIR**	**Section 4.2 of the EIR**	**Section 4.2 of the EIR**

The Initial Study determined that the Updated FMP including the proposed individual projects would not result in significant environmental effects (in some cases, with mitigation identified in the Initial Study) for the following environmental topics:

- Aesthetics
- Agricultural and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources (Archaeological Resources and Human Remains)
- Energy
- Greenhouse Gas Emissions
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Based on the findings of the Initial Study, included as **Appendix B** to this Draft EIR, the following general topics are analyzed in this EIR:

- Cultural (Historical) Resources
- Transportation

These topics are discussed in detail in **Section 4.0, Environmental Impact Analysis**, specifically **Section 4.1, Cultural Resources**, and **Section 4.2, Transportation**, of this Draft EIR.

This Draft EIR is being circulated for a minimum 45-day public review period, as required by CEQA. During the review period, copies of this Draft EIR and reference materials used in the preparation of this EIR will be available for review during normal business hours at the CCSF Office Facilities Construction and Planning, 50 Frida Kahlo Way, Bungalow 606 San Francisco, and online at: www.ccsf.edu/facilities.

In reviewing the Draft EIR, reviewers should focus on the document's adequacy in identifying and analyzing significant effects on the environment and ways in which the significant effects of the project might be avoided or mitigated. To ensure inclusion in the Final EIR and full consideration by the lead agency, comments on the Draft EIR must be received during the public review period, which ends **at 5:00 p.m. on March 18 , 2021.**

Facilities Construction and Planning
City College of San Francisco
50 Frida Kahlo Way, Bungalow 606
San Francisco, CA 94112

and via email at: Facilities@ccsf.edu

Publication of Final EIR

Following the public hearing, and after the close of the written public comment period on the Draft EIR, responses to written and recorded comments will be prepared and published. The Final EIR, which will consist of the Draft EIR, comments on the Draft EIR, written responses to those comments, and the Mitigation Monitoring and Reporting Program (MMRP), will be forwarded to the Board of Trustees of the City College of San Francisco for their consideration.

To consider approval of the proposed project, Section 15090 of the *CEQA Guidelines* requires the Board of Trustees of the City College of San Francisco to certify that:

- The Final EIR has been completed in compliance with CEQA;
- The Final EIR was presented to the Board of Trustees, and that the Board of Trustees reviewed and considered the information contained in the Final EIR prior to approving the project; and
- The Final EIR reflects the lead agency's independent judgment and analysis.

In conjunction with their certification of the Final EIR, the Board of Trustees must also adopt written findings that address each significant adverse environmental effect identified in the Final EIR, consistent

with Section 15091 of the *CEQA Guidelines*. The Board of Trustees must also adopt the MMRP to ensure implementation of mitigation measures that have been incorporated into the project to reduce or avoid significant effects during project construction and/or implementation.

If feasible mitigations are not available to reduce significant environmental impacts to a less-than-significant level, those impacts are considered significant and unavoidable. If the Board of Trustees elect to approve the proposed project, and the proposed project would have significant and unavoidable impacts, the Board of Trustees will be required to identify the specific reasons for approving the project, based on the Final EIR and any other information in the public record. This "Statement of Overriding Considerations" would be incorporated into the Findings and would provide the specific reasons why the benefits of the proposed project outweigh the unavoidable environmental effects that would result from development of the project.

2.5 SCOPE OF EIR

The Updated FMP constitutes a series of projects that are related geographically, are logical parts of a series of contemplated actions, relate to plans prepared by CCSF, and are projects that will be carried out by CCSF. As such, the projects are considered a "program" under CEQA and this EIR is a Program EIR per CEQA (as described in Section 15168 of the CEQA Guidelines).

Each activity carried out as part of the Updated FMP will be examined by CCSF in light of the Program EIR to determine whether an additional environmental document must be prepared. If CCSF finds that all of the effects of the later activity have been addressed by the Program EIR (considering the specific characteristics of the activity, potential changes in conditions that might have occurred since the Program EIR was completed, and new information that might have become available), CCSF can approve the project as being within the scope of the project addressed in the Program EIR, and no new environmental document would be required. If the later activity could have effects not covered by the Program EIR, additional environmental review (an Addendum, or an Initial Study, ending in a (Mitigated) Negative Declaration) may be required under CEQA.

In addition to programmatic review of the Updated FMP, this Draft EIR evaluates individual development projects within the Main Campus at a project-specific level. These projects are presented in **Table 2.0-2**. The individual projects are analyzed under CEQA at a project level, allowing for project approval following certification of the EIR.

2.6 FORMAT AND CONTENT OF EIR

This section provides a description of the organization of this EIR and the contents of each section, to assist the reader in using this EIR as a source of information about the proposed project and its potential effects on the environment. The sections following this introduction are organized as follows:

Section 1.0, Executive Summary, summarizes environmental consequences that would result from the proposed project, provides a summary table that denotes anticipated significant environmental impacts, describes identified mitigation measures, and indicates the level of significance of impacts before and after mitigation.

Section 2.0, Introduction, provides an introduction and overview describing the purpose and scope of topics addressed in this EIR and the environmental review process.

Section 3.0, Project Description, describes the proposed project.

Section 4.0, Environmental Impact Analysis, describes, for historical resources and transportation topics, the environmental setting, including applicable plans and policies; provides an analysis of the potential environmental impacts of the proposed project; and identifies mitigation measures to reduce their significance. It also includes an evaluation of the project's cumulative impacts.

Section 5.0, Other CEQA Considerations, provides a discussion of the project's significant and unavoidable impacts and the potential for growth inducement from the project.

Section 6.0, Alternatives, summarizes alternatives to the project and the comparative environmental consequences of each alternative. This section includes an analysis of the No Project Alternative, among others, as required by CEQA.

Section 7.0, Abbreviations, provides a list of abbreviations and acronyms

Section 8.0, List of Preparers, provides a list of the individuals involved in the preparation of this EIR.

Appendices to this EIR include the Notice of Preparation and comment letters, the Initial Study, and information from the air quality, greenhouse gas emissions, cultural resources, noise, and transportation studies used in the analysis contained in this EIR.

3.0 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The CCSF Updated FMP provides a framework for future developments to support the goals and strategies of the College's Education Master Plan.[2] The Updated FMP is a long-range plan, designed to guide future development through the year 2030. The framework encompasses modernized and efficient space use through renovation of existing facilities and construction of new facilities. The Updated FMP would support enhanced student experience on campus and sets the framework for improvements to indoor and outdoor student gathering and learning spaces, campus infrastructure, accessibility, and paths of travel. The Updated FMP would also support sustainability and resilience measures of the campus.

The draft Updated FMP was prepared in compliance with CCSF Board Policy 7.02 which calls for maintaining a current Facilities Master Plan. CCSF's eligibility for State Capital Outlay funds and local general obligation bonds is contingent upon having a current, approved Facilities Master Plan in effect.

This EIR analysis evaluates, at a program level, the Updated FMP strategy that provides a districtwide framework of the CCSF facilities over the next 10 years. The analysis also includes a program-level evaluation of the Updated FMP strategy specific to the CCSF Main Campus located at 50 Frida Kahlo Way. More specifically, the Updated FMP framework for the Main Campus prioritizes, among other improvements, ease of access to critical campus resources; improvement of campus connectivity; and increased use of transit, bicycles, pedestrian, and shared-car programs, and infrastructure.

The analysis in this EIR also evaluates at a project-level proposed individual demolition, decommission, renovation, and construction projects within the Main Campus.

3.1.1 Project Purpose and Objectives

The Updated FMP is intended as a long-range plan that would direct the development of the College through the year 2030 and support the goals and strategies of the College's Education Master Plan. The Updated FMP provides a strategy for facilities improvement, renovation, replacement, and new construction to modernize the College's facilities and maximize space utilization to serve the community for the next 10 years and beyond.

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2 City College of San Francisco. *Education Master Plan Update 2018-2025*. May 2019.

While the Updated FMP focuses primarily on the Main Campus, it provides a comprehensive strategy that covers all CCSF locations and describes improvement potential at the CCSF centers. The Updated FMP planning framework focuses on improving or replacing the CCSF facilities to provide an equitable and consistent level of quality and space assignment at all District locations that support educational goals. Updated FMP framework supports the following objectives:

- Modernize and maximize space utilization of CCSF facilities to serve the community and meet the students' needs for the next 10 years and beyond
- Repurpose, replace, or decommission spaces as appropriate
- Provide built-in flexibility for future reorganization to meet changing needs
- Support modern instructional methodologies, program delivery, and appropriate capacity
- Ensure all spaces have adequate technology capabilities to support current and future needs
- Provide new and expanded opportunities for organizational development and effective innovation
- Build a sense of community by supporting collaborative and collegial relationships with comfortable places for study, professional development, events, and informal gathering
- Enhance student experience and prioritize ease of access to critical resources at the Main Campus with improvement of campus operations
- Provide an in-person learning environment that fosters the well-being and mental health of students and staff
- Coordinate educational programs between all CCSF locations to efficiently address transportation and programs' scheduling issues
- Incorporate the City College Sustainability Plan by implementing the following:
  - Expand the incorporation of sustainable practices into day-to-day operations and environmentally friendly transportation practices
  - Continue to expand the use of sustainable practices in the planning, design and construction of all new facilities and retrofitting of existing facilities
  - Modernize and extend the useful life of existing facilities where possible, as they may best support the Educational Master Plan
  - Develop, as possible, multi-story replacement facilities to reduce building footprints and site disruption

- Upgrade site lighting to provide safety and limit the impact of development on nocturnal environments
- Include water-efficient plumbing and energy-efficient systems in renovated or new buildings
- Replace utility infrastructure to reduce negative impact on water and air quality by increasing on-site infiltration, minimizing storm-water runoff, and reducing contaminants during and after construction
- Extend the life cycle of existing building stock to conserve resources, retain cultural resources, reduce waste and reduce environmental impacts of new buildings as they relate to materials manufacturing and transportation
- Prioritize renovations and avoid demolitions
- Coordinate College efforts to support local "Transit First" policies with City and County of San Francisco and regional agencies
- Encourage the use of public transit, bikes, pedestrian access, and shared car programs

3.1.2 Project Location

The College's Main Campus (also known as Ocean Campus) is located at 50 Frida Kahlo Way (formerly Phelan Avenue). The nine other College Centers are located throughout the City and County of San Francisco. **Table 3.0-1** provides the addresses of the CCSF Main Campus and Centers. A CCSF Center located at 33 Gough Street (Gough Center), which was used to house part of the District's administrative offices, has been closed for more than a year and all activities were transferred to the Main Campus. In addition, Fort Mason, which was part of the Civic Center, is no longer leased for the College classes. The College programs offered at this location would be relocating to existing space on Main Campus. Locations of the Main Campus and CCSF Centers are depicted in the city map in **Figure 3.0-1, Locations of the Main Campus and Centers**.

The CCSF Main Campus is located in the south-central area of the City of San Francisco at 50 Frida Kahlo Way. The 68.1-acre campus is bound to the north by Judson Avenue. Single-family residences (Sunnyside Neighborhood) are located further to the north across Judson Avenue. Archbishop Riordan High School is located adjacent to the northwest corner of the campus. To the east, the campus is bordered by the Interstate 280 (I-280) freeway. Balboa Park, a large recreation area with athletic fields, is located further to the east of the I-280 freeway. The Balboa Park - Bay Area Rapid Transit (BART) Station is located to the southeast. Ocean Avenue borders the south side of the campus. Lick-Wilmerding High School and single-family residences are located further to the south across Ocean Avenue. Geneva Avenue is located to the south of Ocean Avenue and ends near the intersection of Ocean Avenue and Frida Kahlo Way. Unity Plaza that encompasses commercial uses and a fire station is located at the southwest corner of the

campus. Additional commercial uses are located along Ocean Avenue west of the campus. The Lower Balboa Reservoir, located to the west of the campus, is owned by the San Francisco Public Utilities Commission (SFPUC) and is currently leased to the District for use as a parking lot.[3] Single-family residences are located to the west of the reservoir in the Westwood Park neighborhood.

Table 3.0-1
City College of San Francisco Main Campus and Centers Locations

	Campus/Center	Address
1.	Main Campus (Ocean Campus)	50 Frida Kahlo Way
2.	Chinatown/North Beach Center	808 Kearny Street
3.	Civic Center*	750 Eddy Street
4.	Downtown Center	88 Fourth Street
5.	Evans Center	1400 Evans Avenue
6.	John Adams Center	1860 Hayes Street
7.	Mission Center	1125 Valencia Street
8.	Southeast Center	1800 Oakdale Avenue

Note: The program at Civic Center is temporarily housed in a leased space at 1170 Market Street.

3.2 SITE CHARACTERISTICS

On June 25, 2020, the District adopted an Addendum to the 2004 FMP EIR that addresses revisions to the construction of three Campus facilities originally planned in the 2004 FMP. These facilities are the Diego Riviera Theater (DRT); the Sciences, Technology, Engineering, Arts, and Math (STEAM) building; and the Child Care Center. Therefore, site characteristics of the Main Campus Baseline Conditions below, includes existing site conditions and the campus conditions once the construction of the three planned facilities is completed.

3 The San Francisco Planning Department has completed a Subsequent Environmental Impact Report (SEIR) that analyzes the development of the 17.6-acre SFPUC Balboa Reservoir property with a mixed-income housing, open space, childcare facility / community room, retail space, parking, and new streets and other infrastructure. The Balboa Reservoir Project Final SEIR was certified on May 28, 2020. The Master Plan for the development of the Lower Balboa Reservoir and a Development Agreement that establishes the terms of the Balboa Reservoir project between the City and the Project Sponsor (Reservoir Community Developers) – were unanimously approved by the Planning Commission and Board of Supervisors in May 2020 and August 2020, respectively. (San Francisco Planning Department. 2020. https://sfplanning.org/project/balboa-reservoir-and-community-advisory-committee-cac).

3.2.1 Main Campus (Ocean Campus) Baseline Conditions

Current Site Conditions

Approximately 60 percent of the facilities' square footage at the CCSF Main Campus is used to house over 60 percent of credit and non-credit courses of the District. The Main Campus also serves as the headquarters for the District's administration, including the Chancellor's Office, Academic Affairs, Student Affairs, and Institutional Affairs. Most District functions are managed from the Main Campus.

As shown on **Figure 3.0-2, Main Campus Topographic Levels,** the campus is divided geographically into three levels that range in elevation between 185 and 355 feet above mean sea level (msl). The Upper Level forms the center of the campus and includes a plaza that is framed by Science Hall and Cloud Hall. The Middle Level includes Cloud Circle and the campus area west of Frida Kahlo Way which includes the Upper Reservoir parking lot, parking lot Q, and the Multi-Use Building (MUB). The Lower Level is formed by the campus area east of Cloud Hall and includes athletic fields, tennis courts, bungalows, shops, the temporary Child Care Center, and parking lots D and S. The Campus Lower Level also includes the currently leased Lower Reservoir parking lot to the west of the Upper Reservoir parking lot.

The northern and central areas of the campus is mainly for academic uses. The east side of the campus has mostly athletic and recreation uses, including the stadium (football/track), soccer field, and the tennis courts. The southeast corner has almost equal percentages of athletic, physical plant, academic support, and parking uses. The MUB and surface parking lots (Upper Reservoir parking lot and parking lot Q) are located to the west of Frida Kahlo Way. The Lower Balboa Reservoir parking lot, currently leased from SFPUC, is used as a parking lot by the College.[4]

The general types of vegetation on campus include ornamental tree cover, shrubs, lawn areas, mulch, horticultural gardens, and naturalized (unmaintained) trees and grasses. Areas of tree cover include the south and east borders of the campus. The naturalized area is east of the horticulture gardens. Dominant tree species include Monterey Pine, Monterey Cypress, and Eucalyptus.

Figure 3.0-3, Existing Site Plan of the Main Campus, shows the existing plan of the Main Campus. Existing buildings at the campus account for approximately 1,129,180 gross square feet (GSF) of building space. **Table 3.0-2** provides a summary of the existing buildings at the Main Campus.

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[4] The Master Plan for the development of the Lower Balboa Reservoir and a Development Agreement that establishes the terms of the Balboa Reservoir project between the City and the Project Sponsor (Reservoir Community Developers) – were unanimously approved by the Planning Commission and Board of Supervisors in May 2020 and August 2020, respectively. (San Francisco Planning Department. 2020. https://sfplanning.org /project/balboa-reservoir-and-community-advisory-committee-cac).

SOURCE: City College of San Francisco, 2020

FIGURE **3.0-1**

IMPACT SCIENCES

Locations of CCSF Main Campus and Centers

1330.004•08/2020

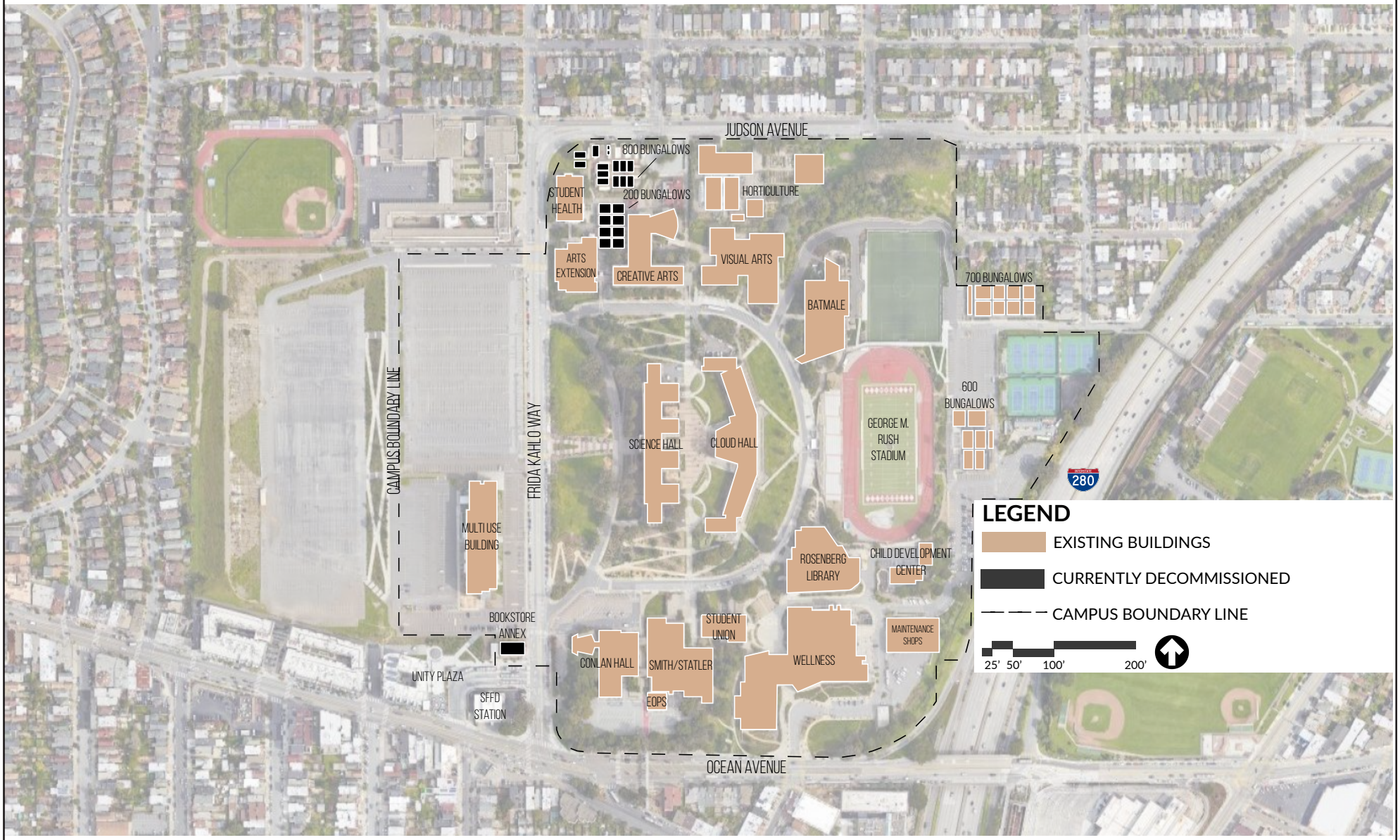
SOURCE: tBP Architecture, 2017

FIGURE **3.0-2**

Main Campus Topographic Levels

IMPACT SCIENCES

1330.004•12/19



SOURCE: Kitchell, 2020

FIGURE **3.0-3**

IMPACT SCIENCES

Existing Site Plan of the Main Campus

Table 3.0-2
Existing Building Inventory at the Main Campus

Building	Gross Square Feet	Year Built	Number of Stories
Batmale Hall	103,888	1978	7
Multi-Use Building	85,158	2010	3 with basement
Creative Arts Building	63,623	1961	3
Creative Arts Extension	30,697	1972	2
Visual Arts	32,616	1970	1
Cloud Hall	127,436	1954	4
Central Shops	15,778	2001	1
Horticulture Center	9,516	1965	1
Science Hall	151,856	1940	4
Smith Hall and Statler Wing (Smith/Statler)	56,056	1955	2
Student Union	17,998	1970	2
Rosenberg Library	144,460	1995	5
Conlan Hall	37,410	1968	2
Shop/Annex/PE	2,100	2001	1
Bungalow - EOP&S	3,600	1970	1
Student Health/Classroom	19,594	2006	3
Health and Wellness Center	158,000	2008	2
Bungalows 700-716	12,960	2010	1
Greenhouse 1-2-3	10,322	1965	-
Greenhouse 4	1,600	1965	-
Lath House - Small	2,908	1965	1
EH Bungalow	1,064	1965	1
Lath House - Large	7,500	1965	1
Pressbox/Concession	2,500	1996	1
Child Development Center (B212 and B213)	6,480	2001 & 2015	1
Recycling Center	1,500	2000	1
Bungalow 602	1,440	1998	1
Bungalow 603-605	1,920	1998	1
Bungalow 604, 610	1,440	1998	1
Bungalow 606	1,440	1998	1
Bungalow 615	2,160	1998	1
Bungalows 617, 619, 621, 623	2,160	1998	1
Bungalow 801	960	2019	1
Bungalow 802	960	2019	1
Bungalow 803	960	2019	1
Bungalow 804	960	2019	1
Bungalow 805	960	2019	1
Bungalow 806	960	2019	1
Bungalow 807	960	2019	1
Bungalow 808	960	2019	1
Bungalow 809	960	2019	1

Building	Gross Square Feet	Year Built	Number of Stories
Bungalow 810	960	2019	1
Bungalow 811	960	2019	1
Bungalow 812	960	2019	1
Bungalow 624 - Restroom	480	1998	1
Total GSF	**1,129,180**		

Source: Kitchell 2019
Note: Bungalows 800s are planned for removal for the construction of the Child Care Center analyzed in the Addendum to the 2004 FMP EIR that was approved on June 25, 2020. However, at the time of the preparation of this document the bungalows were still present on campus

As shown on **Figure 3.0-4, Land Ownership Diagram**, the Main Campus is mostly owned by the College with the exception of two triangular areas at the southeast corner of the campus which are owned by the San Francisco Recreation and Park Department. The land owned by the San Francisco Recreation and Park Department includes tennis courts, used by the College and the public, and a small area used as a maintenance/storage yard for college support services (See **Figure 3.0-4, Land Ownership Diagram**).

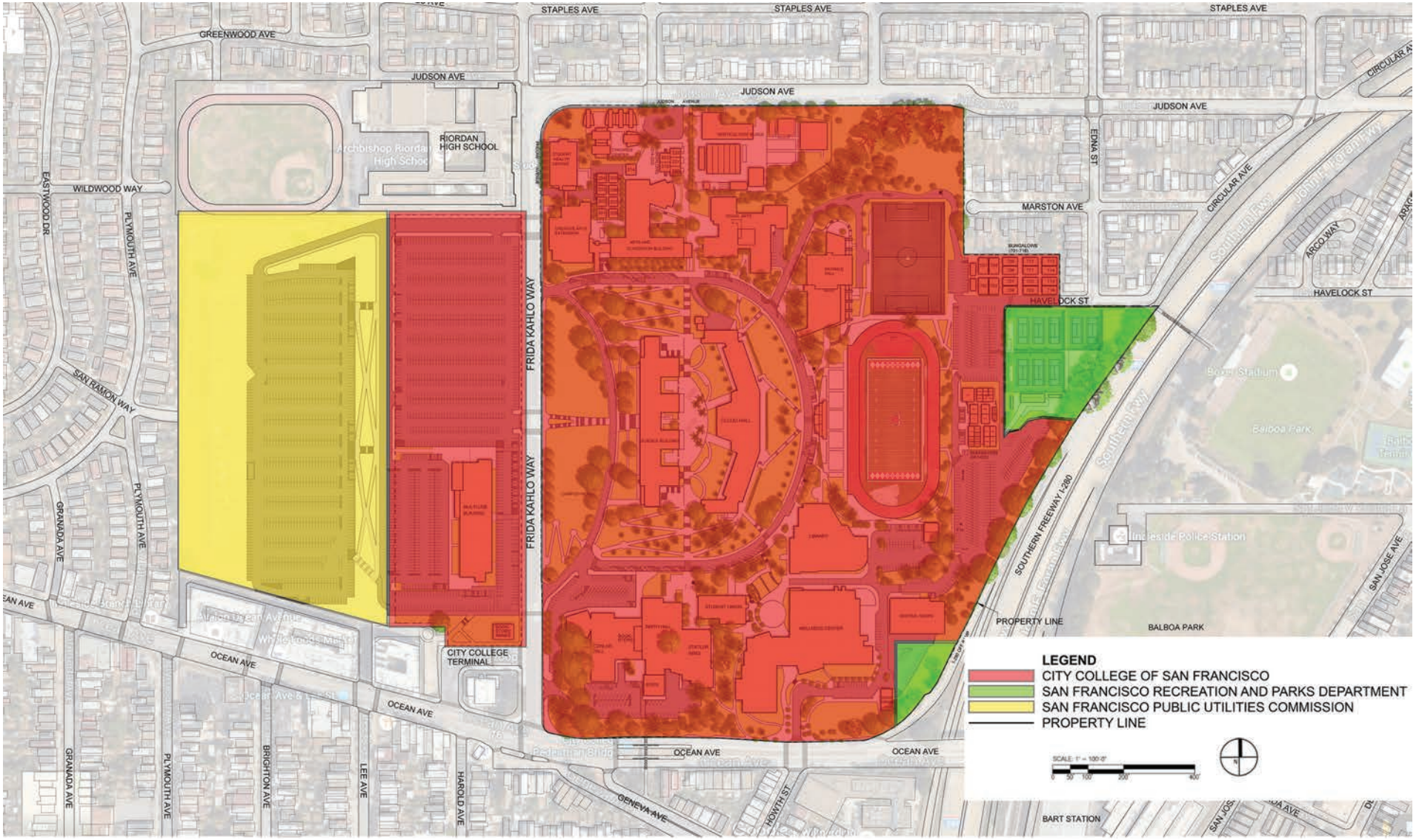
In addition, the Lower Balboa Reservoir (currently in use by the District as the Lower Reservoir parking lot) is owned by the SFPUC. The San Francisco Planning Department has completed a Subsequent Environmental Impact Report (SEIR) that analyzes the development of the 17.6-acre SFPUC Balboa Reservoir property with a mixed-income housing, open space, childcare facility / community room, retail space, parking, and new streets and other infrastructure.[5] The Balboa Reservoir Project Final SEIR was certified on May 28, 2020.[6]

Baseline Conditions

Figure 3.0-5, Baseline Conditions of the Main Campus, shows the baseline conditions of the Main Campus that includes the three facilities, DRT, STEAM, and Child Care Center, approved for construction under the Addendum to the 2004 FMP EIR, which was adopted by the District on June 25, 2020. Under baseline conditions, facilities at the Main Campus would account for approximately 1,351,980 GSF.

5 San Francisco Planning Department. 2019. Draft Subsequent Environmental Impact Report. Balboa Reservoir Project. Case No. 2018-007883ENV. State Clearinghouse No. 2018102028. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=All&items_per_page=All.

6 The Master Plan for the development of the Lower Balboa Reservoir and a Development Agreement that establishes the terms of the Balboa Reservoir project between the City and the Project Sponsor (Reservoir Community Developers) – were unanimously approved by the Planning Commission and Board of Supervisors in May 2020 and August 2020, respectively. (San Francisco Planning Department. 2020. https://sfplanning.org/project/balboa-reservoir-and-community-advisory-committee-cac).



SOURCE: CCSF Facilities Master Plan 2020-2030

FIGURE **3.0-4**

Land Ownership Diagram

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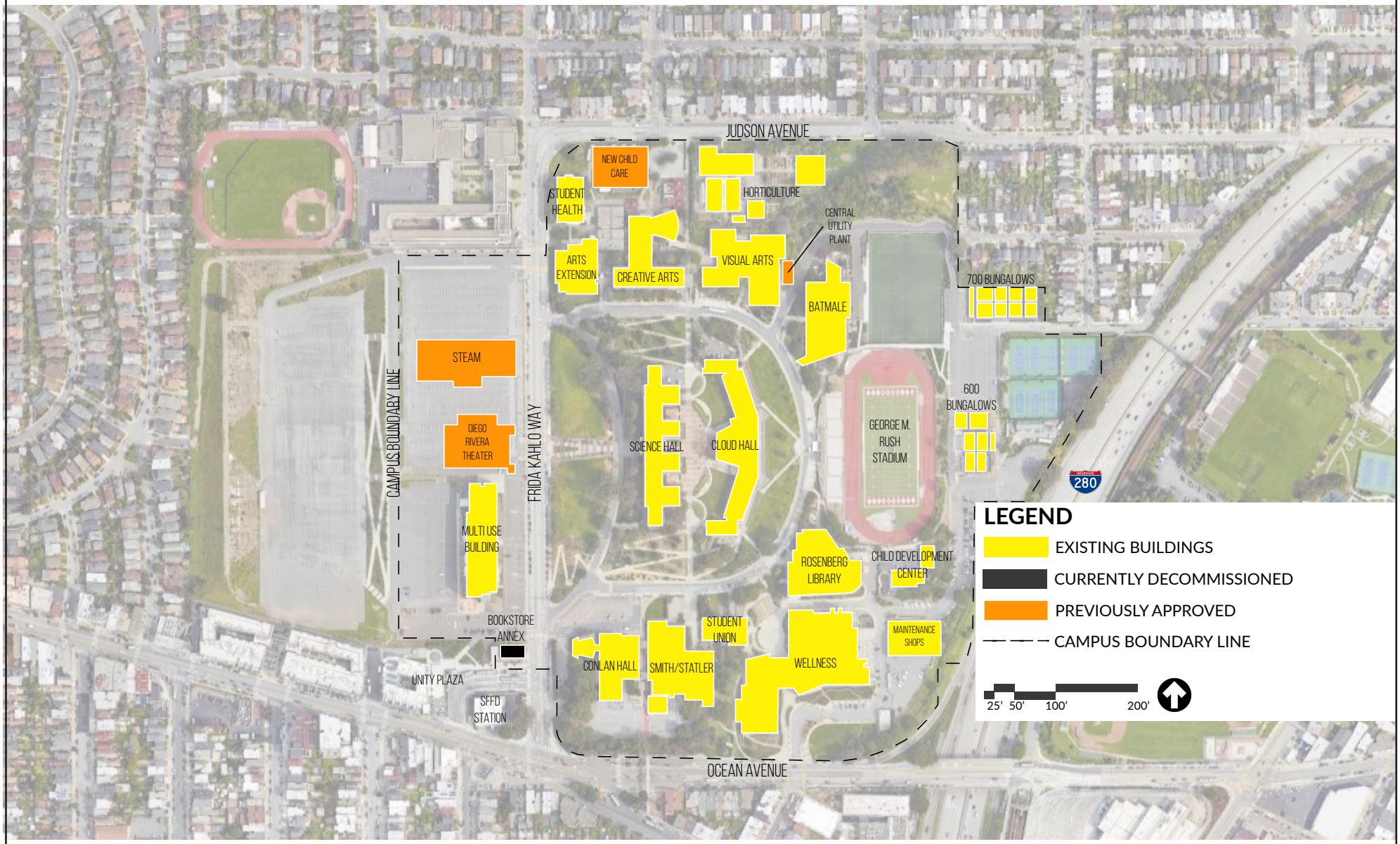
1330.004•12/19



SOURCE: Kitchell, 2020

FIGURE **3.0-5**

IMPACT SCIENCES

Baseline Conditions of the Main Campus

1330.004•01/21

Diego Rivera Theater

The Diego Rivera Theater (DRT) would be a performing arts theater building of approximately 75,000 GSF and about 55 feet in height, with three floors and a partial basement. It would replace part of the surface parking lot located at the west side of Frida Kahlo Way to the north of the MUB. The new building would include an auditorium that could accommodate approximately 400 to 600 seats with associated support spaces. Other campus functions that would be housed in the new building would include a studio theater, choral/recital room, large rehearsal room, electronic/broadcast/recording area, and a lobby.

Sciences, Technology, Engineering, Arts, and Math (STEAM) Building

The four to five-story STEAM building of approximately 150,000 GSF would be located on the west side of Frida Kahlo Way north of the future DRT. The building would be an anchor for the Sciences, Technology, Engineering, Arts, and Math programs. It would address the City College needs to accommodate large class sizes, allow for the flexibility of space use, and provide improved space conditions.

Child Care Center

The Child Care Center would include a one-story building, a courtyard, a playground, and a surface parking for a total of approximately 9,800 GSF. The building would provide outdoor program areas that are protected from views from the street and the campus. The building would have two wings separated from each other by a courtyard. Access between the west wing and east wing would be provided via an interior hallway. One wing would house offices, a staff lounge and kitchen, a conference room, a laundry room, restrooms, a storage area, and mechanical rooms. The other wing would house classrooms, observation rooms, a changing area, restrooms, storage rooms, and mechanical and electrical rooms.

Transportation and Circulation

Transit

Regional transit to the Main Campus is provided by BART through the Balboa Park Station located about one-half mile from the campus at the intersection of Ocean Avenue and I-280. The southbound I-280 off-ramp provides direct access to Ocean Avenue and is adjacent to the east campus boundary. Local service in San Francisco is provided by the San Francisco Municipal Railway (Muni), the transit division of the San Francisco Municipal Transportation Agency (SFMTA). Eight Muni bus routes operate within a quarter mile of the campus: 8 Bayshore, 8BX Bayshore "B" Express, 28R 19th Avenue Rapid, 29 Sunset, 43

Masonic, 49 Van Ness/Mission, 54 Felton, and 91 3rd Street/19th Avenue Owl. In addition, the 23 Monterey and the 36 Teresita operate within a half-mile of the campus. In the vicinity of the campus, the K Ingleside provides surface light rail service in the center travel lanes along Ocean Avenue, connecting at its eastern terminus to Balboa Park Station and traveling west through the Ingleside and West Portal neighborhoods into the Twin Peaks Tunnel and Market Street Subway to downtown San Francisco. Muni trains operate on Ocean Avenue within a separate median east of Frida Kahlo Way, and in a shared lane to the west. A K Ingleside light rail line stop is located approximately 300 feet east of the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue. The J Church and M Ocean View light rail lines run on a shared center lane on San Jose Avenue, approximately 0.5 miles east of the center of the campus.

Pedestrian Circulation

Primary pedestrian access to the campus from the west is via Frida Kahlo Way. A stairway is provided on the east side of Frida Kahlo Way midblock between Ocean and Judson avenues; in addition, pedestrians enter the campus via Cloud Circle north and south. Pedestrian access to the Main Campus is provided from Ocean Avenue at Howth Street to the south. Another south entrance to the campus is provided via a pedestrian bridge from Geneva Avenue into the Student Union complex. The bridge also serves transit riders to and from the Balboa Park BART Station. Pedestrians also access the campus from the east side via Havelock Street, which connects with the Havelock Street pedestrian bridge over the I-280 freeway. The primary north entrance is on Judson Avenue near Gennessee Street and the Horticulture building. Pedestrian paths include steep walks between the different campus levels. A route, compliant with Americans with Disabilities Act (ADA) standards, connects all the campus buildings and is marked with ADA way-finding signage.

Bicycle Circulation

Designated bicycle lanes are located around the Main Campus to the south on Ocean and Geneva Avenues and Howth Street, in the center on Frida Kahlo Way, to the west on Lee Avenue, and to the north on Gennessee Street. Bicycle racks are located near the campus buildings. There are approximately 350 bicycle racks and 16 "smart" electronic bicycle lockers installed on campus. The smart lockers, employed extensively in the BART system and throughout the city, provide on-demand short-term and long-term secure bicycle parking. Eight of these lockers are located north of the MUB, and eight lockers are located off Howth Street and Ocean Avenue, near the entrance to the Wellness Center.

Vehicular Circulation

The main roadway within the Main Campus is Cloud Circle, which is a one-way counter-clockwise drive on the Middle Level. Drivers and bikes share the single lane. Frida Kahlo Way is a two-way road that

traverses the campus from the south to the north. Science Drive, west of Science Hall, is a minor one-way northbound roadway. A restricted service route on Marston Road provides access from the Middle Level to the Lower Level of the campus. Marston Road is a fire lane roadway that loops around the soccer field and connects to Havelock Street.

College entrances are located on both sides of the Frida Kahlo Way. A major entrance is located at the south end of Cloud Circle where it intersects with Frida Kahlo Way at a signalized intersection. There are also signalized entrances from Frida Kahlo Way to student parking on the west side located across from the Science Hall to the Upper Reservoir lot, and at the driveway to the Lower Reservoir lot. A service entrance from Frida Kahlo Way is located between the Arts Extension Building and the Student Health Center.

Emergency vehicle access is provided from Frida Kahlo Way, Ocean Avenue, and Havelock Street. Marston Road, a one-way service road connecting the west side of campus with the east side, operates as a fire lane roadway that loops around the soccer field and connects to Havelock Street.

Service vehicles use Cloud Circle and Science Drive for deliveries with access from Frida Kahlo Way. The campus also has a recycling center located east of the campus adjacent to the tennis courts which is accessed from the entry at Ocean Avenue and Howth Street. Several campus buildings have loading docks for delivery or trash pickup.

Parking

Existing Main Campus Parking Conditions. There is a total of approximately 1,884 on-campus vehicle parking spaces for students and employees at the Main Campus (Upper Reservoir and east of Frida Kahlo Way). In addition, CCSF leases the Lower Reservoir lot from the San Francisco Public Utilities Commission (SFPUC), which includes 1,007 additional parking spaces mostly for students. The total number of vehicle parking spaces of all types currently used by the College, including the spaces used in the Lower Reservoir, is approximately 2,891 parking spaces. Of the total available parking spaces, there are approximately 614 spaces designated for staff and faculty parking, 2,086 spaces allocated to students, 117 ADA designated spaces, and 74 spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, College Police, etc. No motorcycle parking is allowed on campus; there are approximately 54 total motorcycle parking spaces on Frida Kahlo Way, near Cloud Circle North (east side of Frida Kahlo Way) and Cloud Circle South (west side of Frida Kahlo Way).

Baseline Main Campus Parking Conditions. The previously approved construction of the DRT, the STEAM building, and the Child Care Center will result in the removal of 542 spaces in the Main Campus. Therefore, under baseline conditions, the Main Campus will have a total of approximately 1,385 vehicle

parking spaces. The Balboa Reservoir project will remove the Lower Reservoir parking lot (1,007 parking spaces) and will include on-site residential parking supply (550 spaces), as well as up to 450 parking spaces in one or more facilities that will be available to the general public (including CCSF students, faculty and staff) at market rates.

Transportation Demand Management

The District's Transportation Demand Management (TDM) plan targets the enhancement of alternative transportation modes and reduction of the number of vehicles traveling to and from the Main Campus.

Coordination with the City and County of San Francisco

As part of the TDM plan, the District's coordination with the agencies of the City and County of San Francisco is ongoing to encourage the use of public transit and improve pedestrian and bicycle access. In addition, the District has been coordinating with the City's agencies and neighboring committees to manage vehicular parking in the adjacent neighborhoods, including through participation in the City's residential permit parking program and enforcement of residential permit parking regulations in the area north and northeast of the Main Campus. Currently, residences adjacent to the Main Campus that participate in the City's residential parking permit program include residents located: to the south side of campus, across Ocean avenue; west of the Multi-use Building located west of Frida Kahlo Way, at the northeast corner of the campus along Interstate 280.

Transportation Coordination Measures

The District has been researching existing programs that the College may be able to leverage and to identify priority measures to implement in the near-term. Five key, near-term measures currently considered for the Main Campus include:

- Subsidized universal transit passes for students.
- Multiple mobility hubs on campus to provide a range of transportation options at one location, including real time transit departure information on monitors.
- Communications and marketing strategies to inform students and employees of transportation options, including a development of a College web page dedicated to transportation demand management.
- SFMTA partnerships to promote connections to BART via branded Muni bus service.

- Improved campus streets and paths for increased safety and comfort of pedestrians and bicyclists.

3.2.2 CCSF Centers

In addition to the Main Campus, the District operates several instructional sites throughout San Francisco known as 'Centers.' The Centers serve about 40 percent of the District's credit and non-credit instruction and comprise about 40 percent of the total square footage of its facilities. Some centers locations are owned by the District while others are leased. As shown in **Table 3.0-3** below, District's Centers account for approximately 747,294 GSF of building space.

Table 3.0-3
Gross Area (Gross Square Feet) of the Centers

Campus/Center	Total GSF
Chinatown/North Beach Center	186,764
Downtown Center	86,083
Evans Center	90,000
Civic Center	63,502[1]
John Adams Center	151,397
Mission Center	138,129
Southeast Center	31,419
Total	**747,294**

Source: Kitchell 2019.
[1] GSF includes both locations at 750 Eddy Street and 1170 Market Street.

Chinatown/North Beach Center

The Chinatown/North Beach Center, built in 2012, is located within San Francisco's Chinatown. It occupies two buildings, with of a total of approximately 187,000 GSF, the main building is located at 808 Kearny Street with an annex building located at 628 Washington Street. This center offers a program of credit and non-credit instruction in Architecture, Chemistry, Child Development, Citizenship, Culinary Arts, Dance, English, Fashion, Hospitality Math, Nutrition, and Physics.

Civic Center

The Civic Center (also known as the Alemany Center), originally constructed in 1911 as a school, is normally located at 750 Eddy Street in a four-story building of approximately 26,000 GSF. However, the permanent facility is currently vacant pending upcoming seismic retrofit of the structure. The program is

temporarily housed in a leased space of approximately 37,000 GSF at 1170 Market Street. Civic Center offers non-credit instruction with a focus on the English as a Second Language program.

Downtown Center

The Downtown Center, constructed in 1978, is located at 88 Fourth Street in an approximately 86,000-GSF building that comprises eight stories and a basement. The Downtown Center offers a program of credit and non-credit instruction in Architecture, Arts, Business Administration, Computer Applications, Culinary and Hospitality Studies, English, English as a Second Language (ESL), Fashion, Foreign Languages, Green Business, History, International Business, Marketing, Management, Older Adults, Paralegal Studies, Psychology, Real Estate, and Small Business.

Evans Center

The Evans Center (also known as the John O'Connell Trade Tech Center) was constructed in 1984 as a post office. The center located at 1400 Evans Avenue, in the Hunters Point area is comprised of a two-story building of approximately 90,000 GSF. The Evans Center offers credit for technical education in Construction Technology, Automotive Technology, Motorcycle Technology, Welding Technology, Custodial Training, and Fashion Design and Merchandising.

John Adams Center

The John Adams Center is located at 1860 Hayes Street and comprises a main building, a gymnasium building, and an annex. The main building, constructed in 1911 as the Lowell High School, is four stories and has an area of approximately 133,000 GSF. The gymnasium (approximately 15,000 GSF) and annex (approximately 3,000 GSF) buildings were constructed in the 1930s. The annex building does not meet school safety requirements in compliance with the Field Act and is currently unused. Credit and non-credit instructions in Certified Nursing Assistant, Health Care Technology, and Licenses Vocational Nursing, are offered at this center.

Mission Center

The Mission Center is located at 1125 Valencia Street. It is comprised of two buildings of four-stories. Building A was constructed in 2007 has an area of approximately 81,000 GSF. Building B, constructed 1931 and renovated in 2007, has an area of approximately 57,000 GSF. The Mission Center offers a program of credit and non-credit instruction and has an onsite food service.

Southeast Center

The Southeast Center is located in approximately 31,000 GSF of leased space in a portion of a larger building located at 1800 Oakdale Avenue. The facility was constructed in 1986. The Southeast Center offers credit and non-credit instruction.

3.2.3 Students, Faculty, and Staff

The City College confers the degrees of Associate in Arts, Associate in Science, Associate in Arts for Transfer, and Associate in Sciences for Transfer. Educational programs are offered through seven schools. **Table 3.0-4** below, presents the City College departments associated with each school.

Table 3.0-4
City College Schools and Departments

City College School	Department
Social Sciences, Behavioral Sciences, Ethnic Studies, and Social Justice	African American Studies; Asian American Studies; Asian Studies; Behavioral Sciences (Anthropology, Psychology & Sociology); Interdisciplinary Studies / Groundswell; Labor and Community Studies; Latin American & Latino/a Studies; Lesbian, Gay, Bisexual and Transgender Studies (LGBT); Philippine Studies
	Social Sciences (Am. Studies, Economics, History, Philosophy & Political Science); Women's and Gender Studies / Project Survive; Diversity Collaborative
Business, Fashion & Hospitality	Business; Child Development & Family Studies; Culinary Arts and Hospitality Studies; Fashion; Real Estate Education; Small Business Development
English, World Languages and Cultures, and Communication Studies	English; World Languages and Cultures; Communications and Studies
English as a Second Language, International Education, and Transitional Studies	English as a Second Language (ESL); International Student Program; Study Abroad Programs; Transitional Studies
Fine, Applied, and Communication Arts	Art; Broadcast Electronic Media Arts; Cinema; Environmental Horticulture & Floristry; Journalism; Music; Photography; Speech Communication; Theater Arts; Visual Media Design
Allied Health, Physical Education & Social Services	Administration of Justice and Fire Science; Dental Assisting; Health Care Technology; Health Education; Licensed Vocational Nursing; Older Adults; Physical Education and Dance; Radiologic Sciences; Registered Nursing
Science, Technology, Engineering, and Mathematics	Aircraft Maintenance Technology (AMT) / Aeronautics; Apprenticeship; Automotive, Motorcycle, Construction & Building Maintenance; Architecture (includes Interior Design & Construction Management); Astronomy; Biology; Chemistry; Computer Networking &; Information Technology; Computer Science; Earth Sciences; Engineering & Technology; Mathematics; Physics
Library and Learning Resources	Library Information Technology; Library Services & Library Information Skills; Learning Assistance

Student and Employee Count Trends

Student number districtwide started to increase in the Fall 2017 following a steady decline between the academic years of 2008-2009 and 2016-2017. Between Fall 2008 (67,485 students) and Fall 2016 (36,453 students), CCSF experienced a decline in the number of students of approximately 46 percent (Alma Strategies, 2019). In 2012, the Accrediting Commission for Community and Junior Colleges of the Western Association of Schools and Colleges sanctioned the College for concerns over financial and administrative issues creating additional pressure in the number of students. The College earned back its full accreditation in 2017. In Fall 2017, after 10 terms of decline, students number rose by approximately 27 percent from the Fall 2016 (Alma Strategies, 2019). As shown in **Table 3.0-5**, in Fall 2016, approximately 36,453 students were enrolled in the City College. Student number increased to 46,344 in Fall 2017. A decline of approximately 6 percent occurred in 2018 followed by another decline of approximately 12.3 percent in 2019.[7]

Table 3.0-5
Enrollment Trends between 2008 and 2019

Fall	Students Headcount
2008	67,485
2009	65,362
2010	63,746
2011	63,179
2012	58,033
2013	50,955
2014	47,045
2015	45,854
2016	36,453
2017	46,344
2018	43,632
2019	38,256

Source: Alma Strategies, 2019; California Community College Chancellor's Office. Management Information System Data Mart, 2020.

7 On March 11, 2020 the Novel Coronavirus Disease, COVID-19, was declared a pandemic by the World Health Organization. On March 13, 2020 a national emergency was declared in the United States concerning the COVID-19 Outbreak. The pandemic is affecting the way the CCSF operates as well as student enrollment and faculty, classified staff, and administration employment. The baseline analysis in the Updated FMP EIR will be based on 2019 student enrollment and faculty, classified staff, and administration employment. The Draft EIR will reflect any additional information that become available before publication.

Faculty, Classified Staff, and Administration

In the Fall of 2016, CCSF employed a total of 2,178 employees. This was comprised of approximately 880 full-time faculty and 546 part-time faculty. The District also employed 53 administrators and 699 classified staff who support College operations (CCSF 2017).[8] As shown in **Table 3.0-6, Employment Trends**, the number of CCSF employee has also steadily declined over the last ten years, with 2,897 employees in 2008 and 2,144 employees in 2018— a decrease of approximately 26 percent.[9] In 2019, CCSF employee number increased by approximately 2 percent.

Table 3.0-6
Employment Trends

Fall	Employee Count
2008	2,897
2009	2,781
2010	2,697
2011	2,667
2012	2,457
2013	2,304
2014	2,250
2015	2,193
2016	2,178
2017	2,138
2018	2,144
2019	2,181

Source: Alma Strategies 2019.

3.2.4 Updated FMP Program (Districtwide)

The Updated FMP framework encompasses modernized and efficient space use through renovation of existing facilities and construction of new facilities. Key aspects of the Updated FMP are presented below.

8 City College of San Francisco. 2017b. CCSF Employee Numbers. Available online at: https://www.ccsf.edu/en/employee-services/research-planning-and-grants/Research/fact-sheets--regional-and-accreditation-data/ccsf-employees.html, accessed September 25, 2019.

9 Alma Strategies. 2019. City College of San Francisco – Enrollment and Staff Projections. November.

Updated FMP Background and Need

The Updated FMP provides a framework for future developments to support the goals and strategies of the City College's Education Master Plan.[10] The Updated FMP is a long-range plan, designed to guide future development through the year 2030. The framework encompasses modernized and efficient space use through renovation of existing facilities and construction of new facilities. The Updated FMP will support enhanced student experience on campus and sets the framework for improvements to indoor and outdoor student gathering and learning spaces, campus infrastructure, accessibility and paths of travel, and improving sustainability and resilience of the campus including enhancing alternative modes of transportation.

The Updated FMP is intended as a long-range plan that would direct the development of the City College through the year 2030 and support the following goals and strategies of the City College's Education Master Plan.

- Transform and sustain campus infrastructure
- Provide new and expanded opportunities for organizational development and effective innovation

To meet the Education Master Plan requirements, the Updated FMP is intended to:

- Provide a strategy for facilities improvement, renovation, replacement, and new construction over the next 10 years
- Build a 21st century community college that meets the needs of students today and into the future
- Modernize and maximize space utilization CCSF facilities to serve the community for the next 10 years and beyond

While the Updated FMP focuses primarily on the Main Campus, it provides a comprehensive strategy that covers all CCSF locations and describes improvement potential at the CCSF centers. The Updated FMP planning framework focuses on improving or replacing the CCSF facilities to provide an equitable and consistent level of quality and space assignment at all District locations that support educational goals. The plan calls for the implementation of following strategies:

- Build a sense of community by supporting collaborative and collegial relationships with comfortable places for study, professional development, events, and informal gathering
- Coordinate educational programs between all CCSF locations to efficiently address transportation and programs' scheduling issues

10 City College of San Francisco. *Education Master Plan Update 2018-2025*. May 2019.

- Strengthen the connection between the Main Campus, surrounding neighborhoods and the CCSF centers

- Incorporate the City College Sustainability Plan by implementing the following:

  - Expand the incorporation of sustainable practices into day-to-day operations and environmentally friendly transportation practices

  - Continue to expand the use of sustainable practices in the planning, design and construction of all new facilities and retrofitting of existing facilities

  - Modernize and extend the useful life of existing facilities where possible, as they may best support the Educational Master Plan

  - Develop, as possible, multi-story replacement facilities to reduce building footprints and site disruption

  - Upgrade site lighting to provide safety and limit the impact of development on nocturnal environments

  - Include water-efficient plumbing and energy-efficient systems in renovated or new buildings.

  - Replace utility infrastructure to reduce negative impact on water and air quality by increasing on-site infiltration, minimizing storm-water runoff, and reducing contaminants during and after construction

  - Extend the life cycle of existing building stock to conserve resources, retain cultural resources, reduce waste and reduce environmental impacts of new buildings as they relate to materials manufacturing and transportation

  - Prioritize renovations and avoid demolitions

  - Coordinate College efforts to support local "Transit First" policies with City and County of San Francisco and regional agencies

  - Encourage the use of public transit, bikes, pedestrian access, and shared car programs

Districtwide Projected Growth

The Updated FMP would support the forecasted CCSF headcount enrollment for the next 10 years. **Table 3.0-7, Districtwide Projected Student Growth**, details forecasted student enrollment (as measured via headcount). Projected headcount for the year 2020 and the following years conservatively do not include the effect of the COVID-19 pandemic, which is anticipated to decrease the headcount during the early part of the Updated FMP implementation period. Compared to the headcount in 2019, enrollment projections districtwide during the Updated FMP planning period are projected to increase by

approximately 56 percent. The highest percentage of increase is expected in the College's centers with a projected enrollment increase of 61 percent, compared to 51 percent increase in the Main Campus.[11]

Table 3.0-7
Districtwide Projected Students Growth

Year	Student Headcount (Main Campus)	Student Headcount (Centers)	Districtwide Student Headcount
2020	28,974	17,889	46,863
2021	29,981	18,585	48,566
2022	31,024	19,309	50,333
2023	32,102	20,061	52,163
2024	33,219	20,842	54,061
2025	33,784	21,196	54,980
2026	34,358	21,557	55,915
2027	34,942	21,923	56,415
2028	35,536	22,296	57,832
2029	36,140	22,675	58,815
2030	36,754	23,060	59,814

Note: Projected headcount for the year 2020 and the following years conservatively do not include the effect of the COVID-19 pandemic, which is anticipated to decrease the headcount during the early part of the Updated FMP implementation period.
Source: Alma Strategies. 2019. City College of San Francisco – Enrollment and Staff Projections. November.

Table 3.0-8, Projected Employment below, presents the forecasted employment during the Updated FMP timeline. Between 2019 and 2030, the number of employees is expected to increase by approximately 15 percent with a projected employee number of 2,501 by 2030.[12]

Table 3.0-8
Projected Employment

Fall	Employee Count
2020	2,219
2021	2,258
2022	2,297
2023	2,337
2024	2,378
2025	2,398
2026	2,418
2027	2,439

11 Alma Strategies. 2019. City College of San Francisco – Enrollment and Staff Projections. November.

12 Alma Strategies. 2019. City College of San Francisco – Enrollment and Staff Projections. November.

Fall	Employee Count
2028	2,459
2029	2,480
2030	2,501

Source: Alma Strategies 2019.

Space Optimization

The Updated FMP aims to accommodate evolving learning styles and to make the best use of space to meet student needs. District facilities would house College functions that would require similar types of space (classrooms, laboratories, offices, libraries/ study, AV/TV, etc.). The Updated FMP framework calls for the maximization of space use of existing College facilities. Overall square footage of College facilities would remain the same in all the District Centers. As shown in **Table 3.0-9** below, total gross square footage at the Main Campus would decrease by approximately 10 percent.

To maximize the use of space, the Updated FMP calls for the reconfiguration of existing facilities and development of new facilities to meet state standards for community colleges. The plan would guide the use of renovated or new buildings to provide an efficient and innovative learning space. The Updated FMP would support the following space optimization measures:

- Repurpose and/or modernize existing spaces, build new facilities and decommission spaces as appropriate
- Ensure all spaces have adequate technology capabilities to support current and future needs
- Support modern instructional methodologies, program delivery, and appropriate capacity
- Provide built-in flexibility for future reorganization to meet changing needs

Accessibility and Transportation

The Updated FMP calls for locating campus facilities in a safe and convenient manner with logical organization of access routes. The plan requires the development of integrated urban design using universal accessible design standards and practices. This would include designing buildings and site improvements to overcome the topography, such as orienting buildings on the same level and providing bridges and elevators. It would also include providing location in graphics, signage, and other visual cues important to wayfinding.

In compliance with the College Sustainability Plan, the Updated FMP calls for the use of alternative modes of transportation including, but not limited to, BART, Muni, bicycles, and walking. The focus on the Updated FMP alternative transportation strategy includes:

- Accommodation of safe transitions from transit/bikes to pedestrian circulation
- Convenient connections between transit stops and College Main Campus and other centers
- Safe routes for bike and pedestrian circulation and secure parking for bikes on the Main Campus and at other centers
- Ride and bike share programs, carpools, transit incentives, and electric vehicles

Sustainability and Resilience

The Updated FMP supports the upgrade, operation, and development of facilities in accordance with the District's Sustainability Plan and aims to achieve Zero Net Energy campus-wide and sustainable and resilient facilities through the following planning measures:

- Expand the District's ability to be resilient to climate change
- Ensure standards, contracts, and maintenance procedures prioritize sustainable practices, including landscaping and purchasing
- Incorporate resilience and sustainable education and awareness in signage and District materials

3.2.5 Updated FMP Framework for the Main Campus

The Updated FMP development strategy for the CCSF Main Campus focuses on facilities planning and development that supports the College's educational goals. The planning concept of the Main Campus is to shift activity from the campus Lower Level to the Middle Level to facilitate and connect the campus facilities using the natural loop route in the Middle Level and provide users a level pathway (**Figure 3.0-6, Updated Facilities Master Plan Site Plan)**.

Access and circulation within and around the Main Campus would aim at strengthening campus connections with the fabric of the neighborhood and engaging pedestrians to experience CCSF's landmark buildings, artworks, and landscapes.

Land Use

The Updated FMP land use strategy is the organization of the Main Campus in a manner that supports collaboration between functions. The Updated FMP identifies function zones within the campus (see

Figure 3.0-7, Proposed Functional Zones of the Main Campus) and designates several locations as activity centers with indoor and outdoor spaces for student gathering and collaboration (**Figure 3.0-8, Proposed Activity Centers of the Main Campus)**. The Updated FMP function zones include areas for administration, instruction, core services (health centers, resource centers, cafeteria, childcare, library and bookstore), support services (information technology services, receiving area, public safety, campus police, and central utility plan), and physical education/athletics (Wellness Center, Rush Stadium, and athletic fields).

The Middle Level of the campus that includes the area to east and west of Frida Kahlo Way would be designated for instructional facilities. In addition to the instructional facilities, administration and support services would be in Science Hall in the Upper Level of the campus (**Figure 3.0-7**).

Similar to current conditions, the campus Lower Level would include the facilities for physical education/athletics (Wellness Center, Rush Stadium, and athletic fields).

Areas designated for core services in the Updated FMP would include the main entrance on Ocean Avenue and Frida Kahlo Way, the northwest corner of the campus (Frida Kahlo Way and Judson Avenue), and the Lower Level southwest of the stadium. Areas designated for campus support would be south of the stadium and another northeast of the Cloud Hall for these functions.

In compliance with the Memorandum of Understanding between the District and the adjacent Sunnyside Neighborhood Association, the wooded area in the northeast corner of the campus would be maintained as a buffer between the Sunnyside houses and the Main Campus.[13]

Open Spaces

The Updated FMP planning strategy for open space is to develop a park-like atmosphere at the campus with plazas offering views within the campus and vistas showing the surrounding cityscape. The plazas would provide spaces for student gathering and collaboration. Design of open spaces within the Main Campus would integrate the following planning framework:

- Include landscaping, hardscape, and site furniture with every building and campus open space to support indoor/outdoor learning experience and create comfortable rooms between campus buildings for active and passive uses per district-wide design standards

[13] Authorization to enter into a Memorandum of Understanding with "The Sunnyside Neighborhood Association" for the purpose of establishing restrictions on the College's development and use of a replacement Practice Field at the Ocean Campus (Resolution No. 081218-S10). December 18, 2008.

- Foster activity and scalable activity centers throughout the campus by developing indoor/outdoor gathering spaces for students gathering, interaction, and collaboration
- Provide spaces for formal and informal gatherings of individuals and community events that would be protected from weather changes and include spaces for staging, preparation, and storage
- Develop usable open space to facilitate circulation between campus levels
- Connect open spaces with pedestrian walkways
- Highlight and enhance views to and from the campus.
- Highlight the College's art collection in the open spaces
- Develop a landscape master plan

Figure 3.0-9, Proposed Open Space Concept of the Main Campus, depicts the areas within the campus designated by the Updated FMP for the development or enhancements of open spaces.

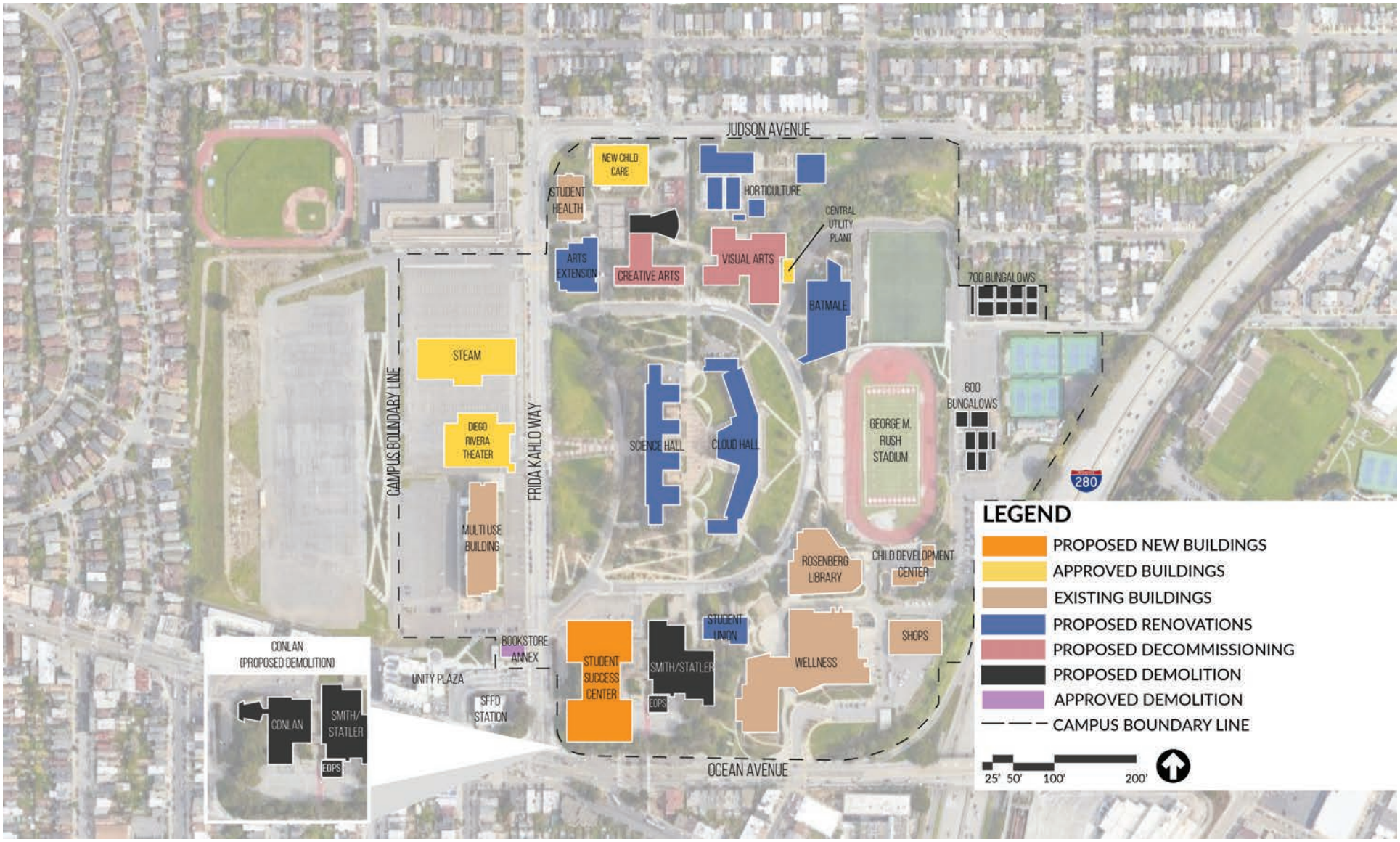
City College Plaza and Ocean Avenue Street Front

The Updated FMP designates a new plaza at the corner of Ocean Avenue and Frida Kahlo Way and in front of the new Student Success Center. The characteristics of this plaza would be to:

- Create a front door that would orient users and visitors and distinguish the campus entrance from the façade of the Wellness Center
- Support the College's tradition of public disclosure by providing a setting for gathering, marching, and speaking
- Support a convenient, safe and pleasant experience for pedestrians, bicyclists, and drivers on Ocean Avenue
- Identify the campus and relate to the community by creating space for publishing College's programs, events and accomplishments, and displaying College art
- Create intuitive pathways into the campus and provide an easy pedestrian transition from Ocean Avenue to the Middle Level of the campus
- Provide visibility to the campus gateway from transit stops on Ocean Avenue.

City College Panorama

The Updated FMP open space framework along Frida Kahlo Way is planned to create an immersive panorama of City College. The landscape plan along this roadway would be designed to enhance pedestrian activity and promote a pedestrian promenade on both sides of the street that would connect to the loop of the Cloud Circle.



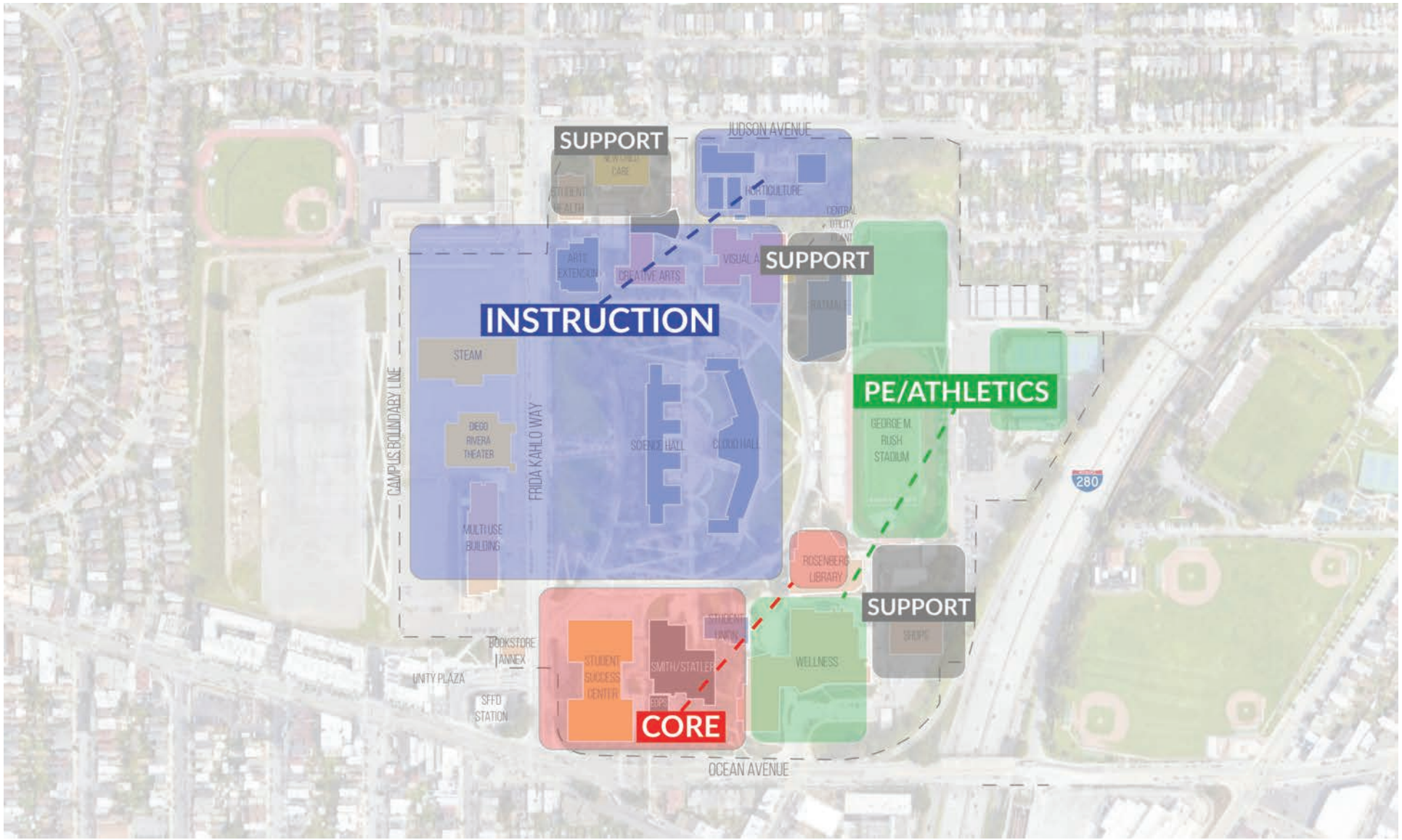
SOURCE: City College of San Francisco, 2020

FIGURE **3.0-6**

IMPACT SCIENCES

Updated Facilities Master Plan Site Plan

1330.004•08/2020



SOURCE: City College of San Francisco, 2020

FIGURE **3.0-7**

IMPACT SCIENCES

Proposed Functional Zones at the Main Campus

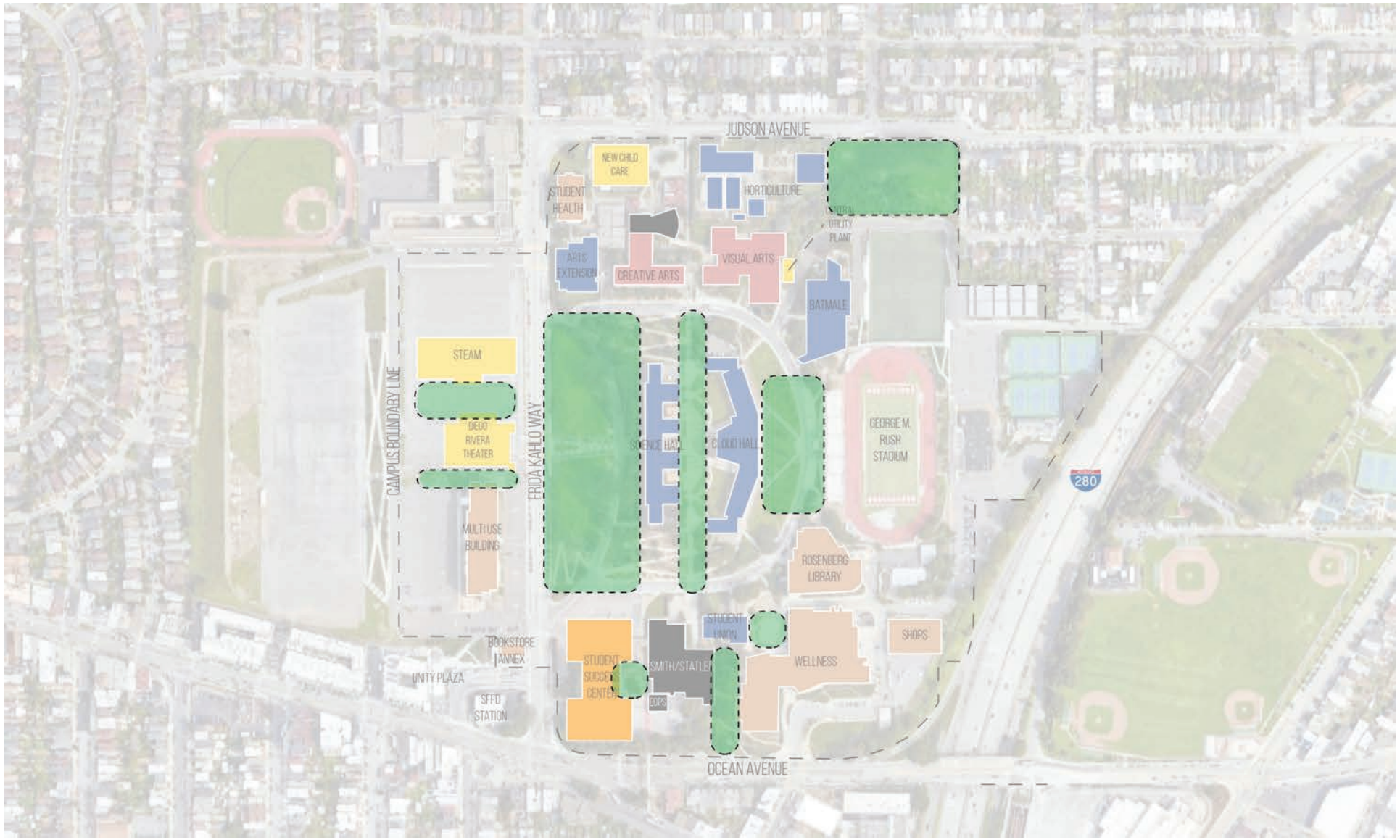
1330.004•08/2020

SOURCE: City College of San Francisco, 2020

FIGURE **3.0-8**

IMPACT SCIENCES

Proposed Activity Centers of the Main Campus



SOURCE: City College of San Francisco, 2020

FIGURE **3.0-9**

IMPACT SCIENCES

Proposed Open Space Concept of the Main Campus

1330.004•08/2020

SOURCE: City College of San Francisco, 2020

FIGURE **3.0-10**

IMPACT SCIENCES

Proposed Plazas of the Main Campus

1330.004•08/2020

Unity Plaza

The Updated FMP would improve the gateway at Unity Plaza to create a landmark viewing plaza and enhance the view of the mural of Pan American Unity (**Figure 3.0-10, Proposed Plazas of the Main Campus**).

Student Success Plaza

The Student Success Plaza would be the largest event space at the Middle Level. It would support campus events and informal gathering. The plaza would connect the nearby gateways with pathways including Cloud Circle and College Walk.

College Hill Plaza

The College Hill Plaza would make the center and the main gathering space of the Upper Level area. The plaza would be located between the Cloud Hall and the Science Hall and would have several pedestrian access paths from these two buildings and from Cloud Circle.

Other Open Spaces

As shown on **Figure 3.0-6, Updated Facilities Master Plan Site Plan**, the Updated FMP includes several other open spaces and outdoor areas that would be designed to create an integrated sense of open space and connected campus facilities. These areas include the Ocean Gateway, Wellness Gateway, and the area east of Cloud Hall and around Cloud Circle that would connect the Middle Level to the Lower Level.

Accessibility, Connectivity, and Circulation at the Main Campus

The Updated FMP provides a circulation and connectivity framework based on directing all pathways to the Middle Level of the campus and facilitating pedestrian and bicycle access between the different campus functions. The plan calls for engaging the campus life with the surrounding community and facilitating pedestrian activity through the College. The plan supports improvements to pedestrian and bicycle paths along Frida Kahlo Way and Ocean Avenue and calls for designing new facilities along Frida Kahlo Way closer to the street to encourage pedestrian activities. The Updated FMP strategies to support the circulation and connectivity framework include:

- Recognizable gateways to the Middle Level
- Future buildings with limited dependency on elevators, including accessible ramps for buildings evacuation and accessible services on buildings main floors

- Options for shuttling services from the Balboa Park BART Station to the campus and from the campus to other College centers
- Building designs with intuitive wayfinding, including room numbers, maps, and color coding
- Connected campus facilities through improvement to pedestrian pathways and signage
- Crosswalks on Frida Kahlo Way with direct routes to the pathways on the east and west sides
- Signage on Frida Kahlo Way to direct visitors to community venues including meeting rooms in the Multi-Use Building
- Plazas, sidewalks, buildings and site features designed to create an inviting campus main entrance from Ocean Avenue and generate pedestrian activity toward the campus
- Convenient and safe entrance for emergency vehicles through Havelock gateway
- Restriction of Cloud Circle curbside spaces to accessible parking and passenger loading only

In compliance with the District's Sustainability Plan, the Updated FMP would develop the measures of the College's TDM Plan to reduce demand for parking, reduce drive-alone trips, and maintain an equitable access to CCSF education. The TDM would support alternative transportation mode (e.g., public transit, bicycle, and car-share parking) and provide physical and incentive measures to support students and employees in choosing alternative modes of transportation and manage available parking supply.

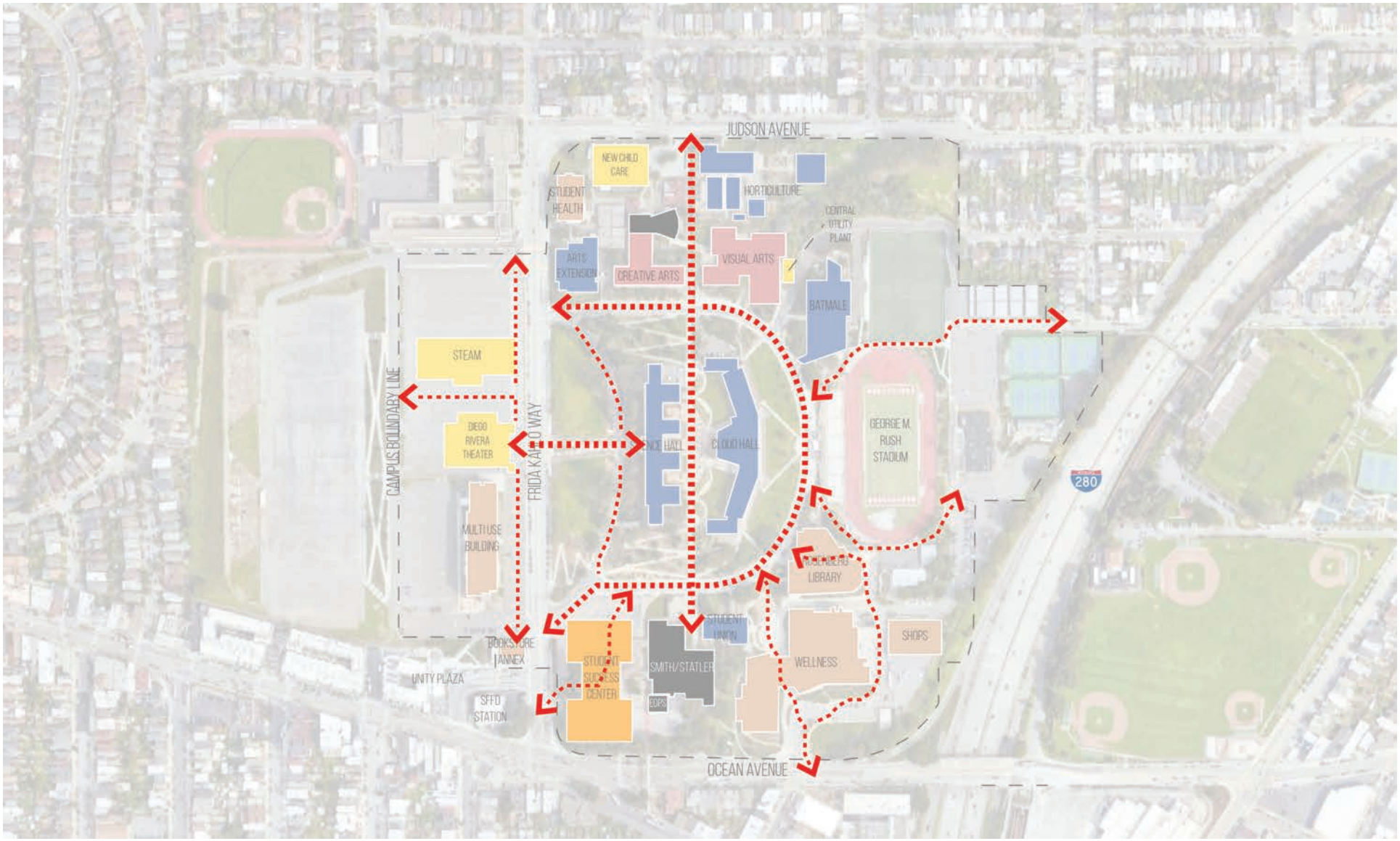
The District would evaluate and select from TDM measures listed below. Those implemented would be monitored for their effectiveness. Adjustments would be made to the programs as needed:

- Provide a pathway for students with financial hardship to obtain a reduced cost parking pass, or to receive priority for a parking pass.
- Assist students with application for Muni lifeline service and other subsidized transit pass programs.
- Provide real-time information at the primary transit center on Frida Kahlo Way and on screens in campus buildings, such as Student Union and cafeterias.
- Enhance access to Balboa Park BART Station and Muni bus stops with a focus on direct and secure paths, enhanced lighting, and shelters.
- Provide additional covered bicycle parking or bicycle station within the campus.
- Provide bicycle repair at central location with heavy bicycle activity.
- Connect the Main Campus with the surrounding streets by improving the most used accessible campus pathways and maintaining a pedestrian-first feel at common gateways to the campus.

- Provide visible signage supporting bikeways.
- Improve the pedestrian and bicycle network on campus by providing bicycle lanes or marked bicycle pathways and maintaining quality sidewalks and pathways throughout the campus.
- Promote sustainable transportation among students and employees through events such as bike/walk/roll days, climate challenges to reduce drive-alone trips, assistance to students and employees with trip planning, and assistance to employees with enrollment in commute benefits.
- Expand transportation resources on CCSF website by providing easy-to-use links to transit schedules, fares, potential student discounts, and supportive programs, such as Guaranteed Ride Home and Campus Escort services.
- Provide transportation information to students each semester during enrollment.
- Establish drop off and pickup zones to facilitate vehicle trips that do not require parking supply.
- Create and advertise a carpool program.
- Provide reserved spaces for fuel efficient, carpool and car-share vehicles.
- Revise parking permit system to further restrict certain spaces for employees or students and provide priority permits based on students' needs and class schedules.

Pedestrian Circulation

The Updated FMP framework guides developments and improvements within the Main Campus to provide a safe, comfortable, and pleasing experience for pedestrians passing by the campus on Ocean Avenue and along Frida Kahlo Way. The Updated FMP requires creating a landscape master plan for inviting gateways to pedestrians. Within the campus, the plan would re-orient development on the Middle Level, eliminate high-use functions on the Lower Level, and improve the Cloud Circle to be a pedestrian-oriented promenade that would restrict vehicular traffic to service and emergency transportation (**Figure 3.0-11, Proposed Pedestrian Circulation Plan)**. The Updated FMP includes elevators between the middle and Lower Level to facilitate circulation within the campus. Other improvements would include signage and visual landmarks in buildings and landscaping to direct users to destinations.



SOURCE: City College of San Francisco, 2020

FIGURE **3.0-11**

IMPACT SCIENCES

Proposed Pedestrian Circulation Plan

1330.004•08/2020

Bicycle Circulation

The Updated FMP calls for the development of designated bicycle routes within the campus to minimize conflicts between pedestrians and vehicles. It requires the coordination with City agencies to link on-campus bike paths and public bike routes and facilitate the combined use of public transit and bikes. Other Updated FMP measures to enhance bicycle use include:

- Increased safe and secure bike parking at key destinations;
- Signage at key points on the campus to orient bike users and direct them to bike routes, secure parking, showers, and on-campus bike barns;
- Signage at key points on campus to publicize the convenience of bike travel and public transit connections;
- Campus connection to community resources for bike share services;
- Regional bike share services location on campus with convenient access for members of the CCSF community, residents and neighbors;
- Secure bike storage; and
- Access to shower facilities in the Wellness Center for bike users.

Parking

As described above under **Section 3.2.1, Main Campus, Parking**, total available parking spaces for the campus under existing conditions are 2,891 (1,884 parking spaces at the Main Campus and 1,007 parking spaces at the Lower Balboa Reservoir parking lot). Under baseline conditions, the Main Campus will have a total of approximately 1,385 vehicle parking spaces. The Balboa Reservoir project will remove the Lower Reservoir parking lot (1,007 parking spaces) and will include on-site residential parking supply (550 spaces), as well as up to 450 parking spaces in one or more facilities that will be available to the general public (including CCSF students, faculty and staff) at market rates.

With the implementation of the Updated FMP, the Main Campus would have 39 more parking spaces than under baseline conditions, for a total of 1,381 vehicle parking spaces within the campus boundaries. Under the Updated FMP, there would be 595 parking spaces west of Frida Kahlo Way and 747 parking spaces east of Frida Kahlo Way. The Updated FMP would result in the following changes to campus parking supply:

- Construction of the new Student Success Center, which would eliminate 153 parking spaces, while providing 25 new parking spaces.

- Demolition of the Bungalows 600s and 700s would provide about 200 additional parking spaces near the N and D parking lots.
- Restricting the Cloud Circle curbside spaces to accessible parking and passenger loading only, would remove 33 general vehicle parking spaces.

Main Campus Projects

Projects under the Updated FMP proposed for construction that will be analyzed in the EIR include demolition, decommissioning, or renovation of existing buildings; construction of new buildings; modification to the campus access and circulation; and enhancement of the campus open space. The illustrative plan presented on **Figure 3.0-6, Facilities Master Plan Site Plan,** shows the existing buildings that would be demolished, decommissioned, or renovated and the new building that would be built and are being evaluated at the project level in this document.

The existing CCSF Main Campus provides approximately 1,129,180 GSF of building space. Under baseline condition the Main Campus would provide approximately 1,351,980 GSF. As shown in **Table 3.0-9**, compared to baseline conditions, approximately 10 percent of the existing building space would likely be demolished (134,689 GSF) and 7 percent (82,616 GSF) would be decommissioned within the Updated FMP time frame. The Updated FMP would add up to 80,000 GSF of new building space. This would result in a net decrease of 10 percent in GSF (137,305 GSF).

Table 3.0-9
Total Building Space upon Buildout of the Updated FMP

Project Name	Gross Square Feet
Existing Conditions	**1,129,180**
Baseline Conditions	**1,351,980**
Demolition	
Smith/Statler Building	56,056
Conlan Hall	37,410
Creative Arts Building (theater)	13,623
Bungalow EOPS	3,600
Bungalows 700-716	12,960
Bungalows 602, 603-605, 604, 606, 610, 615, 617, 619, 621, 623, 624	11,040
Subtotal	***134,689***
Decommission	
Creative Arts Building	50,000
Visual Arts	32,616
Subtotal	***82,616***
Renovation	

Project Name	Gross Square Feet
Cloud Hall	127,436
Creative Arts Extension	30,697
Science Hall	151,856
Student Union	17,998
Batmale Hall	103,888
Subtotal	***431,875***
New Construction	
Student Success Center	80,000
Subtotal	***80,000***
Total Building Space upon Buildout of the Updated FMP	**1,214,675**
Growth	**-137,305**
Percent Increase	**-10%**

Demolition

Buildings planned for demolition under the Updated FMP include Conlan Hall, Smith Hall and the Statler Wing (Smith/Statler building), the theater portion of the Creative Arts Building, and certain Bungalows. In addition, several temporary bungalows (600s and 700s) located on the east side of the campus would be demolished and replaced with surface parking.

Conlan Hall

Conlan Hall is a two-story, 37,410 GSF building located on the southwest corner of the campus that contains offices, meeting and retail space. The building was originally constructed in 1968 there have been no reported major renovations to date. Conlan Hall has no observed deterioration, but its irregular shape and building type is anticipated to have poor performance during seismic event since the building is likely to have deficient panel connection capacities, resulting in partial collapse. Architecturally, the building's exterior and interior finishes are in poor condition along with the windows and roofing. The buildings power distribution system has passed its stage of service life and the building's boiler system is scheduled for replacement while other systems are in good repair but near end of service life.

Smith Hall and Statler Wing (Smith/Statler Building)

The Smith/Statler building is an approximately 56,056 GSF, 1 and 2-story building located to the east of Conlan Hall. Smith Hall was first constructed in 1955 and Statler Wing was added in 1963. The building was used as offices, student affairs departments, culinary department, and cafeteria. The building has not had any major renovation since its construction, and its structure requires strengthening to withstand earthquake effects. Most of the building systems have reached the end of service life, such as electrical,

mechanical, and plumbing systems, as well as interior finishes, exterior window systems, exterior paint, roof system.

Theater within the Creative Arts Building

The existing theater was constructed as part of the Creative Arts Building in 1961. The theater accommodated theatrical productions as well as other school functions and has been the primary venue for hundreds of students- and faculty-directed plays. The lobby of the theater houses the Pan American Unity mural. After the mural is transferred to the San Francisco Museum of Modern Art,[14] the theater portion of the Creative Arts Building would be demolished (approximately 13,623 GSF).

Bungalow for Extended Opportunity Programs and Services

The Bungalow Extended Opportunity Program and Services (EOPS) constructed in 2001 is one story and has an area of approximately 3,600 GSF. This bungalow, located south of Smith/Statler building, currently houses the student affairs EOPS office.

Bungalows 600s and 700s

Bungalows 600s (601 to 624) and 700s were installed in 1998. They range in size between approximately 480 GSF and 2,160 GSF. The bungalows are located east of the Rush Stadium and provide temporary space for College functions depending on the needs.

Decommissioning

As part of the Updated FMP goals to maximize space utilization and group campus functions that require similar facilities, the CCSF plans to decommission two buildings—the Creative Arts Building and the Visual Arts buildings—during the 10-year period of the Updated FMP. The two buildings would be completely vacated, secured, and closed. All utilities to the buildings would be shut off as part of their decommissioning. This would allow the College to redirect its resources to other campus construction and renovation priorities and provide adequate maintenance of the used space.

Creative Arts Building

The Creative Arts Building was constructed in the 1960s and houses the performing arts departments that includes Ceramics, Asian Studies, Continuing Student Counseling, Foreign Languages, Music, School of Fine, Applied, and Communication Arts. Approximately 50,000 GSF of the building is planned for

14 City College of San Francisco Board of Trustees. 2019. Board Agenda Item: Approval of Loan Agreement with San Francisco Museum of Modern Art (SFMOMA) for Diego Rivera Mural. September 26.

decommissioning because of its overall aging conditions, inadequate thermal insulation, and noncompliance with updated relevant regulations.

Visual Arts Building

The Visual Arts Building, constructed in 1970, is a one-story building and has an area of approximately 32,616 GSF. Except for improvements to the mechanical system in 2002 and ADA upgrades in 2008, the building didn't have any major renovation since its construction. The building's U-shape structure includes expansion joints, which could slip during an earthquake and cause a partial collapse of the building (tBP Architecture, 2017). The building's electrical system as well as the roof and window system have reached the end of useful life cycle.

Renovations

Main Campus renovations under the Updated FMP would include the Cloud Hall, Science Hall, Creative Arts Extension for Multi-media, Student Union building, and Batmale Hall. These buildings would be mostly renovated for the purpose of extending their life span and maximizing the efficiency of space use.

Cloud Hall

Cloud Hall, one of the campus' largest facilities, is a four-story building that was originally constructed in 1954. Cloud Hall is identified as significant historical building under the National Register of Historic Places and the California Register of Historical Resources. Cloud Hall is also identified as a significant historical resource at the local level as a representative of the creation of the City College of San Francisco. Cloud Hall currently houses multiple instructional programs and student affairs functions.

No major renovation of the building occurred since its construction. The Updated FMP calls for the renovation, reorganization, and seismic upgrade of Cloud Hall. The renovation project would extend the life of an existing facility, in compliance with the Updated FMP strategy.

The proposed Cloud Hall renovation would cover approximately 127,436 GSF. Functional space within the building would include classrooms, laboratories, office, library, and other support space. As part of the renovation, the College would reconfigure and repurpose space throughout Cloud Hall to increase efficiency and utilization. The proposed renovation would reconstruct Cloud Hall to house the Culinary/Hospitality program, lecture classrooms, interdisciplinary computer labs, student read/study and tutoring space, faculty offices, Maintenance & Operations department offices, Campus Police, and student bookstore functions.

Proposed renovations within and near the building include:

- Adding elevator towers to the east side of the building to improve access between the Middle and Upper Levels
- Creating an indoor/outdoor active hub near College Hill Plaza with food, comfortable gathering space, protected outdoor area, and information connectivity
- Creating an outdoor gathering space on Cloud Circle between Cloud Hall and food service at the Lunch Box, easing the transition on the slope of City College Hill between Cloud Circle and Cloud Hall
- Creating a new pathway between Cloud Circle and College Hill Plaza, allowing for a relatively flat route between College Walk and Cloud Hall

The Cloud Hall renovation project would be designed to exceed Title 24, Part 6 Energy Code by 15 percent, consistent with the Board of Governors Energy and Sustainability Policy. The design would incorporate sustainable goals for energy efficiency, water use reduction, storm water management, occupant health as well as minimizing the buildings impact on the environment both by design and construction. The design may include sustainable features such as:

- Natural and native planting materials around the building to minimize, if not eliminate, the irrigation demand
- Limited concrete walkways to reduce storm water runoff and promote natural filtration into the soil as well as reduce the heat island effect
- Low E dual glazing to reduce heat gain
- Cool roofing to reduce the heat island effect and heat gain
- High energy efficient HVAC system and independent HVAC controls where applicable
- Natural lighting into most spaces
- Energy saving lighting with automatic lighting controls and sensors
- Interior materials with low volatile organic compounds and high recycled content
- Water efficient fixtures, faucets and devices
- Strict recycling program of construction debris and waste
- Participation in the local utility's energy incentive program, where available

Science Hall

Science Hall, built in 1940, is a five-story building with 151,856 GSF. The building, initially known as the Academic Building, was the first permanent home of the Ocean Campus that housed all functions of the campus, including classrooms, library, and administrative functions. Science Hall is identified as significant historical building under the National Register of Historic Places and the California Register of Historical Resources. Science Hall is also identified as a significant historical resource at the local level as a representative of the establishment of the City College of San Francisco.

With the exception of dual pane windows, installed in 2001, no major building renovation occurred since 1940. The building structure is not seismically upgraded and the roof has reached the end of its life cycle. The heating and ventilation system is inadequate and the building requires excessive maintenance. The building is currently used for offices and classrooms.

Science Hall would be modernized under the Updated FMP to house the College administration. It would also house faculty offices, classrooms, laboratories, and meeting rooms.

Sustainable design features would be incorporated into the modernization design of the Science Hall to meet the Board of Governors Energy and Sustainability Policy. This would include features for energy efficiency, water use reduction, storm water management, and occupant health.

Creative Arts Extension for Multi-media

The Creative Arts Extension building is approximately 32,616 GSF. The building is located in the northwest corner of the Main Campus. The two-story building was constructed in 1972. Access to the building is provided via the west side breezeway. The Creative Arts Extension building currently houses the Broadcast Electronic Media Arts program, Media Services, KCSF Radio, and Educational Access TV/27/75, and Cyberia Lab #1.

The Updated FMP calls for the renovation of this building to primarily repurpose classroom and associated classroom service space into the Multi-Media building, which would continue to house the current functions. In addition, associated education functions would be consolidated in this building. These functions include classrooms and laboratories for media communication, photography, journalism, film studies, and graphic art and design. The improvement and modernization of the Creative Arts Extension building would include replacement of the plumbing for water and wastewater; new ventilation ducts; new wiring for power, lighting, central heating controls, alarms, aerials, speakers, phone and data. It would also include classrooms insulations and overall painting and resurfacing. No

changes to the building envelope and number of stories would occur as part of the renovation process. Demolition would be limited to indoor dry walls.

Student Union

The Student Union, a 3-story building of approximately 17,998 GSF, is in the southeast portion of the campus near the Smith/Statler building. Built in 1970, the Student Union building hasn't had any major renovation since its construction. The building's timber frame is expected to perform well during seismic events. The mechanical, plumbing, and electrical systems of the building are in poor conditions and at the end of their life cycle. Student Union building currently houses student activities, student organizations, offices, and a cafeteria.

Under the Updated FMP the building would be modernized, seismically retrofitted, and reorganized. The proposed modernization would extend the building useful life and provide upgraded space for student life, and students organizations/offices. The renovated building would include a catering kitchen on the first floor. The outdoor area near the Wellness Center amphitheater would be developed as an active hub connected to the indoor area of the Student Union building. In addition to the catering kitchen, the active hub would include a gathering area and a protected outdoor space. An exterior elevator would be installed to provide vertical circulation through the building. Primary access to the building would be provided from the second floor of the building via Cloud Circle. This primary access is strategically located to provide a continuous pathway from the Howth Avenue campus entrance, through the neighboring Wellness Center, to the Student Union Building, and out to Cloud Circle.

Batmale Hall

Batmale Hall, constructed in 1978, is a seven-story building and has an area of approximately 103,888 GSF. The building contains offices, classrooms, and computer labs. The buildings power distribution system and interior finishes may be upgraded within the next ten years. Additionally, room layouts could require reconfiguration.

Construction

The Student Success Center (SSC) would be approximately 80,000 GSF and two to three stories in height. The SSC would replace Conlan Hall (37,410 GSF) located at the intersection of Ocean Avenue and Frida Kahlo Way that is proposed for demolition. The SSC would consolidate administrative student affairs departments and offices under one roof and improve access to student affairs programs. It would also house the admissions and financial aid/bursars departments. The SSC would enhance the southern

gateway "front door" of the campus and provide a highly visible and welcoming front door to the Ocean Campus.

Construction of the SSC would follow the District's Sustainability Plan— which requires a minimum Silver LEED certification— and the goals set in the Integrated Management Plan. Design of the SSC would account for these requirements and goals and identify the appropriate sustainable building features that would be used.

Construction Schedule

The demolition, decommission, renovation, and new construction described above would be implemented during the Updated FMP projected timeline between 2021 and 2030. Demolition of Conlan Hall and Bungalow EOPS would occur in 2021 and would last for 6 months. The Creative Arts Building (theater) would be demolished in 2024 and demolition would last for 6 months. Demolition of the Smith/Statler building and bungalows 600s and 700s would occur in 2026 and would require 6 months. Renovation of Cloud Hall and Creative Arts Extension Building would begin in late 2023 and end in the middle of 2025 and late 2025, respectively. Renovation of the Science Hall would start in late 2024 and would be completed approximately in early 2026. Batmale Hall renovation would begin in the middle of 2026, after the completion of Cloud Hall renovation, and end early 2027. Construction of SSC would begin early 2022 and end in the middle of 2023. Student Union would be renovated after the construction of SSC starting middle of 2026 for approximately 12 months.

3.2.6 Anticipated Project Approvals

City College of San Francisco

As defined by CEQA, a Lead Agency is the public agency with the principal responsibility for approving a project. The San Francisco Community College District is the Lead Agency for consideration and approval of the Updated FMP. The Board of Trustees of the College District will hold at least one public hearing on the proposed Updated FMP before deciding whether to approve it. The Board must certify the Final EIR before making its decision on the Updated FMP.

San Francisco Planning Department

Section 304.5 of the San Francisco Planning Code requires that "…post-secondary educational institutions the City and County of San Francisco must file a current Institutional Master Plan ("IMP") with the Planning Department." However, per the California Education Code (Section 70900), California Community Colleges are a postsecondary education system of the State, consisting of community college

districts and the Board of Governors. The District is part of the California Community Colleges system. Approval of the Updated FMP is not within the jurisdiction of the City and County of San Francisco but is subject to approval of the College District Governing Board. As an agency of the State, the District is not subject to most local regulations or requirements, and, for classroom uses, may choose to exempt itself from local planning and zoning requirements (California Government Code Section 53094).

San Francisco Municipal Transportation Agency (SFMTA)

Formal approval is not required from SFMTA, but CCSF will coordinate with the San Francisco Municipal Transportation Agency (SFMTA) for the Updated FMP circulation and access plans that may include connection of on-campus bike paths and public bike routes, the new bicycle path connecting the Balboa BART Station to Frida Kahlo Way, raised crosswalks and elevated walkways on Frida Kahlo Way, and other improvements.

San Francisco Public Works (SFPW)

Formal approval by SFPW is required to change sidewalks or roadways in the public right-of-way through a Street Improvement Permit. Excavation permits issued by SFPW are required for any trenching in the public right-of-way.

Other Approvals

Implementation of various project components may also require approvals or permits by the following public agencies:

- Division of the State Architect (DSA) for buildings, handicap accessibility, fire and life safety
- Regional Water Quality Control Board for Stormwater Pollution Prevention Plans required during construction
- Bay Area Air Quality Management District for any new stationary sources of air emissions;
- City and County of San Francisco, for wastewater and water connections, and fire hydrants/water pressure

4.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This chapter analyzes the physical environmental impacts associated with the Updated FMP and the proposed individual projects described in Chapter 3, Project Description. Approach to the analysis of the proposed project and cumulative projects considered in this analysis are also presented in this chapter. For the resource topics analyzed in detail in the EIR, this chapter provides a description of the baseline environmental conditions, the regulatory framework, significance criteria, impacts analysis and identifies mitigation measures, if required.

4.0.1 INITIAL STUDY

The District prepared an Initial Study (**Appendix B**) to determine which environmental topics would require further study and analysis in an EIR. The Initial Study found the Updated FMP would result in no impact or less than significant impacts with respect to the topics of aesthetics, agriculture and forestry resources, energy, land use/planning, mineral resources, population and housing, recreation, public services, tribal cultural resources, utilities and service systems, and wildfire. Therefore, these topics were found not to require further study in the EIR. The Initial Study found significant impacts related to air quality, archaeological resources and human remains, biological resources, greenhouse gas emissions, geology and soils, hazards and hazardous materials, and hydrology and water quality; mitigation measures were identified that would reduce those impacts to less than significant. Those topics also did not require further analysis in the EIR. The Initial Study's conclusions are summarized in **Table 1.0-1**, in **Section 1.0, Executive Summary**.

4.0.2 ORGANIZATION OF THIS CHAPTER

Each section of this chapter contains the following elements, pursuant to the CEQA requirements:

Environmental Setting. This section presents a description of the existing physical environmental conditions in the Main Campus with respect to each resource topic as of August 2020, the month and year when the department issued a notice of preparation (NOP) for initiating environmental review. In addition, projects that has already been approved at the Main Campus are considered as part of the baseline physical conditions by which potential impacts of the Updated FMP including the proposed individual projects are assessed for significance.

Regulatory Framework. The regulatory section provides an overview of statutory and regulatory considerations that are applicable to the specific environmental topic.

Thresholds of Significance. Provides criteria for determining the significance of project impacts for each environmental issue.

Impacts Analysis. Provides a discussion of the characteristics of the proposed project that may have an effect on the environment, analyzes the nature and extent to which the proposed project is expected to change the existing environment, and indicates whether the project impacts meet or exceed the levels of significance thresholds.

Mitigation Measures. Identifies mitigation measures to reduce significant adverse impacts to the extent feasible.

Level of Significance after Mitigation. Provides a discussion of significant adverse environmental impacts that cannot be feasibly mitigated or avoided, significant adverse environmental impacts that can be feasibly mitigated or avoided, and adverse environmental impacts that are not significant.

Cumulative Impacts. This section considers the incremental effects of implementing Updated FMP including the proposed individual projects, together with the environmental effects of other closely related past, present, and reasonably foreseeable probable future projects within the Main Campus and in the surrounding neighborhood.

4.0.3 CLASSIFICATION OF IMPACTS

Impacts are categorized by type of impact, as follows:

No Impact. No adverse changes (or impacts) on the environment are expected.

Less than Significant. An impact that would not involve an adverse physical change to the environment, does not exceed the defined significance criteria, or would be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations.

Less than Significant with Mitigation. An impact that is reduced to a less-than-significant level though implementation of the identified mitigation measures.

Significant and Unavoidable with Mitigation. An adverse physical environmental impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, state, and federal laws and regulations and/or implementation of all feasible mitigation measures but cannot be reduced to a less-than-significant level.

Significant and Unavoidable. An adverse physical environmental impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations and for which there are no feasible mitigation measures.

4.0.4 APPROACH TO CUMULATIVE IMPACTS

In compliance with CEQA Guidelines Section 15130(a)(3), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." If the combined cumulative impact associated with the project's incremental effect is significant, then the analysis must identify the project's fair share of a mitigation measure or measures designed to alleviate the cumulative impact and reduce project's contribution to less than cumulatively considerable level.

Past, present, and future reasonably foreseeable projects within the defined geographic area for a given cumulative issue must be considered. The cumulative impact analysis in each technical section includes a description of the cumulative analysis methodology and the geographic or temporal context in which the cumulative impact is analyzed.

Consistent with CEQA Guidelines Section 15130(b), the cumulative impact analysis considers the effects of the Updated FMP including the proposed individual projects in combination with the CCSF known or reasonably foreseeable projects that could combine with potential impacts of the Updated FMP. In addition, the cumulative impact analysis also considers projections contained within previously approved City's planning documents, including but not limited to the San Francisco General Plan and the Balboa Park Station Area Plan, as well as applicable associated environmental review documents. These include:

- *CCSF Ocean Avenue (Main) Campus Infrastructure Upgrade Project*. The project involves a comprehensive upgrade of the utilities within the Main Campus, including domestic/fire water systems, sanitary sewer systems, storm drainage systems, natural gas distribution systems, electrical distribution systems, site lighting systems, telecommunications systems/life-safety systems, chilled water system, heating systems. replacement of the chilled water system will include a new chilled water central plant that will be installed between the Visual Arts Building and Batmale Hall to replace the old and inefficient chillers.

- *Balboa Reservoir Project*. The Balboa Reservoir Project would develop the Lower Reservoir with 1,100 to 1,500 dwelling units, approximately 10,000 GSF of community space, approximately 7,500 GSF of retail, up to 550 residential parking spaces and 750 public parking spaces.

The Balboa Reservoir Project will include the following changes to the roadway network:

- Extension of Lee Avenue to new North Road
- Relocation of North Road between Lee Avenue Extension and Frida Kahlo Way to the south to intersect with Cloud Circle North at Frida Kahlo Way
- Associated sidewalks and bicycle facilities on new streets within the Lower Reservoir and Lee Avenue Extension.

The following improvements were identified under the Balboa Reservoir Project and may be implemented as determined effective by the San Francisco Municipal Transportation Agency:

- Signal timing modifications at the Intersection of Ocean Avenue/Brighton Avenue
- Signal timing modifications at the intersection of Ocean Avenue/Plymouth Avenue
- Bus Boarding Island on southbound Frida Kahlo Way

- *1601-1631 Ocean Avenue (1271 Capital Avenue Mixed-Use Residential Development).* The project would include 54 market-rate units and six affordable housing units in a four-story tall building. The development would also include 27 parking spaces and four retail spaces on the ground floor.

- *350 Ocean Avenue Mixed-Use Residential Development*. The project consists of the demolition of three existing buildings on the project site and construction of an approximately 55-foot-tall, 191,374-gross-square-foot (gsf) building containing 193 dwelling units, a 5,942-gsf childcare facility, and basement-level garage with a total of 121 parking spaces.

- *2340 San Jose Avenue Mixed-Use Residential Development*. The project would develop 131 residential units on a 2-acre site located at approximately 0.2-mile southeast of the Main Campus.

- *Ocean Avenue Corridor Design.* The Ocean Avenue Corridor Design project will identify streetscape improvements that can be implemented in the near term on Ocean Avenue from Manor Drive to Frida Kahlo Way with funding that has been allocated from the Road Repaving and Streets Safety Bond (Prop B). It will also develop a longer-term vision and implementation plan for Ocean Avenue from Frida Kahlo Way to San Jose Avenue. Balboa Reservoir Project Roadway Network Changes – Extension of Lee Avenue to new North Road, as well as other internal streets within site, including the relocation of North Road between Lee Avenue Extension and Frida Kahlo Way to the south to intersect with Cloud Circle North at Frida Kahlo Way. As well as associated sidewalks and bicycle facilities on new streets and Lee Avenue Extension.

- *BART Westside Walkway Balboa Park Bart Station.* Several Balboa Park Station improvements to pedestrian safety and access improvements are currently underway.

SFMTA K Ingleside Quick Build Project which is the near-term set of improvements of the full Muni Forward project on the corridor. Funds for implementation have been allocated, so will be assumed in the analysis. The Muni Forward project is not yet funded or approved by the SFMTA so we will mention it in our discussion as implementation TBD, and will not assume that it is implemented for the transit delay discussion.

- *Balboa Park Improvement Plan*. The Trust for Public Land and the San Francisco Department of Recreation and Parks partnered to build improvements to Balboa Park, including a new playground, skate park and public art.

- *Restoration of the Geneva Car Barn and Power House.* The local community and the Recreation and Parks Department are working to rehabilitate the Geneva Car Barn and Power House.

4.1 CULTURAL RESOURCES

4.1.1 INTRODUCTION

This section describes the Main Campus's historical resources that have the potential to be affected by the projects described in the City College of San Francisco's Updated Facilities Master Plan (FMP). In support of this analysis, this section first describes the overall setting of the Main Campus, including circulation, landscape and hardscapes, and spatial relationships between buildings, structures and objects, and individual buildings constructed between 1940 and 1978. It then describes the regulatory framework used to make determinations of eligibility and the results of the evaluation. This discussion is followed by the regulatory framework used to identify potential project impacts and describes the Secretary of the Interior's Standards and Guidelines for Rehabilitation. It then presents the resulting conclusions as to whether the Updated FMP's proposed projects have the potential to cause a substantial adverse change to any historical resource. According to CEQA Guidelines section 15064.5(b), a project is considered to have a significant effect on the environment if it causes a substantial adverse change in the significance of a historical resource. Mitigation and Minimization measures are provided to reduce or avoid identified significant impacts on historical resources.

Defining Cultural Resources

For the purposes of this environmental impact report, the term "cultural resources" refers only to the built-environment resources found on the City College of San Francisco's Main Campus (Main Campus). It does not address potential archaeological resources or human remains. Built-environment resources include buildings, structures, objects, and districts. A "historical resource" is defined in California Environmental Quality Act (CEQA) section 2184.1 and CEQA Guidelines section 15064.5 as one that meets at least one of the following criteria:

- A resource listed in, or determined by the State Historical Resources Commission to be eligible for listing in, the California Register of Historical Resources shall be considered to be historically significant (Public Resources Code [PRC] section 5024.1, title 14 California Code of Regulations [CCR], section 4859 et seq.);

- A resource included in a local register of historical resources, as defined in PRC section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC section 5024.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC section 5024.1(g) shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;

- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic,

> agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be historically significant if the resources meet the criteria for listing in the California Register (PRC section 5024.1, title 14 CCR, section 4852).

A lead agency is allowed to determine that a resource may be a historical resource, as defined in PRC sections 5020.1, even if it is not listed in, or determined to be eligible for listing in the California register; not included in a local register of historical resources pursuant to PRC section 5020.1(k); or identified in a historical resources survey meeting the criteria of PRC section 5024.1(g).

4.1.2 ENVIRONMENTAL SETTING

4.1.2.1 Physical Description of the Main Campus

The Main Campus, located at 50 Frida Kahlo Way, is a concentration of sites, buildings, structures, and objects. These features are the physical evidence of past uses, events, and associations. They reflect a variety of activities occurring at one time, as well as evolving functions in different periods of time. Not all are historic or contribute to the significance for which the districts meet the eligibility criteria. The following are the components that comprise the setting:[15]

- Land Uses and Activities
- Patterns of Spatial Organization
- Response to the Natural Environment
- Views and Vistas
- Circulation
- Boundary Demarcations
- Vegetation
- Small-scale Elements
- Structures
- Objects

15 NRHP Bulletin 18, How to Evaluate and Nominate Designed Historic Landscapes.

- Clusters
- Buildings

CCSF's Ocean Campus is the main City College campus and accommodates about 60 percent of the City College District's credit and non-credit instruction as well as approximately 60 percent of the District's square feet of facilities. It also serves as the District's administration headquarters, including the Chancellor's Office, Academic Affairs, Student Affairs and Institutional Affairs.[16] CCSF offers both academic and vocational programs, including programs in arts, media and entertainment; business, management, and entrepreneurship; communication and languages; education and child development; health and safety; science, technology, engineering and mathematics; society, culture, and social justice; and in trades in areas such as construction, mechanics and maintenance, culinary arts, and ornamental horticulture. City-wide approximately 60,000 students are enrolled.[17]

The Main Campus boundary is irregularly shaped. It is comprised of an approximately 55-acre rectangle, plus an approximately 6-acre triangle-shaped area jutting out like a fin on the eastern side of the rectangle, and the rectangle-shaped West Campus across Frida Kahlo Way, which is about 13 acres. The predominant features overall are the several large classroom and administration buildings; library, study, recreational/social facilities; and student services buildings. The campus gradually developed since the completion of its first and physically central building, the Science Hall, in 1940 and has expanded since to include more than twelve large buildings or centers, and sports and recreation facilities, along with several smaller buildings housing support and infrastructure services and classrooms.

Central to the Main Campus - historically, physically and topographically - is College Hill. The hill, with the Science Hall and Cloud Hall atop it, is the predominant feature of the campus. The rest of the campus surrounds College Hill on three sides; the new Multi-Use building on the West Campus is geographically disconnected from the concentrated campus to the east of Frida Kahlo Way. Buildings clustered below College Hill are generally organized by function. However administrative offices are found throughout campus and the need for space often dictates use. North of College Hill are buildings associated with the creative arts, including the Creative Arts building, Creative Arts Extension, Visual Arts building, and the Ornamental Horticulture facilities. East of College Hill are the outdoor athletic facilities – a soccer pitch, tennis courts, and track and field/football stadium. Batmale Hall is visually and topographically separate from the arts buildings and the athletic facilities. Student-services associated buildings, such as the library, Wellness Center and Student Union are clustered to the southeast of College Hill. Smith Hall and Statler Wing, primarily classrooms and kitchens for culinary instruction, and Conlan Hall are south of College

16 CCSF Updated Facilities Master Plan, 2-11.

17 City College of San Francisco, "History of City College San Francisco".

Hill. The buildings are connected by paths, streets, bridges, ramps, stairs, and plazas that are used for circulation by foot, bicycle, and automobile, and for socializing, studying and breaks between classes. While this is an urban campus, the grounds are well landscaped with trees, bushes, hedges, low plants and open green space.

The elevation of the campus varies from 185 to 355 feet above sea level, in generally three levels or planes.[18] The upper level includes College Hill, the highest peak on campus and the origin of campus development. In response to the natural topography, the original campus plan, designed by master architect Timothy Pflueger, sited the central, predominant, and first building, the Science Hall, on this highest point in the center-west of the property. The Science Hall remains the building on the campus's highest elevation; Cloud Hall, also built on College Hill, is east of and slightly lower in elevation than the Science Hall.

These two large north-south oriented buildings frame a large plaza; the summit is the central circulation point for the campus. The hill is further defined by Cloud Circle, a horseshoe-shaped roadway that surrounds the hill on the north, east and south side; it descends on the west side of College Hill where it intersects with Frida Kahlo Way in two symmetrical locations. A second arching road, Science Circle, curves up the hill, in front of the Science Hall and descends to join both intersections with Frida Kahlo Way and Cloud Circle. The central predominance of the hill is further emphasized by a broad staircase leading from Frida Kahlo Way to the central portico of the Science Hall.

The middle level includes the buildings that are adjacent to and accessible from Frida Kahlo Way, Judson Avenue, and Ocean Avenue – buildings to the north and south of College Hill. Many of the building clusters are joined by exterior stairs, ramps, and bridges and are therefore accessible from these streets even if they are not immediately adjacent. For example, stairs from Frida Kahlo Way lead to the Creative Arts Extension's roof plaza which is connected by a bridge to the Creative Arts building to the east. While not accessible from these exterior roads, Batmale Hall and the Library would also be considered as on the middle level or plane of the campus.

The lower level includes the less permanent facilities that are in the more outlying areas of campus. These include the athletic fields, tennis courts, stadium and several more recent modular buildings or "bungalows".

Urban college campuses are usually inwardly focused, physically insular properties; buildings, plazas, and circulation systems are designed to interrelate with each other rather than to focus on views or vistas beyond the campus boundary. Most of the larger buildings do have views due to their height and the site's topography, and the designs are responsive to the views. But their primary façades are oriented toward

[18] CCSF updated Facilities Master Plan. 2-15.

the campus. Cloud Hall's primary façade faces the Science Hall, Batmale Hall's faces the library, across the stadium seating. Likewise, the majority of the other larger buildings face Cloud Circle, the primary internal campus road.

One significant exception is the Science Hall. Timothy Pflueger designed this most iconic building on campus to be seen from outside of campus, atop the central and highest point of the property. The building is classical in form and its central portico looks west and away from the campus toward the Pacific Ocean. All other buildings are below or behind it. Viewing the original, classically formal campus plan, it appears that Pflueger's intent was to design all buildings to look inward toward the main building, and that this central predominant building was to convey outwardly that it represented a place of higher learning. The original parcel for the campus was 'L'-shaped. Research found that the School Board, upon Pflueger's request, acquired additional property to make it symmetrical to accommodate such a classically designed grouping of buildings. It is likely that the intent was primarily to draw people to the building atop the hill; the view of the Pacific Ocean may have been secondary, but nevertheless important.

Cloud Circle is the primary road within the Main Campus and was part of the original design. It is a one-way counterclockwise drive that is the dividing line that separates the upper-level from the mid-level plane of the campus; it enters and exits at two locations on Frida Kahlo Way. It circles College Hill and separates the Science Hall and Cloud Hall and their common plaza from the rest of the campus. Science Drive is within the area that Cloud Circle surrounds. It was also part of the original design. Both roads accommodate cars, bicycles, and pedestrians. Marston Avenue first appears on the 1960 Master Plan. Marston Avenue is now a fire lane roadway that enters Cloud Circle on the northeast. The road travels on a lower grade than the land to its north as it heads east between Batmale Hall and Visual Arts, loops around the soccer pitch and exits at Havelock Street between the tennis courts and the 700's bungalows. It also leads to a parking lot south of the 700's bungalows; additional roads on the eastern side of the lower campus connect several parking lots – large and small - and finally exits the campus on Ocean Avenue at the Wellness Center. There are two additional parking lots that are accessed by Cloud Circle, one north of Conlan Hall and one south of Smith Hall/Statler Wing.

The north-south pathway that ascends College Hill and crosses the plaza is the main pedestrian connection for the campus. On College Hill, within Cloud Circle are several paved pathways and stairs, symmetrical on the north and south sides of the buildings and behind Cloud Hall, all leading to Cloud Circle. A grand staircase, part of a late 1960s landscaping project, descends College Hill from the Science Hall portico to Frida Kahlo Way. It replaced the original sloping ramp. Switchbacks flank the north and south elevations of the Science Hall, between the plaza and Cloud Circle. An additional switchback connects Science Drive to Frida Kahlo Way. Paths and stairs form a 'V' and lead pedestrians from the rear of Cloud Hall east

toward the stadium; other paths and stairs on the hill lead pedestrians off the hill in the northeast and southeast corners. Most of this system of paths was completed after 2005.

Stairs, ramps, bridges and paths provide connections between buildings and between the three campus levels or planes. The siting and organization of the buildings has resulted in routes that are generally indirect. Many feed into small plazas and open areas throughout campus. These community areas include rooftop plazas, open spaces, and more intimate outdoor areas. Most were developed in conjunction with the design and construction of the campus buildings and are described in greater detail in the descriptions of the individual buildings, which can be found in the HRE.

The campus is well landscaped and can be described as park-like, particularly on College Hill, with its expansive lawns, multiple trees, and groomed plots of flowers and shrubs. These gardens are interspersed with and compliment the walkways and stairways. Trees separate the campus from I-280 and Ocean Avenue; the northeast corner is an informal open space with lawns, trees and shrubs.

Public art can be found throughout campus, outside in plazas and pedestrian areas and in the interior common areas of buildings. Art was incorporated into the campus design from its inception by architect Timothy Pflueger and several important pieces were introduced to the campus within the first few years of its existence. Since that time art pieces have continued to be integrated throughout the campus. In addition to the permanent art, there are at least four galleries with changing exhibitions. The CCSF Works of Art Committee offers a "virtual tour" of the art, found at https://ccsfgis.maps.arcgis.com/apps/MapTour/index.html?appid=31807503816d4cc781132f6b82ffdc80.

Table 4.1-1
Art on the Main Campus

Artist	Title of Piece	Medium	Year	Location
Herman Volz	Organic and Inorganic Science	Mosaic	1940	Two pieces. One installed in north portico and one in south portico
Frederick Olmsted	Thomas Alva Edison and Leonardo da Vinci	Stone sculptures	1940	In plaza between the Science Hall and Cloud Hall
Frederick Olmsted	Theory and Science	Murals	1941	Inside entrance to Science Hall
Diego Rivera	Pan American Unity or Unión de la Expresión Artistica del Norte y Sur de este Continente	Mural	1940; installed 1961	Diego Rivera Theatre. Painted in 1940; installed in 1961
Dudley Carter	Bighorn Mountain Ram	Redwood sculpture	1940	Lobby of Conlan Hall
Sargent Johnson	Unknown; male and female athletes	3 Concrete bas reliefs	1940	In storage

Artist	Title of Piece	Medium	Year	Location
Beniamino Bufano	St. Francis of the Guns	Bronze and gunmetal sculpture	1969; installed 1976	Foot of grand steps to the Science Hall
Various	The Story of Time and Life	Multi-media	unknown	
August Tiesselinck	Thus passes the glory of the world	Copper sundial	unknown	Plaza on College Hill
Designed by Diana Won	Project SURVIVE Tree	Painting	unknown	On exterior wall of Cloud Hall; facing plaza
Student collaboration	Cloud Hall Reading Garden	Metal sculpture	unknown	College Hill plaza
G. Billie Quijano	Hijas de Los Nopales	Mixed media	2015	Interior of Cloud Hall
William Wareham	Wyoming Coup	Steel sculpture	1969	Northwest corner below College Hill
Aristides Demetrios	Sentinels	Bronze sculpture	1973	Plaza outside of and between Conlan and Smith Halls
Dudley Carter	The Beast	Wood carving	1986	Inside Conlan Hall
Student project	Song of the Spirit	Mural	1999	North entrance to Student Union
Miguel Covarrubias (reproductions)	Pageant of the Pacific	6 Lithographs	Unknown; original 1940	Inside Louise and Claude Rosenberg Library
Ken Roberts	Atrium Benches	Metal	1995	Library atrium
Jacques Overhoff	Sculpture Deck	Concrete, plaster, wire with mosaic	1979	Batmale Hall roof plaza
Jacques Overhoff	Bicentennial Wings	Concrete sculpture	1979?	Batmale Hall at Cloud Circle
Alan Brooks and students	Faces	Plaster of Paris molds	1974-79	Batmale Hall
Jacques Overhoff/students	Uptight	Painted concrete sculpture	Unknown; ongoing student work	Front of Visual Arts
Ralph Stackpole (replica)	Pacifica	Concrete sculpture	Unknown; original 1940	Creative Arts building plaza
Ignacio Perez Solano	El Rey, San Lorenzo #1	Volcanic tuff sculpture	2004	Creative Arts building plaza
Sansei Faculty	Honoring Japanese-American Students of WWII	Painting	2011	Multi-Use building

Sources: Garavaglia Architecture, Inc., 2020; CCSF Art Tour, an online "virtual" tour of the campus art.

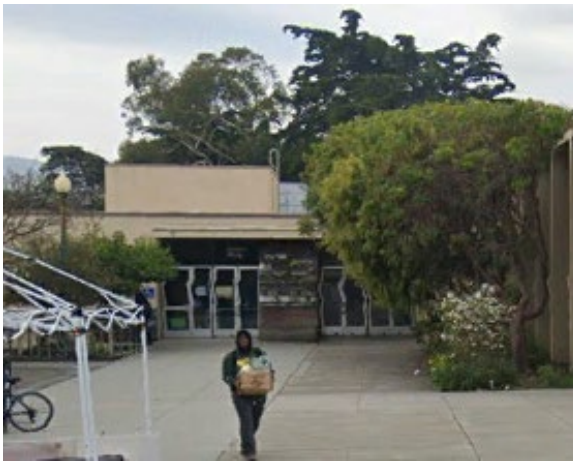
Buildings

The buildings on the Main Campus are major components of the campus's setting. **Table 4.1-2, Main Campus Buildings** lists the buildings, a brief description of each built prior to 1980, and their construction dates. **Figure 4.1-1** illustrates the eligible historic core district. See **Figure 4.1-2** for the locations of each

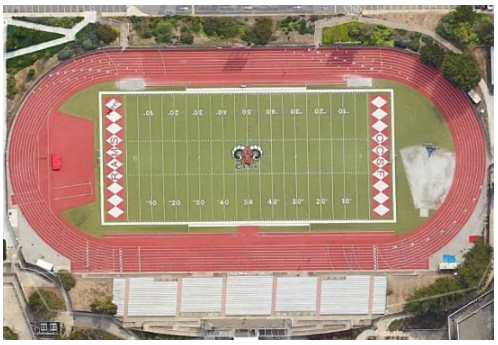
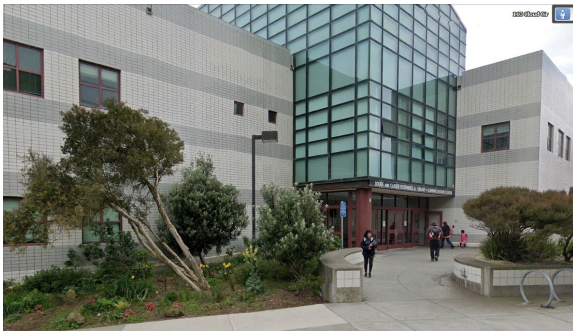
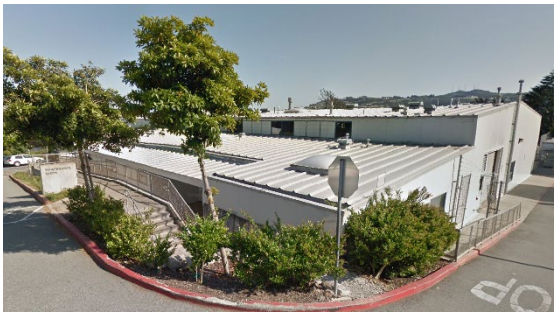
building. Full descriptions of each building constructed prior to 1980 can be found in the HRE. **Figure 4.1-3** shows existing landscaped areas.

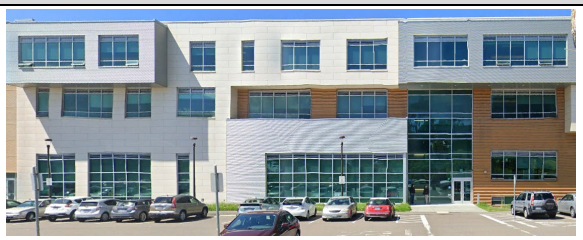
Table 4.1-2
Main Campus Buildings

Building Name and Brief Description	Photograph	Year
Science Hall: A large three-story plus basement building that sits atop College Hill. Relatively unornamented, it has plain massing typical of Works Progress Administration-era buildings; the symmetrical façade, porticos, attic, and central dome form a classical composition.		1940
California Bookstore: A typical storefront building composed of large banks of windows angled inward at two separate doorways.		1949
Cloud Hall: The second major building constructed on campus, it is generally of International design, with a symmetrical footprint composed of a shallow "C"-shaped main building, smaller perpendicular wings on the north and south ends, and a large projecting auditorium block in the center of the west elevation.		1954
Smith Hall and Cafeteria: Much of the exterior of the original Mid-Century Modern Smith Hall has been obscured by additions: The College Bookstore and Conlan Hall on the west, EOPS building on the south, and the Statler Wing on the south and east elevations.		1955

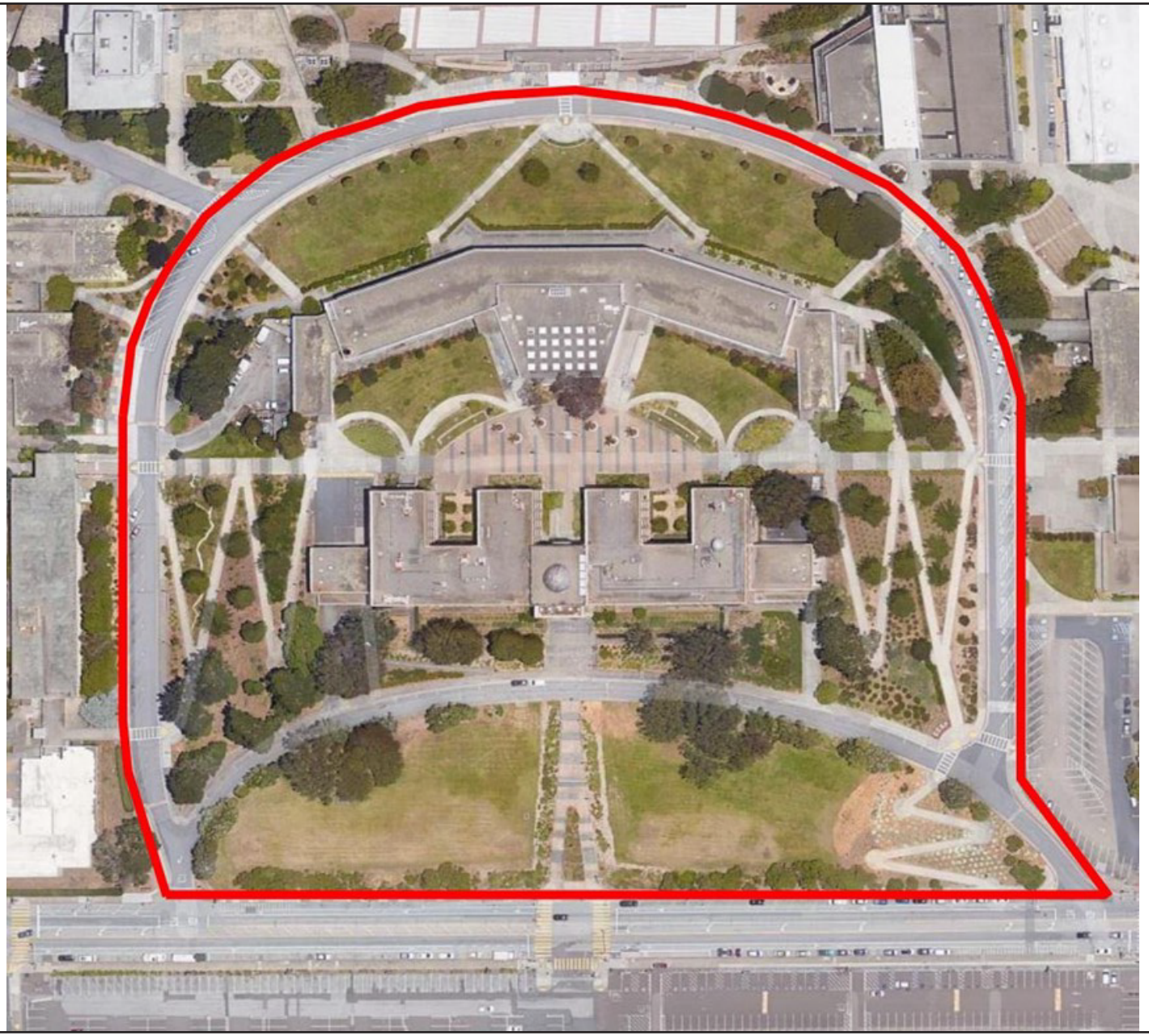
Building Name and Brief Description	Photograph	Year
Creative Arts and Diego Rivera Theatre: It is a large three-story reinforced concrete rectangular International style building sited north of the Science Hall, with a single-story wing off the north elevation making a "T". The north end of the wing houses the Diego Rivera Theatre and the Diego Rivera mural *Pan American Unity*.		1961
Statler Wing: This concrete flat-roofed building was built as an extension of Smith Hall to provide additional kitchen, classroom, library, and office space. The architectural style is overall functional Late Modernist. The Statler Wing is connected to Smith Hall's eastern elevation; a later 1973 addition is also attached to a portion of Smith Hall's southern elevation.		1963 and 1973
Ornamental Horticulture and Floristry: The facility includes a single-story Ranch-style building; a block of three large attached greenhouses and a smaller, separate greenhouse; two lath 'houses' partially shield plants and raised beds; a small shed; several raised beds and hydroponic gardens; bays of landscaping materials; and parking.		1964-1965
Conlan Hall: It is a one and two-story Late Modernist building designed with elements of the Brutalist style and Neo-Formalism, along with some characteristics of the Second Bay Tradition. It is generally T-shaped and has three separate volumes – the single-story bookstore on the east, the two-story administration building in the center and, on the west side, the 250-seat auditorium.		1968
Bungalows 201-208: Prefabricated tilt-up concrete classrooms.		1969

Building Name and Brief Description	Photograph	Year
Bungalow 400 (EOPS): Single story stuccoed tilt-up concrete building.		1970
Student Union: The Student Union building is a three-story building, with a structural frame of heavy concrete, covered with lightly textured stucco and painted. Its design is Late Modernist with some Regional and Brutalist influences.		1970
Visual Arts: This single-story building is designed in the International style, with Regionalist influences. The exterior is precast concrete. It is irregularly shaped, with many of the classrooms and labs grouped around inner courts.		1970
Creative Arts Extension: The design is Late Modern with some Regionalist and Brutalist influences. It is irregularly shaped; the top story is generally 'L' shaped and the lower level is essentially rectangular with some recesses. It has several outdoor spaces, including a roof deck plaza and main entrance court.		1972

Building Name and Brief Description	Photograph	Year
Batmale Hall: It is seven stories tall, with the bottom four a terraced base that steps back into the hillside. Its design is a blend of Late Modern and Brutalist. The primary façade of the main volume has some Neo-Formalist characteristics with its projecting massive central portico flanked by solid concrete vertical spans that read as columns.		1978
Stadium Building		c. 1990
Louise and Claude Rosenberg Jr., Library Learning Resource Center		1995
Bungalows 700-716 (east of soccer pitch)		2010
Central Shop Facility		2001

Building Name and Brief Description	Photograph	Year
Multi-Use Building West Campus		2010
Student Health Building		2006
Health and Wellness Center		2008
Pressbox/Concession		1996
Recycling Center		2000
Misc. Bungalows		1998-2019

Source: Garavaglia Architecture, Inc., 2020



SOURCE: Google Earth, 2020

FIGURE **4.1-1**

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Eligible Historic District Aerial View

1330.004•01/21

A. Science Hall
B. Cloud Hall
C. Smith Hall and Statler Wing
D. Conlan Hall
E. Student Union
F. Creative Arts and Diego Rivera Theatre
G. Creative Arts Extension
H. Visual Arts
I. Batmale Hall

SOURCE: Google Earth, 2020

FIGURE **4.1-2**

Main Campus Buildings

IMPACT SCIENCES

1330.004•01/21

SOURCE: Garavaglia, 2020

FIGURE **4.1-3**

Landscaping

IMPACT SCIENCES

1330.00•01/21

4.1.2.2 Historic Contexts

History of City College of San Francisco

The city of San Francisco purchased 100 acres from landowner John Horner in 1854[19] to construct the San Francisco Industrial School that opened in May 1859. It was the first institution for "neglected and delinquent youths" constructed in California under the Industrial School Act passed by the California Legislature in 1858. The intent of the Act was to provide "the detention, management, reformation, education, and maintenance of such children…" and was modeled after penitentiaries.[20] The city of San Francisco constructed the House of Correction or Ingleside Prison, a prison for adult men co-located with the Industrial School, between 1874 and 1876. A fence separated the two institutions.[21] Despite the frequent public outcry against harsh and inhumane conditions, the Industrial School remained in operation for 33 years. It was closed in 1892 and the students were transferred to reformatories in Ione and Whittier.[22] The building became a women's prison that year.[23] Despite the women's prison being severely damaged during the 1906 earthquake, the prisons remained in operation until 1934.[24]

The San Francisco Board of Education authorized the creation of San Francisco Junior College (the original name of the City College of San Francisco) as part of the San Francisco Unified School District on February 15, 1935. Dr. Archibald Jeter Cloud was the first president of the college, which officially opened on August 26, 1935. It was the 63rd junior college established in California and the fifth in the greater Bay Area. The College was intended to provide students with an option other than attending a four-year university or accepting a low-skill vocation that required no training or education beyond high school. The college offered typical academic courses with transferable credits and semi-professional classes for students intending to stop their formal education and seek employment after a two-year degree. To meet immediate needs, the College temporarily held classes in fourteen locations throughout the city, including the University of California Extension Building and Galileo High School. The school began with sixty-five faculty members. Most had master's degrees, and eighteen held doctorate degrees; four were women. Dr. Cloud sent letters to all San Francisco and East Bay high school graduates informing them of the new

19 San Francisco Sheriff's Department History Online.
20 Macallair, Daniel, The San Francisco Industrial School and Origins of Juvenile Justice in California: A Glance at the Great Reformation.
21 San Francisco Sheriff's Department History Online.
22 Macallair, Daniel, The San Francisco Industrial School and Origins of Juvenile Justice in California: A Glance at the Great Reformation.
23 San Francisco Sheriff's Department History Online.
24 San Francisco Sheriff's Department History Online.

school; the 1935 student body numbered 1,483. They came from 21 counties in California, fourteen states, and the Philippines, China, and Greece. [25]

To put the establishment of San Francisco Junior College in context with the trend in the greater Bay Area, school districts that offered junior college curricula before San Francisco included Santa Rosa (established 1918), San Jose (established 1921), San Mateo County (established 1922), and Marin County (established 1926). Santa Rosa Junior College constructed its campus in 1930 and has expanded it over the years; the current San Jose campus moved to its present location in 1953; the College of San Mateo initiated the construction of its current campus in 1963; and the Kentfield campus, one of two College of Marin campuses, is sited in its original location, however it doesn't appear that any original buildings are extant. There are now 25 community colleges in the greater Bay Area.[26]

As enrollment grew at San Francisco Junior College the School Board began looking for property on which to build a centralized campus. They initially considered 22 locations. They reduced the list to two locations: Ingleside (Ocean Avenue) and property on Quintara Street. One requirement was that the city already owned the selected property due to limited funding. The student body held an informal vote and Ingleside was their preference, which may have influenced the selection. The board selected the Ingleside site in February 1936, with the anticipation that they would quickly build the first campus buildings and students would begin attending classes there in the Spring of 1937. The School Board's initial plan was for the campus buildings to be single story, stucco with Spanish-style red tile roofs. Each would contain fourteen classrooms and the five or six buildings would be sited around a main quad and connected by covered archways.[27]

The City held a groundbreaking ceremony on April 25, 1937, with Mayor Angelo Rossi turning the first soil. Speakers included College President Cloud, San Francisco School Board President C. Harold Caulfield, Superintendent of Schools Joseph P. Nourse, and architect Timothy Pflueger. According to the Guardian, the student newspaper, the ceremony heralded an anticipated occupancy in Spring of 1938.[28] Mayor Rossi said 38 counties in California had junior colleges and it was high time that San Francisco had a campus with "beautiful buildings on a magnificent site".[29] With Pflueger now planning the campus, the original design plans apparently were abandoned. Pflueger stated that he would pattern the Science Hall, which would be the first building to be constructed, after the U.C. Berkeley Life Sciences building, designed by

25 The Guardsman, October 25, 1935
26 California Community Colleges, "About California Community Colleges."
27 The Guardsman, February 19, 1936
28 The Guardsman, April 21, 1937
29 The Guardsman, April 28, 1937

George W. Kelham and completed in 1930.[30] The administration invited instructors to review the plans and offer suggestions.

The School Board accepted Pflueger's design in full, which was comprised of several buildings, including a library, a student union building, an administrative office building, and an auditorium. The intent was to initially construct one building; the others would follow in order. While the site was cleared for construction in 1937, there were delays and it was then anticipated that Pflueger and his eight assistants would not complete the plans before March 1938 and that the building would be finished by Spring of 1939. The 33-acre site was L-shaped. Pflueger's design required a rectangular site. The city's Recreation Commission turned over 25 acres, bringing the now rectangular site's size to about 58 acres.[31] Pflueger completed the design of the Science Hall early, in October 1937; the design of the Student Union building was to follow. The School Board anticipated construction would cost $1,250,000.[32] By August 1938 the School Board had put aside funds in the amount of $900,000.[33]

The School Board planned to supplement the funds by issuing voter-approved bonds for the whole school district in the amount of $2.8 million in 1938; a portion would go to the College's campus construction. The School Board applied for additional funds from the Public Works Administration program (PWA) under the Emergency Relief Act of 1935. Under this act the PWA program could fund 45 percent of the construction of public institutional buildings provided the project proponent had 55 percent of the project's costs covered.[34] The bond passed and the PWA granted the money; the share going to the campus would cover the cost for the construction of the Science Hall and two gymnasiums.[35] The Board would need more funds to fully construct Pflueger's integrated plan.

The foundation for the first campus building, the Science Hall, was laid by Sibley Construction Company in the spring of 1938.[36] After several delays, the School Board finally awarded the construction contract to Clinton Construction Company in the spring of 1939, with the expectation that it would take 300 days to build.[37] The building "would be built with Indiana limestone with the front inlaid with ceramic tile and would be strictly modern in every way."[38] A May 10, 1939 Guardsman article anticipated that construction of the two gyms, sited on the lower east edge of the campus property, built 200' apart to accommodate a

30 The Guardsman, September 9, 1937
31 The Guardsman, January 12, 1938
32 The Guardsman, April 21, 1937
33 The Guardsman, August 24, 1938
34 Bond Properties and Charter Amendment to be Voted on at Special Municipal Election to be Held September 27, 1938.
35 The Guardsman, October 5, 1938
36 The Guardsman, April 27, 1938
37 The Guardsman, May 5, 1939
38 The Guardsman, October 26, 1938

swimming pool, would begin in summer 1939. Roadways, paths and lawns, similar to those found on the Berkeley campus, would also be completed during the second half of 1939. The Science Hall and two other buildings, the Women's and Men's Gymnasiums, were completed in late 1940; students were able to begin using the buildings in January 1941.[39] A 1940 aerial photograph shows that the current alignment of Cloud Circle and Science Circle were part of Pflueger's original design.[40]

Concurrent with planning the campus, Timothy Pflueger designed the Palace of Fine Arts building for the 1940 Golden Gate International Exposition on Treasure Island. He was also the Vice Chairman of the exposition's Fine Arts Committee and General Director of the exhibit. The exhibit included "Arts in Action" in addition to displays of finished artwork. Arts in Action provided visitors "the opportunity of studying at close range the various processes demonstrated here" mostly by artists volunteering their time. Three of the artists were employed by the Depression-era Federal Art Project (FAP) of the Works Progress Administration (WPA).[41]

The San Francisco Board of Education sponsored the three WPA artists who participated in Arts in Action; their pieces would eventually be moved to the campus. The exposition's Fine Arts budget bore the cost.[42] The artists included muralist Diego Rivera, sculptor/painter Frederick Olmsted, and mosaic artist Hermann Volz. Sculptor Dudley Carter was not identified in the exhibit's program as sponsored by the WPA; however, his work also went to San Francisco City College.

Pflueger designed the College library so that Rivera's *Pan American Unity* mural would be the centerpiece of the main reading room. The mural would be 3,850 square feet when finished and cover the entire east, west, and south wall; the north wall would be glass and the mural would be visible from outside. Rivera only painted a portion of the mural at the exposition; originally 44' 3" x 22' 1.5", Rivera requested the wall space be expanded to accommodate a 73' 9"-wide painting.[43] He agreed to paint the rest of the mural in the library once the building was completed.[44] He painted the exposition panels on specially designed metal frames no larger than 14' 9" square so that they could be moved across the Bay Bridge.[45]

Olmsted's work, a sculpture of the head of Leonardo da Vinci, would be placed outside of the east façade of the Science Hall. Volz's two 42' x 55' mosaics, the *Interaction of Science* and the *Interaction of Mechanism* would be placed on the building's north and south porticos' recessed exterior walls. Carter's nine-foot tall

39 The Guardsman, January 3, 1942
40 San Francisco Public Library, "San Francisco Historical Photograph Collection"
41 Art: Official Catalog. Golden Gate International Exposition, San Francisco.
42 Diego Rivera Mural Project. "Archives, Timothy Pflueger Papers."
43 Puccinelli, Dorothy. Diego Rivera: The Story of His Mural at the 1940 Golden Gate International Exposition.
44 Diego Rivera Mural Project. "Archives, Timothy Pflueger Papers."
45 Puccinelli, Dorothy. Diego Rivera: The Story of His Mural at the 1940 Golden Gate International Exposition.

axe-carved redwood *Big Horn Mountain Ram* was initially planned to be installed in the cafeteria but Cloud and Pflueger felt that, since the ram was the college mascot, it would be more suitable to be placed in the men's gym. It currently stands in Conlan Hall.

Unassociated with the Arts in Action program, Pflueger arranged for Frederick Olmstead to paint two murals in the lobby of the Science Hall in 1941, and to carve the Thomas Edison piece on site, behind the building.[46] Pflueger also arranged for Sargent Johnson to make three large concrete bas reliefs depicting athletes; the panels were placed above the primary entrances to the two gyms.[47] The School Board had Rivera's mural panels transported to the College campus and placed in a shed built against the men's gym in 1942, where they remained for almost twenty years.[48]

Pflueger designed the Science Hall to accommodate an anticipated enrollment of 2,500 students, but by the time it was completed, approximately 3,200 were enrolled. In addition to offering and expanding university transfer courses, the College's vocational programs accounted for approximately 25 percent of classes offered. Vocational programs included civil service, criminology, fire science, flight training, floriculture (gardening and plant propagation), and hotel and restaurant.[49] With this initial surge in enrollment, the School Board planned to further develop the campus. But the U.S. entry into World War II abruptly put expansion plans on hold. Nationwide, construction materials were dedicated to the war effort and enrollment declined significantly with the departure of students for the armed forces or to work in the defense industry. Staff left to serve in the military or work for the federal government. The College adjusted the vocational programs to better serve the war effort. The floriculture department planted three large victory gardens and propagated plants for use as camouflage, and the hotel and restaurant department trained cooks and bakers to serve on merchant marine ships.

With the end of WWII and the passage of the June 1944 Servicemen's Readjustment Act [50], otherwise known as the GI Bill, the College's enrollment surged and the facilities proved even more inadequate to accommodate the demand. Housing for veterans returning to San Francisco was scarce, including for those who wanted to attend the College. The student population at the College soon exceeded 5,500 students. To meet the growing enrollment, the College scheduled classes from 8:00 AM to 10:00 PM. In 1946, the College secured a lease for the temporary buildings and grounds of the United States Navy WAVES (women accepted for volunteer emergency service) Separation Center located directly across Frida Kahlo Way (formerly Phelan Avenue). The administration called the temporary buildings the West Campus, and

46 The Guardsman, September 13, 1940. Olmsted was misidentified as Fred Homster.
47 White, Austin. Seventy Years of Making Dreams into Reality, City College of San Francisco: A Short History.
48 Russell, Ron. "Secret Rivera."
49 White, Austin. Seventy Years of Making Dreams into Reality, City College of San Francisco: A Short History.
50 www.history.com.

opened it in the fall semester of 1946. They transformed the fourteen former naval buildings into college classrooms, laboratories, an auditorium, a cafeteria, dormitories, and faculty offices. One building housed 50 married couples.

As all of California's junior colleges, the College required no tuition fees or laboratory fees, and provided housing if requested. President Cloud negotiated with the Federal Housing Authority to erect several Quonset huts, each housing two student apartments. San Francisco Mayor Roger Lapham dedicated Hurley Village on October 3, 1946. Named in honor of Major John Hurley, the only college faculty member killed in the war, Hurley Village was built to house married veteran students and their families along the north edge of the main campus. The FHA continued to develop Hurley Village and erected 217 housing units there by 1948.[51]

San Francisco Junior College changed its name to City College of San Francisco (CCSF) in February 1948. Much of the student body consisted of older students who were veterans or had worked in the defense industry during the war. Their feeling was "Junior" did not accurately describe them and the adolescent inference denigrated the quality of the classes offered. Despite the continued increase in post-war enrollment, CCSF constructed no new permanent buildings until 1949, the year they built the California Bookstore on the west side of Frida Kahlo Way (formerly Phelan Avenue), and the Children's Center in the northwest corner of the campus; they would not construct a new permanent classroom building until 1954. President Cloud retired on June 30, 1949. Louis Conlan, who, with a J.D and Ed.D., had started at CCSF as a teacher and athletic coach in 1935, became the second school president.

CCSF's lease of the West Campus and its temporary buildings was a ten-year non-renewable contract that would expire in 1956 and the San Francisco Public Utilities Commission (PUC), the titleholder to the land, would reclaim the site. The anticipated loss of these building meant that the school administration needed to start planning additional facilities on the main campus. A bond passed in 1948 that included $2.5 million for construction on the campus. The San Francisco Board of Education prepared a report titled, *City College Buildings Needs* in 1950. They determined that the original campus design that included a two-story classroom building behind the Science Hall and Pflueger's library would not adequately accommodate the number of students enrolled. The Board apparently drafted a plan addressing how the campus would eventually be built-out to accommodate the future needs of the students.[52]

Timothy Pflueger suddenly passed away in 1946 and his younger brother Milton took over the firm and designed the first permanent classroom building since the completion of the Science Hall in 1940.

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51 The Guardsman, January 17, 1951.

52 The "program" is mentioned in a Guardsman, May 7, 1969. A copy of the School Board's report is in the History Center of the San Francisco Library archives, which is not currently accessible.

Abandoning Pflueger's campus plan, the Board approved Conlan's proposal that they construct a three-story combination library and classroom building behind the Science Hall and allocated $1.7 million. They also approved preliminary plans for a fine arts building. The College would start that building with an allocation of $500,000 and build it in stages; they estimated that that building, once completed, would cost $1.3 million. Conlan told the Board that he anticipated enrollment to top 11,000 students by 1965 and that the College would need an additional $2.2 million to complete the program. The firm's approach to the design of the CCSF buildings followed Dr. Conlan's direction to abandon Timothy's original campus plan. They recognized that, because the campus would be built out gradually, over decades based on changing needs that they would "…design in the contemporary using the best technology and change materials and methods of construction as best fit, but when so doing, let there be not a clash but a compatibility between new and old."[53]

The College began construction on Cloud Hall in 1952, a building that greatly increased the school's capacity. The Board named it in honor of Dr. Archibald Cloud. By then the estimated cost rose to $2.2 million. The three construction firms involved were Cahill Construction Co., Herman Lauror Co., and Emil J. Webber & Co. Once built, the College would abandon the West Campus, where the PUC planned to construct two reservoirs.[54]

Cloud Hall was now the largest building on campus. The College moved the library and several other functions previously housed in the Science Hall into the new building. Dedicated in April 1954, Cloud Hall housed a library, classrooms, offices, and laboratories. It "represents the ultimate in modern design, boasts of sound-proofed rooms, restful color scheme, unique lighting and a library capable of seating 700 people." In addition to the 54 faculty and administrative offices, it held 57 classrooms and the business, law enforcement, and engineering departments. Following the opening of the building, the College developed a courtyard between the buildings with benches and curving pathways.[55]

Milton Pflueger's firm designed the first Student Union building in 1954 to house the cafeteria, a fountain, the Hotel and Restaurant School, and a student bookstore. The School Board awarded the construction contract to Ira H. Larsen and Co., with a winning bid of $685,478. [56] The contractor broke ground in April 1954; the one- and two-story building was ready for the 1955 fall semester. Before the contractor completed the building, the College had begun developing plans for an annex to the west of the new building to add classrooms, several small rooms for group meetings, a large room for College conventions and student

53 Pflueger, *Time and Tim Remembered*, 59.
54 The Guardsman, October 1, 1952.
55 The Guardsman, April 24, 1954.
56 The Guardsman, April 21, 1954.

government offices. The architect revised the plans to accommodate the addition.[57] The Board financed it and other campus expansion projects with a bond issue on the November 1955 ballot.[58] A year after the Student Union was opened, the College renamed it Smith Hall in honor of George D. Smith, the late chairman of the Hotel and Restaurant Department Advisory Committee and former president and general manager of the Mark Hopkins Hotel.[59]

Almost immediately upon opening, the caféteria in Smith Hall proved inadequate. The College placed two temporary buildings adjacent to the new building to relieve the congestion in early 1961.[60] The Statler Foundation granted $100,000 to the planning of a new wing, the Statler Wing. Hotels and restaurants supplied another $50,000 toward the effort and the State supplied another $200,000 toward the cost of the addition.[61] The design included a new lecture and demonstration room, a demonstration kitchen on the second floor, and an informal study area on the ground level. It was as large as the existing caféteria and attached to the eastern façade of Smith Hall.[62] The Statler Wing, completed in 1963, housed the Alice Statler Library, the Evening Division Office, and the Financial Aid Office.

Milton Pflueger's firm designed the Arts-Classroom building (Creative Arts); construction started north of Science Hall in 1959 in the space that had been occupied by Hurley Village. The Board of Education met in 1958 and voted to include the Rivera mural in the Arts-Classroom building. Addressing controversy over the deceased Diego Rivera's character and politics, a former Board president stated that American art galleries would be virtually empty if they we were to judge artwork by the artists' moral or political standards. Milton Pflueger modified the design of the building's theater lobby to accommodate the 22' x 74' mural.[63] Classrooms opened in the building in 1962. It housed classrooms, faculty offices, broadcasting facilities, and the College theater. The new theater had a state-of-the-art Izenour winch system for changing sets.[64] The mural was finally on display.

The PUC began the construction of two large water reservoirs on the former West Campus in 1957. After three years the project stalled; the PUC had excavated and paved the reservoirs with asphalt, but they had insufficient funds to complete the project. They never finished or filled the reservoirs and by 1963 students and faculty used the basins as parking lots. Significant changes were also taking place east of the Main Campus. Construction of Interstate 280 began in the early 1960s. The California Division of Highways (later

57 The Guardsman, March 16, 1955.
58 The Guardsman, April 21, 1954.
59 The Guardsman, May 2, 1956.
60 The Guardsman, January 11, 1961.
61 The Guardsman, January 11, 1961 article estimates the cost to be $805,000; October 7, 1964 article states the building cost $400,000.
62 The Guardsman, February 6, 1961.
63 The Guardsman, March 1, 1961.
64 Ibid.

Caltrans) built the freeway below grade level and required the demolition of large numbers of residential and commercial buildings in its path. The introduction of the freeway significantly changed the character of the area and isolated the campus from Balboa Park until a bridge was constructed. The freeway provided students with easy transportation to the campus. Soon thereafter, Bay Area Rapid Transit (BART) completed tracks to the Balboa Park Station in 1972; paralleling the freeway and a station near Ocean Avenue, BART provided students with another transit option.

Within the campus boundaries, construction of the freeway required that the Horticulture building and associated gardens be relocated.[65] The Board of Education allotted $413,000 to the construction of a new Horticulture Center, made up of State-provided $322,000 and $91,000 from a 1956 local bond issue.[66] They selected a site on the north side of campus along Judson Avenue for a new Ranch-style building, four greenhouses, a flower shop, and two lath houses. Alex Woolworth, a former CCSF horticulture student and a Caltrans structural engineer designed the new center.[67] Student Tad Nakazawa designed a Japanese-themed garden in front of the center.[68] The students were able to move into the center in early Spring 1964, mid-construction of all current structures that were completed the following year.

San Francisco's general election on November 3, 1964 included Proposition B, a district-wide school bond in the amount of $31,465,000. The voter-approved bond was for the acquisition, construction and completion of new schools and improvements to existing schools. The argument for the bond stated that, "an additional building is in keeping with the policy to add facilities to the one College campus as the enrollment increases. The present enrollment of over 8,000 students will reach beyond 10,000 within three years."[69] In addition to this bond money, the College had access to $200,000 to $400,000 from State Proposition 2 and another $400,000 left over from 1963's Proposition 1A. The College planned to use the money to construct an educational services facility building and a visual arts building, as well as to improve the lighting and acoustics in the Science Hall and make overall improvements to the campus's landscaping.[70]

Milton Pflueger's firm designed the Educational Services Facility building west of and connected to Smith Hall by a partially covered breezeway. The structural engineer was Isadore Thompson.[71] The College needed the building to "relieve congestion in office areas and provide for expansion."[72] Contractor Carl

65 The Guardsman, April 4, 1962
66 The Guardsman, November 21, 1962.
67 The Guardsman, October 31, 1962.
68 The Guardsman, May 8, 1963.
69 City and County Propositions to be voted on at the General Election Tuesday, November 3, 1964.
70 The Guardsman, March 2, 1965.
71 John Pflueger, email message to author. May 4, 2020.
72 The Guardsman, September 18, 1968.

Ohlson and Company broke ground in 1966 and completed it in 1968. The School Board named it in honor of Dr. Louis G. Conlan, an original member of the faculty, second president of the College, first president/superintendent of the San Francisco Community College District, and a member of the first San Francisco Community College District Board of Governors. The building included the office of the CCSF President, the Registrar's Office, the Coordinator of Student Welfare's office, the Director of Student Activities office and other administrative services, a bookstore twice as large as the bookstore it replaced, and a 250-seat lecture hall to accommodate classes, tests, and other events.

The College used some of the funds to redesign the landscaping throughout the Main Campus. Landscape architect Anthony M. Guzzardo and Associates, who also designed the park and granite paving at the base of the Transamerica Building in 1972, prepared the design.[73] [74] The firm began reshaping College Hill and a section of the southwest grounds in fall 1967. They installed extensive lighting and sprinkler systems, graded and terraced parts of the hill, and planted shrubs, flowers, and olive trees on the circle's periphery. Years of students treading across the lawns had left well-worn paths; Guzzardo designed and installed paved walkways providing the students routes to the parking lot and a public transportation station at the bottom of the hill. They replaced the central walkway up the hill with steps.[75]

Milton Pflueger's firm completed the design for the Visual Arts building in 1968. The architect had presented preliminary plans for the building to the school in 1965 when he presented the plans for Conlan Hall. The firm estimated that the 34,000 square foot building would cost $1.2 million, including equipment. The 1964 school bond and a state grant paid for the building. The site selected for the building was a hilly area east of the Arts-Classroom building. The new building housed the Advertising Art and Design, the Printing Technology, and the Photography Departments, exhibit spaces and two lecture halls. It was completed in the spring of 1970.

Milton Pflueger presented preliminary drawings for a new Student Union building to faculty and students on April 23, 1968. The College funded the project with a $550,000 loan from the United States Department of Housing and Urban Development.[76] Construction started east of Smith Hall in 1969 and was completed in 1970. It provided offices for the Associated Students, the Student Council Chamber, an auditorium, lounges, a café, and recreational space. Concurrent with construction of the Visual Arts building and the Student Union, the College continued to erect temporary bungalows throughout campus to address the

73 Pacific Coast Architecture Database.
74 The Guardsman, October 25, 1967.
75 Ibid.
76 The Guardsman, May 1, 1968.

shortage of classrooms and office space. The College brought in 17 new bungalows, designed by architect Robert K. Wong, in 1970, adding to the 28 already standing.[77]

A state law passed in 1965 required that all cities with school districts that operated junior or city colleges establish a separate independent college district by July 1, 1970. The city formed the San Francisco Community Colleges District (District) and Dr. Conlan served as the Chancellor until September 1, 1970 when he retired; Dr. Batmale succeeded him. The new District included the main campus as well as all the staff, programs, and buildings of the Adult and Occupational Division of the San Francisco Unified School District. The new District established two separate divisions in 1974: TAhe Ocean Avenue Campus, also referred to as the Main Campus, where for-credit classes were offered and the eight neighborhood centers that offered the non-credit classes of the Adult and Occupational Division.

The College received $1.5 million from a State bond issued in 1968 for campus projects during the 1969-1970 school year. This funded an expansion of the Main Campus's electrical infrastructure and an extension to the Arts-Classroom building, dubbed the Creative Arts Extension.[78] Milton Pflueger's firm designed the extension to be located west of the original building and to house a broadcasting and music facility and much-needed classrooms. Engstrom and Norse were awarded the construction contract. Construction began in November 1970, six months after Dr. Conlan announced his retirement. Dr. Louis F. Batmale became the next College president in October 1970.[79] That same year the Horticultural Department students undertook landscaping activities on the campus. They planted the area near the Horticultural building near Judson Street, the soft borders near Smith Hall, and established an herb garden next to Conlan Hall. The students designed and installed brick and concrete paths, benches, fences, and borders.[80] Construction of the Creative Arts Extension continued into 1971 and was completed in 1972.

In 1970 the District released a 10-year master plan for the Main Campus to accommodate an ultimate daytime enrollment of 20,000 students and the addition of the adult education program. The master plan emphasized improving pedestrian movement and converting existing roadways into pedestrian malls, with plazas, courts, fountains, and an amphitheater.[81] The plan included the tentative construction of new buildings and renovation of the older ones. It also included plans to expand the electrical infrastructure of the overall campus to accommodate the newly constructed buildings. Dr. Buttimer, Assistant Superintendent of the District, stated that the Science Hall was to be remodeled to finally live up to its name and accommodate science-only classes and laboratories. The plan also called for the expansion and remodel

77 The Guardsman, May 7, 1969.
78 The Guardsman, October 2, 1968.
79 The Guardsman, October 5, 1970.
80 The Guardsman, March 18, 1970.
81 City College of San Francisco Part II.

of Smith Hall's Statler Library, and hotel and restaurant laboratories and kitchens. The 10-year plan also included the construction of "Cloud Hall East" and a second building that would provide additional classrooms, offices, and a student lounge. The administration estimated the cost to achieve the overall plan would be approximately $24 million; the College anticipated funding from a future local bond issue, and federal, State and industrial sources.[82] The city and county of San Francisco held a general election on November 6, 1973. It included Proposition A, Public School Building Improvements Bond, $37,826,000.[83] Almost 65 percent of the city voters approved the bond.[84]

Milton T. Pflueger, AIA & Associates proposed a five story, approximately 100,000 square foot $7.86 million building that would house classrooms, labs, and faculty offices. His design included multiple patios and terraces on different levels, with two of the five floors built below the present grade.[85] Pflueger's plans expanded and construction of the now seven-story Social Sciences Classroom and Laboratory Building, with three floors below Cloud Circle, began on October 7, 1974. The contractor was Pacific Builders and Engineers.[86] The College Board of Governors met on January 17, 1978 and named the building Louis F. Batmale Hall in honor of former Chancellor Batmale.[87] Construction was completed in spring 1978 and it was occupied by students in the fall semester. Students and faculty were disappointed; they found the building to be poorly ventilated, disliked the windowless classrooms, and found the pedestrian circulation systems - stairs and elevators - to be insufficient.

Arnst Brothers Construction Co. began the $1.263 remodeling of the Science Hall in June 1973. The 1970 plan called for all science facilities to be updated and all non-science related facilities to be removed. The Astronomy Department purchased a Celestron telescope in 1975. They installed a prefabricated dome observatory on the roof of the building in 1978, putting an end to the need for students to reassemble then dismantle the telescope every time they used it. The new dome joined an already existing dome housing a small planetarium.[88]

The 1970s were significant years for the expansion of the Main Campus's public art collection. The San Francisco Arts commission commissioned sculptor Armand J. Trehan's *Worldscape III* and William Wareham's *Wyoming Coup* in 1972, the first new works introduced onto the campus since Diego Rivera's mural was finally installed. Wareham was the first Artist-in-Residence of SF Recycling and Disposal, Inc.; he used recycled steel as his primary material. The City College Works of Art Committee acquired Peter

82 The Guardsman, March 11, 1971.
83 San Francisco Voter Pamphlets and Propositions.
84 Cook, "School Quake Bonds Win Big."
85 The Guardsman, November 1971. Date was removed.
86 The Guardsman, October 25, 1974.
87 The Guardsman, March 8, 1978.
88 The Guardsman, October 25, 1978.

Vanderberge's untitled clay mural originally created for the Diamond Heights playground.[89] [90] Emmy Lou Packard, Diego Rivera's chief assistant for painting the *Pan American Unity* mural at the Golden Gate International Exposition, restored the mural in 1973.[91] The city of San Francisco purchased *The Sentinals*, a bronze sculpture by Aristides Demetrios, for CCSF in 1973. The Works of Art Committee approved a 30'x30' deck sculpture by Jacques Overhoff and a bas relief for Batmale Hall in 1974.[92] Three years later Beniamino Bufano's St. Francis of the Guns, commissioned by Mayor Joseph Alioto and originally destined for the Civic Center Plaza, finally found a home in front of the Science Hall. Bufano cast his 14-foot sculpture of bronze and about 2000 melted down guns; he created it in memory of Abraham Lincoln, Martin Luther King, Jr., John F. Kennedy, and Robert F. Kennedy.[93]

With the passage of California's Proposition 13, investments in schools statewide was greatly reduced over the next several years. Although a new library was planned for 1979, the Louise and Claude Rosenberg Jr. Library was not completed until 1995.

The campus athletic facilities originally consisted of a men's and a woman's gymnasium built when the original campus was first established in 1940. They were not sited per Pflueger's original plan but moved to the eastern boundary of the property to save money in the grading of the site. A track and field facility with a football field was built in 1960 and was replaced with a stadium in the 1990s. Eight tennis courts were constructed in 1974 east of the gyms. The two gyms were demolished in 2008; the Works of Arts Committee saved Carter's bas reliefs and, for good measure, made casts of them. They intend to put the reliefs on the new Fitness Center; the art is still in storage. A soccer pitch replaced a group of temporary bungalows in 2012.

The campus continued to grow in the 2000s with the addition of the Orfalea Family Center and a Student Health Center in the northwest corner of the campus, and the Community Health and Wellness Center/Fitness Center in the southeast corner. The Multi-Use building, the first building constructed in the West Campus, was built in 2009.

89 The Guardsman, September 28, 1972.
90 The Guardsman, November 9, 1972.
91 The Guardsman, March 29, 1973.
92 The Guardsman, May 9, 1974.
93 The Guardsman, May 4, 1977.

Architects

Timothy Pflueger

Born to German immigrant parents in 1892, Timothy Pflueger was raised in the San Francisco's Mission District. Although Pflueger never received formal education past high school, at fifteen he found work in the offices of a local architect. At thirty he became a partner in the firm of J.R. Miller. Pflueger's work was located primarily in San Francisco and the Bay Area. In addition to office buildings, Pflueger was known for his theater designs and schools. One of his earliest projects with Miller was the monumental task of designing the Pacific Telephone and Telegraph Company building, the biggest corporate headquarters in the West (1925). The building was unique in its vertical emphasis and corner windows. Other early works included: the Castro Theatre (1921), Roosevelt Junior High School (1924), the Alhambra Theatre (1928), Medical and Dental Building (1929), the Paramount Theatre (1931), the remodel of the New Mission Theatre façade and lobby (1932), George Washington High School (1932), Bal Tabarin Night Club (1933), The Circus (*Le Cirque*) Lounge of the Fairmont Hotel (1934), and the El Rey Theatre (1936).

In addition to his building designs, Pflueger served on several prestigious committees; he was appointed Chairman of the Board of Consulting Architects on the San Francisco-Oakland Bay Bridge project. He was also one of a five-member board of architects who designed the Golden Gate International Exposition of 1940. His later works included the Transbay Transit Terminal (1939), the Top of the Mark at the Mark Hopkins Hotel (1939), the Patent Leather Lounge (Orchid Room) at the St. Francis Hotel (1939), City College Campus' Science Hall (1940), Union Square Plaza and Garage (1942), and the I. Magnin store on Union Square (1946).

Although Pflueger did not use the term himself, his buildings have been described as Art Deco or Art Moderne. Vertical emphasis, geometric patterns, and Mayan themes were often employed in his work. He frequently used corner windows to express the thin skin and steel structure of his buildings. Pflueger was also well known for his interior designs, which utilized many of the geometric forms of his exteriors and added colorful murals and rich materials. Although Timothy Pflueger died in 1946, his firm continued under the direction of his brother Milton Pflueger and, later, nephew John Pflueger.

Milton and John Pflueger

Upon Timothy Pflueger's death Milton Pflueger, Timothy's younger brother, took on management of the firm which continued to design and build projects primarily throughout the greater San Francisco Bay Area. Milton's son John joined the firm in 1961 and received his architecture license in 1965. The firm's focus remained on designing large academic, civic, corporate, commercial, and institutional buildings. Academic institutions included nine of this HRE's subject buildings, built between 1954 and 1978; the

University of San Francisco Master Plan, including the design of several campus buildings between 1948 and 1983; several University of California, Berkeley and San Francisco campus buildings; and additional buildings for the Stanford campus.[94] In the 1960s the firm established a variety of joint ventures with larger engineering firms and designed and built several military hospitals. When the U.S. Department of Defense awarded them a contract to design and build the Walter Reed Hospital in Washington D.C. in 1968, Milton's attention turned to the hospitals and John managed most other projects, including those for academic institutions. [95]

In 1976 the firm officially became Pflueger Architects. In the 1970s John directed the firm to focus on energy conservation; they designed buildings with alternative, active and passive, and other renewable systems as much as possible before resorting to non-renewable sources. The firm received energy efficiency awards for the Clark Library at San Jose State University and the California Farm Bureau Federation Headquarters in Sacramento. Between 1947 and 1983 this prolific medium-sized firm undertook almost 200 projects, from large hospitals, federal buildings, academic institutions, civic buildings, corporate and retail buildings, and master plans, to animal shelters, interiors, and additions.[96] Milton gradually reduced his role over the years and retired in 1976. John continued to work with the institutional clients into the 1980s. He left San Francisco and relocated to Marin County where he changed his focus to designing self-sufficient villages and wellness resorts in several western states, as well as Mexico, Guatemala, and Gambia. After moving to Sonoma in 1994 he turned to historic rehabilitation projects, winery and hospitality designs, and custom homes and private estate master planning.[97]

Public Artwork on College Campuses

Historically, cities, towns, and institutions created and displayed public art to record a place's history, establish recognition of territory, and build a sense of community. Most commonly the artwork depicted the leaders or heroes of the community. It wasn't until the Great Depression that the United States supported the idea that using public funds to for art was legitimate. Franklin Roosevelt's Federal Art Project was part of the WPA.[98] Artists were hired nationwide as part of this program that ran between 1934 and 1943; over the years they produced 2,500 murals, 18,000 sculptures, 108,000 paintings, and countless ephemera.[99] This program affirmed the importance of art in a democratic society, was responsible for a significant collection of public art, supported artists who may not have been able to continue their careers,

94 Pflueger, *Time and Tim Remembered*, 59.

95 John Pflueger, email communication with author. April 20, 2020.

96 Pflueger, *Time and Tim Remembered*, 59.

97 Pflueger, "John Pflueger Architect."

98 Johnston. "Revealing Historic Significance through Campus Public Art."

99 O'Connor, "Art for the Millions."

and laid the groundwork for future federal, state, and local arts funding. This largest art program ever undertaken by the federal government democratized art and culture through a populist approach with its encouragement of experimentation, and public art demonstrations, classes and lectures. It also influenced the subjects of public art. The muralists especially embraced the more populist approach and painted common people, average workers performing their trades, and people of different ethnicities and cultures.[100]

The program ended in 1943. The federal government first established an "arts in architecture" program, implemented by the General Services Administration, in 1963. They suspended it in 1966 and the Nixon administration resurrected it in 1972. The program required that up to one-half of one percent of total construction costs for new federal buildings be set aside to purchase contemporary work by American artists. The original 1963 program became the model for state and municipal agencies to establish similar art-in-architecture programs. Baltimore was the first to adopt a municipal art program in 1964; San Francisco followed in 1967. [101] The San Francisco city ordinance requires that before proposing a bond issue for any building or above-ground structure, a 2 percent set-aside of the estimated cost of constructing a proposed public building be allocated to enrich the project with artwork. The Arts Commission supervises and controls the expenditures of such funds.[102] An Arizona State University study contacted 32 West Coast universities. Of these schools, 31 responded as having active public arts programs. Additionally, the study contacted several state arts agencies and found that most have "percent for art" programs.[103]

Ordinances are not the only means by which a public college campus acquire art. Art committees that oversee public art on school campuses are generally volunteer groups.[104] While the acquisition practices vary and there is no uniform standard, most higher learning institutions have art committees that promote and oversee the acquisition of art on campus. The City College of San Francisco's Works of Arts Committee, comprised of staff, administrators, and students is one such entity.[105] Nationwide, universities have collected a significant amount of public art. A survey of almost 96 campuses nationwide found that public art on campuses is widespread across colleges and universities throughout the U.S. Of the 96 public and private institutions surveyed, more than 88 percent have public art policies.[106]

100 Knight, *Public Art: Theory, Practice, and Populism*.
101 Knight, *Public Art: Theory, Practice, and Populism*.
102 SFAC, Sec. 3.19.
103 Mankin, *The Administration of Public Art on State University Campuses*.
104 Ibid.
105 The Guardsman, November 9, 1972.
106 Grenier, "An Analysis of Public Art on University Campuses: Policies, Procedures, and Best Practices."

Establishment of City Colleges in California

California was the first state to pass a law establishing public city colleges or "junior colleges" as they were called in the legislation proposed by Senator Anthony Caminetti of Amador County in 1907. The law permitted high schools to offer post-high-school instruction.

> *The board of trustees of any city, district, union, joint union, or county high school may prescribe post graduate courses of study for the graduates of such high school, or other high schools, which courses of study shall approximate the studies prescribed in the first two years of university courses. The board of trustees of any city, district, union, joint union, or county high school wherein the postgraduate courses are taught may charge tuition for pupils living without the boundaries of the district wherein such courses are taught. (Political Code Section 1681, Statutes of California)*

The first high school to offer these curricula was Fresno High School in 1910. The high school offered a two-year program that included courses in math, English, Latin, modern languages, history, economics, and "technical work". Three part-time teachers taught the coursework to about fifteen students who were required by the law to be at least 21 years old. The classes were free to students living within the school district; students from outside of the district were charged $4 per month tuition. The first independent school to offer post-high school course work that was not a four-year college or university was Los Angeles Pacific College, under the authority of the Free Methodist Church, in 1911. Between 1911 and 1916, sixteen high school districts throughout California offered junior college curricula with varying success; many only offered the coursework for a few years. The communities that provided these educational opportunities included Long Beach, Bakersfield, Fullerton, Hollywood, Los Angeles, Santa Barbara, San Diego, Sacramento, Auburn, Santa Ana, Anaheim, San Luis Obispo, Ontario, and Pomona; some, such as Los Angeles offered these advanced courses in several district high schools.

Chaffey College of Agriculture in Ontario, established as part of the University of Southern California (USC) in 1883, separated from USC in 1906. In 1911 the Chaffey College campus became the first high school in the newly established Ontario-Uplands joint Chaffey High School District.[107] Five years later the district passed a resolution establishing its public junior college, the Chaffey College of Agriculture, the first junior college-only campus; Chaffey College was also the first community college to offer vocational curricula.

In 1915 the California State Attorney General ruled that state funding for high schools, which was determined by the number of students attending each school, would no longer include students taking the post-high school courses. Will C. Wood, the Commissioner of Secondary Schools, challenged this in his 1916 biennial report to the State Department of Education. Not only did he recommend the state count the

[107] Blackstock, "San Bernardino and the Inland Empire."

students for funding, the report also proposed numerous measures to make the program more structured. The Legislators put many of the recommendations into law the following year.

When the Legislature met in 1917 there were sixteen high schools providing post-high-school level classes to 1,259 students; the high schools were still not receiving state funding for these students. Senator John Ballard of Los Angeles introduced a bill that would become Section 1750(b) of the Political Code that year. The bill introduced the term "junior college", replacing "post-high school" and now required the same level of state funding for those students as it did for high school students. The law required 60 credit hours for graduation and non-high school graduates under 21 years old could now attend. It also required that the Department of Education approve all courses before the state would approve funds for each junior college, and stated vocational courses in mechanical and industrial arts, household economy, agriculture, civic education, and commerce were suitable junior college courses. Junior colleges were also to offer academic courses that were transferable to four-year colleges and universities. Junior colleges would offer all classes tuition free. One thing that didn't change was the two-system type of schools – the Department of Education still permitted the blended high school-junior college.

World War I initially resulted in a 30 percent reduction in junior college attendance; attendance quickly rebounded post war and school districts established four new colleges in 1918. The State Legislature enacted a law defining three types of junior colleges in 1921: coterminous with high schools; junior college districts of two or more contiguous high school districts; and county junior college districts that serve students living within the county but outside of the existing districts. 1927 Legislation expanded these types to allow districts to cover two or more cities or counties.

The 1920-enacted Federal Act 4936 promoted mining in lands in the public domain. The federal government returned all proceeds to the states. A California law enacted in 1921 required all the money go to the junior college fund. The 1921 law also allowed the junior colleges to enter into agreements with the University of California (UC) system to accredit the transferable junior college courses and the teachers that taught the courses. By 1928 the proceeds were no longer sufficient to fully fund California's junior colleges; the following year the state passed a law requiring the State Treasury to make up the difference up to a specified amount.

In 1927 there were 31 junior colleges in California. Sixteen were coterminous with high schools; six were part of the state college system (now California State University/CSU System) and nine were part of recently established junior college districts. The total enrollment was 6,301.

The Great Depression significantly affected the growth of higher education nationwide. The prosperous 1920s saw a widespread expansion of colleges and universities, both private and public. In 1929 capital

investment in institutes of higher learning was approximately $43 million; in 1933 it dropped to about $6 million. One reason for the continued expenditures by public institutions was federal funds provided by the Public Works Act (PWA). Every state received grants for non-federal public-school building projects. Under the first PWA program the federal government grant was equal to 30 percent of the combined expenditure for labor and materials; the grant recipient had to come up with the other 70 percent. Under the Emergency Relief Act of 1935, the portion paid by the federal government was raised to 45 percent. By July 1936, the federal government had granted almost $59 million for the construction of public college buildings nationwide.[108]

The 1929 California Legislature responded to the devastated economy by requiring that the State Board of Education and the Department of Finance approve new junior college districts. Legislators repealed the requirement that the Department of Finance approve new junior college districts in 1931. They also lowered payments to the junior colleges and no longer required that the schools offer textbooks free of charge. And they revoked the ability for UCs to accredit junior colleges and teachers; the State Board of Education would do all accreditations for the next 22 years. By 1936, there were 63 junior colleges in California. 42 were public and 21 were private; 23 of the public schools were coterminous with high schools. Nation-wide, in 1935, there were 519 junior colleges. The total enrollment was approximately 50,000. Two of California's urban public junior colleges were established in 1935: San Francisco and Stockton. In 1941 A.J. Cloud, then President of San Francisco Junior College, released the results of a state-wide survey of vocational and semi-professional curricula. It found that the most commonly offered classes were auto maintenance, drafting, pre-engineering, agriculture, and business.

World War II brought changes to junior colleges in California. In 1943 the Legislature passed laws so junior colleges could now offer summer school, provide pilot training out-of-state, accept out-of-state students, allow high school students to take courses, and defined a credit as three hours per week of instruction for sixteen weeks. The federal government would not exempt from draft or allow draft deferments of students enrolled in California's junior colleges because only the State Department of Education accredited the junior colleges and, consequently, the federal government did not consider them to be collegiate institutions. Communication from the State Department of Education and California's four-year colleges and universities temporarily resolved the issue. In 1944 California Junior College Federation appointed a committee to study the problem but did not resolve it.

The GI Bill; an increase in population; and the changing requirements of work-place skills that went beyond those achieved in high school stimulated a demand for more junior or community colleges after the end of WWII. The Legislature passed Assembly Bill 2273 in 1947, which required that a comprehensive survey of

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[108] Committee Y of the American Association of University Professors. *Depression, Recovery, and Higher Education.*

higher education in California be prepared. "A Report of a Survey of the Needs of California in Higher Education" was prepared by a committee under the charge of Professor Emeritus George Strayer of Columbia University. The report included the objectives and purposes of junior colleges, as defined by the California Junior College Association. The purposes included that junior colleges are to provide terminal education, general education, adult education, and lower division transfer courses that will qualify students for four-year institutions. During this period proponents of expanding two-year junior colleges into four-year institutions were gaining ground. One significant outcome of the Strayer Report was to point out the cost of expanding the facilities of the then existing 55 junior college campuses to accommodate the academic needs of four-year college students, and the resulting loss of providing terminal, remedial and general education to all people at a low cost. In 1947, the 55 junior colleges were educating 60,346 students in California. This amounted to 35 percent of all students enrolled in higher education.

In June 1950, the accreditation issue again became a problem because of the Korean War. The military draft boards again refused to recognize junior colleges as being collegiate institutions. Earlier that year the California Junior College Association and the State Department of Education had negotiated with the Western College Association, who agreed to take over accreditation. However, they did not start the process until 1953 and it was not until 1962 that the organization became the regional accrediting agency for California's junior colleges, four-year colleges, and high schools.

The California State Legislature continued to meet and pass laws affecting junior colleges throughout the 1950s, providing more structure to the system. The laws expanded educational programs, many of them vocational such as courses in real estate, nursing, food services, and air transportation-related skills; further defined governing boards and administrations; and addressed costs and tuition. During this decade California communities established only seven new junior colleges. The state's cost to support California's junior colleges had almost tripled in the seven years between 1946 and 1953 despite the modest growth of the system. When the Legislature met in 1953, they appropriated funds for a restudy on the needs for higher education in the state. The restudy, which also studied four-year institutions, defined the functions of junior colleges as providing occupational education, general education, lower-division college education, and guidance and community service. By 1955, public junior colleges were educating almost 60 percent of all freshmen and sophomores in both public and private higher-learning institutions in the state.

The restudy also recommended that the Legislature fund a Master Plan for Higher Education in California; the Master Plan was presented to the Legislature in 1960. The recommendations resulted in the expansion of Article IX of the California State Constitution identifying the three types of higher education as junior colleges, the state college system, and the UC system, and that junior colleges were to be locally governed by boards and generally supervised by the State Board of Education. Article IX stated that junior colleges could only offer lower division four-year college courses for standard transfer credits, vocational-technical

courses, and general or liberal arts courses. Students successfully completing their coursework would receive Associate in Arts or Science degrees. The Master Plan also recommended that the junior college system, which would accept all high-school graduates, be expanded by 22 new campuses.

During the 1961 session, the Legislature enacted a law that provided junior colleges tax relief grants of $5 million to pay old bonds or construct new buildings on a matching basis of one (state) to four (district) parts. This funding was again offered in 1962. The Legislature also approved a bond to issue funds for a state building construction program to be placed on the November ballot; its passage included a first ever capital outlay vote for junior colleges, in the amount of $20 million.

California junior colleges, which were still under the supervision of the State Department of Education, continued to grow and more communities established new campuses. In 1967 Senate Bill 669 created the Board of Governors of the California Community Colleges and the State Chancellor's Office; the State Board of Education was no longer responsible for what were now called community colleges. Between 1969 and 1975, community college faculty and administrators continued to establish associations to advance community college education, including the Academic Senate for California Community Colleges, the California Junior College Faculty Association which became the Faculty Association of California Community Colleges, and the Association of California Community College Administrators.[109]

The California State Assembly and Senate also continued to legislate laws pertaining to funding, student programs and opportunities, and the organization of the College system. Newly established, the Extended Opportunity Programs and Services supports programs for socioeconomically disadvantaged students; the Rodda Act authorized collective bargaining units; Disabled Student Programs and Services provides educational opportunities for students with physical, psychological, and learning disabilities; and the Community College Reform Act established minimum funding for community colleges.[110]

Today there are 115 campuses state-wide educating 2.1 million students, transferring almost 80,000 students per year to CSUs and UCs. More than half CSU students and about 30 percent of UC students first attended California's community colleges, which is the largest system of higher learning in the nation. California community colleges' vocational classes provide the largest workforce training in the U.S. Community colleges began charging tuition fees of $5 per unit in 1984; today the tuition is $46 per unit.[111]

The Community College Chancellor is the Chief Executive Officer of the Board of Governors and oversees the system's executive office. There are nine divisions of the Chancellor's office. The Board of Governors

109 California Community College History Project.
110 California Community College History Project.
111 California Community Colleges, "About California Community Colleges."

sets policy and provides guidance for the 73 districts and 115 colleges that constitute the system. The Board selects the Chancellor and has legislatively granted authority to develop and implement policy. There is a Consultation Council made up of 18 representatives from institutional groups, labor unions, and students who meet monthly to review policy proposals.[112]

4.1.3 REGULATORY EVALUATION FRAMEWORK AND FINDINGS

4.1.3.1 The National Register Criteria for Evaluation

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic resources. It is administered by the National Parks Service (NPS) in conjunction with the State Historic Preservation Office (SHPO). The National Register includes listings of buildings, structures, sites, objects, and districts possessing historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local levels. The National Register criteria and associated definitions are outlined in the National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation. The following is quoted from National Register Bulletin 15:

Criteria

Generally, resources (structures, sites, buildings, districts, and objects) over 50 years of age can be listed in the National Register provided that they meet the evaluative criteria described below. Resources can be listed individually in the National Register or as contributors to an historic district. The National Register criteria are as follows:

A. Resources that are associated with events that have made a significant contribution to the broad patterns of history;

B. Resources that are associated with the lives of persons significant in our past;

C. Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant or distinguishable entity whose components may lack individual distinction; or

D. Resources that have yielded or may likely yield information important in prehistory or history.

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112 Ibid.

4.1.3.2 The California Register Criteria for Evaluation

The California Register of Historical Resources (CRHR) is the official list of properties, structures, districts, and objects significant at the local, state, or national level. California Register properties must have significance under one of the four following criteria and must retain enough of their historic character or appearance to be recognizable as historical resources and convey the reasons for their significance (i.e. retain integrity). The California Register utilizes the same seven aspects of integrity as the National Register. Properties that are eligible for the National Register are automatically eligible for the California Register.

1. Associated with events that have made a significant contribution to broad patterns of local or regional history, or cultural heritage of California or the United States;

2. Associated with the lives of persons important to the local, California or national history;

3. Embodies the distinctive characteristics of a design-type, period, region, or method of construction, or represents the work of a master, or possesses high artistic value; or

4. Yields important information about prehistory or history of the local area, California or the nation.

CRHR criteria are similar to National Register of Historic Places criteria, and are tied to CEQA, so any resource that meets the above criteria, and retains a sufficient level of historic integrity, is considered an historical resource under CEQA.

4.1.3.3 Historic Integrity

When evaluating a resource for the NHRP or CRHR, one must evaluate and clearly state the significance of that resource to American history, architecture, archaeology, engineering, or culture. A resource may be considered individually eligible for listing in the NRHP or CRHR if it meets one or more of the above listed criteria for significance and it possesses historic integrity. Historic properties must retain sufficient historic integrity to convey their significance. The following seven aspects define historic integrity:

- Location. The place where the historic property was constructed or the place where the historic event occurred.
- Design. The combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. The physical environment of a historic property.

- Materials. The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship. The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. A property's expression of the aesthetic or historic sense of a particular period of time.
- Association. The direct link between an important historic event or person and a historic property.

To retain historic integrity, a resource should possess several of the above-mentioned aspects. The retention of specific aspects of integrity is essential for a resource to convey its significance. Comparisons with similar properties should also be considered when evaluating integrity as it may be important in deciding what physical features are essential to reflect the significance of a historic context. If a property is determined to not be eligible or individual listing on the NRHP or CRHR, then it will not be evaluated for historic integrity.

4.1.3.4 City of San Francisco

As an entity within the State of California Community Colleges system, CCSF is generally not subject to local regulations. In addition, CCSF may choose to exempt itself from local planning and zoning requirements with respect to classroom uses. However, it is CCSF's policy to be generally consistent with applicable local plans, policies and regulations to the extent feasible. City plans and regulations relevant to the cultural resource impacts analysis are summarized below.

San Francisco City Landmarks

San Francisco City Landmarks are buildings, properties, structures, sites, districts, and objects that possess special character or special historical, architectural, or aesthetic interest or value and that are an important part of the city's historical and architectural heritage. City Landmarks are important to San Francisco's history and are significant and unique examples of the past. Adopted in 1967 as Article 10 of the City Planning Code, City Landmarks are protected from inappropriate alterations and demolitions, with all significant alterations reviewed by the San Francisco Historic Preservation Commission. There are currently 289 landmarks sites and 14 historic districts in San Francisco subject to Article 10. None are located within the Main Campus of the City College of San Francisco.

4.1.3.5 Evaluation Findings

The historic contexts developed for the HRE were used to evaluate the main campus for historic significance as a historic district, in part or in its entirety, and evaluate eleven buildings for their potential

for individual eligibility. To be potentially eligible for *individual* listing on the NRHP/CRHR, a building must usually be at least 50 years old, must have historic significance, and must retain its physical integrity. A contributor to a district may be less than 50 years of age. The CCSF Ocean Avenue campus or Main Campus was initially established with the completion of the Science Hall in 1940. By the year 2030, fourteen buildings on campus will be 45 years of age, having been built in or prior to 1985. The campus has continued to grow since 1985 with the construction of number of additional buildings, structures, objects and sites. The potential for any of these post-1985-built buildings to have exceptional significance was not assessed as they will not be 50 years old in 2030.

Evaluation of CCSF as a Historic District

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district derives its importance from being a unified entity. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. It must be significant as well as being an identifiable entity. The evaluation found that the entire Main Campus is not a NRHP or CRHR-eligible historic district. However, within the Main Campus there are two historic districts, the Historic-Core District and the Modern Architecture Historic District; the Science Hall was already determined to be individually eligible. The Historic-Core District is eligible under criteria A/1 and C/3; the Modern Architecture Historic District is eligible under criterion C/3. The following is the evaluation of the Main Campus as a potential historic district; evaluations of the individual buildings can be found in the HRE.

Criterion A/1: Events and Trends

A portion of the Main Campus, the "historic-core district" is significant on the local level as an eligible historic district under criterion A/1 as representative of the creation of the City College of San Francisco and the early junior college movement in the San Francisco Bay Area. Its period of significance under this criterion is 1940-1954 with the construction of the core campus on College Hill, which includes the first two permanent classroom buildings. The boundary of this district, within the greater campus, is Cloud Circle on the north, east, and south and Phelan Avenue/Frida Kahlo Way on the west. The district includes College Hill, Cloud Circle, Science Drive, the Science Hall and Cloud Hall. All are contributors to the district; only the Science Hall is individually eligible.

Established in 1935, it was the fifth junior college in the greater San Francisco Bay Area. There are now 25 community colleges in the region. Its significance is limited to local significance because, as the 63rd junior

or community college established in California, it was not part of the initial state-wide community college trend but followed it.

The School Board approved a master plan for a campus in 1937. Each building had a planned function that the Board thought would fulfill the needs of the school. CCSF was only the third junior college in the Bay Area to design and begin construction of a dedicated, purpose-designed campus, which first opened for instruction in 1940. World War II interrupted the school's continued growth. The first subsequent permanent classroom building, Cloud Hall, was completed in 1954, sited within the original planned core campus area. This building provided space for a library, additional classrooms and offices, fulfilling some of the needs identified in the original master plan. Following CCSF's example, nine purpose-built campuses in the Bay Area were planned and broke ground in the late 1950s; most were fully built out as planned by the late 1960s.[113] CCSF continued to expand in pace with other Bay Area campuses, but abandoned the original master plan.

The campus in its entirety is not eligible under criterion A/1, nor is the second identified historic district, the Modern architecture district. The buildings, structures, and objects that make up the campus is a concentration of resources that are related in that they were developed over the years as a college campus. However, being an identifiable entity only is not sufficient for the campus to be historically significant. The development of the campus, as with most educational institutions, developed over time rather than by plan in response to the needs of the students, changing educational objectives, funding constraints and other reasons. This is illustrated by the fact that CCSF periodically revises its Facilities Master Plan and has revised its plans beginning with 1950 when San Francisco Board of Education prepared a report titled, *City College Buildings Needs* in 1950. This trend has been a common trend throughout the San Francisco Bay Area's several community colleges beginning in the 1950s.

Public Artwork on College Campuses Sub-context

A portion of the City College of San Francisco's Ocean Campus, the historic-core district, is significant on the local level as an eligible historic district under criterion A/1 as representative of the early use of public art and art-in-architecture in conjunction with the Federal Art Project, part of the Depression-era Works Progress Administration program. Its period of significance under this context is 1940-1941, when the works were commissioned and installed as part of the architectural design of the Science Hall. These works are within the focused boundary of the Historic-Core district described above.

The Federal Art Project began a significant trend in establishing the importance of art in a democratic society, and the use of populist themes in public art. The San Francisco School Board commissioned several

[113] historicaerials.com.

pieces by artists associated with the FAP in 1940, under the behest of architect Timothy Pflueger, to be housed in, on, or outside of buildings included in the campus master plan. The Science Hall has two grand mosaics by Herman Volz applied to the walls of the north and south porticos, two murals by Frederick Olmsted inside the main entrance, and two sculptures also by Frederick Olmsted on the plaza behind the building.

Other art commissioned or contemporary with the early campus, but not included within the historic district, include Diego Rivera's *Pan American Unity* mural, Sargent Johnson's concrete bas reliefs, and Dudley Carter's redwood sculpture. These pieces are either not located where they were initially intended or are in storage.

The campus as a whole is not significant under A/1 with respect to public art. While the school has several significant pieces throughout campus, they do not represent a concentration of work that possesses a significant historic association with the campus. Artwork not designed for a specific location are not generally eligible, regardless of their artistic significance. For example, Mayor Alioto commissioned the Bufano sculpture to honor three historically significant men who were assassinated and as a monument against gun violence. It was not commissioned for CCSF but was intended for another location, nor does it represent a theme that is directly associated with the college.

Batmale Hall does have a piece that was designed in conjunction with the design of Batmale Hall. The sculpture deck by artist Jacques Overhoff was commissioned and designed for the building, completed in 1978. Batmale Hall received an award from the San Francisco Art Commission for combining art and architecture. This single piece is not part of the concentration of art found in the historic-core district nor was it commissioned within this district's period of significance. Therefore, it does not contribute to the Historic-Core district.

Criterion B/2: Individuals

City College of San Francisco's Ocean Campus is not significant on the local level as an eligible historic district under criterion B/2, for its association with a demonstrably important individual. Dr. Archibald Jeter Cloud is the individual who is credited with championing the establishment of a junior college in San Francisco. While he was its founder and first president, it was a broad effort that also included the San Francisco Board of Education, the city administration, other city agencies, and the State Board of Education. After it was established the push to identify, fund, and develop a purpose-designed central campus was joined by faculty, notably Dr. Louis Conlan who would become the second school president upon Dr. Cloud's retirement, and students. This was part of a Bay Area- and California-wide trend in the establishment of new purpose-built campuses and the expansion of existing campuses. Dr. Cloud's

contributions were important to the early success of CCSF however he is not singularly responsible for the establishment of the College. Its success and growth represent the contribution of many.

Criterion C/3: Design

There are two historic districts within the campus boundaries that are eligible under criterion C/3.

The Historic-Core District

A portion of the City College of San Francisco's Ocean Campus is significant on the local level as an eligible historic district under criterion C/3 as the work of a master and for embodying the distinctive character of a place of higher education. The historic-core district's period of significance under this criterion is 1940-1954 with the completion of the construction of the core campus on College Hill, which includes the first two permanent classroom buildings on campus. The boundary of this district, within the greater campus, is Cloud Circle on the north, east, and south and Frida Kahlo Way on the west.

Master architect Timothy Pflueger designed the original campus master plan, siting the first, central and grandest building on the highest point on the property, visible from afar and looking west toward the Pacific Ocean. The plan was classically symmetrical in design and the secondary or subordinate buildings were to surround and face inward toward the central building on three sides. An aerial photograph from 1940 shows that Pflueger's original siting of the first building, the hillside symmetry, road placement, and response to the natural environment was achieved. His design also included two buildings behind the central Science Hall that, together with the Science Hall would form a more intimate plaza space. The 1954-built Milton Pflueger-designed Cloud Hall is similar in footprint with the two buildings, except for the addition of a central auditorium that projects into the plaza and blocks the planned view east from the Science Hall toward the San Francisco Bay. It forms a shallow "C" with its ends generally lining up with the north and south wings of the Science Hall as Timothy Pflueger designed. This relationship fulfills the original objective of a plaza atop the hill. The overall shape of the plaza's paved area is consistent with that seen in the 1949 aerial photograph. Contributing resources include Cloud Hall, the Science Hall, the plaza, the landscaped area west of Science Drive, the overall planting pattern, the Volz and Olmsted artwork, Science Drive, and Cloud Circle; only the Science Hall is individually eligible. The paved walkways and stairways radiating from the two buildings are of modern design and do not contribute.

The Modern Architecture District

A second, larger portion of CCSF's Ocean Campus is significant on the local level as an eligible historic district under criterion C/3 as an intact concentration of Modern and Late Modern architecture designed by a single architectural firm, originally Timothy L. Pflueger, then Milton T. Pflueger, AIA & Associates.

This larger district includes the smaller district. It is referred to as the "modern architecture district." The buildings include Conlan Hall, Smith Hall and Statler Wing, Student Union, Batmale Hall, Visual Arts, Creative Arts, the Creative Arts Extension, Science Hall, and Cloud Hall. Only the Science Hall is individually eligible; the rest are contributors. The district also includes the pedestrian circulation structures that interconnect the buildings that were part of the buildings' original designs.

Before Cloud Hall was completed the School Board and second College president Dr. Louis Conlan abandoned Timothy Pflueger's master plan, deeming it insufficient for meeting the school's anticipated future needs. As architect Milton Pflueger stated, the series of buildings constructed by his firm after Timothy's death were constructed in the contemporary and changed materials and methods of construction as best fit. His goal was "let there be not a clash but a compatibility between new and old."[114] This district has a significant concentration of Modern architecture styles, including "WPA" Modern, a style characterized by classical forms; Late Modern; Brutalism; and Neo-formalism. The district illustrates the progression of these styles between a period of significance of 1940-1978. The district is significant at the local level.

Criterion D/4: Information Potential

Under NRHP Criterion D, neither the smaller district's buildings or any built resources on the campus as a whole are likely to be significant as a source, or likely source, of important historical information, nor do they appear likely to yield important information about historic construction methods, materials, or technologies. Archival research and physical investigation of the building complex focused on the above ground resources only. Therefore, no informed determination could be made regarding the property's potential for subsurface archaeological resources.

4.1.4 Regulatory Framework

The following describes how impacts to historical resources are determined using the framework as defined in CEQA. A valuable tool used to minimize impacts to historical resources are the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS). When the standards are applied successfully, CEQA impacts are usually considered as mitigated to a level of less than a significant impact on the historical resource. The SOIS for rehabilitation of historic properties are included in this section and will be referenced in the impacts and mitigation section.

114 Pflueger, *Time and Tim Remembered.*

Table 4.1-3
Contributing/Non-Contributing Buildings and Other Resources Within the Historic Districts

Building	Core Historic	Modern Architecture
Science Hall (also individually eligible)	Yes	Yes
Cloud Hall	Yes	Yes
College Hill Plaza	Yes	Yes
College Hill Landscaping	Yes	Yes
Cloud Circle	Yes	Yes
Science Circle	Yes	Yes
Plazas and Circulation Systems off College Hill	No	Yes
Smith Hall and Cafeteria	No	Yes
Creative Arts (and original Diego Rivera Theatre)	No	Yes
Statler Wing	No	Yes
Conlan Hall (Educational Services/College Bookstore)	No	Yes
Student Union	No	Yes
Visual Arts	No	Yes
Creative Arts Extension	No	Yes
Batmale Hall	No	Yes
EOPS Building	No	No

Source: Garavaglia Architecture, Inc., 2020

4.1.4 Regulatory Framework

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California Environmental Quality Act (CEQA)

The following sections pertaining to historical resources are excerpted from the Association of Environmental Professional's *2018 CEQA: California Environmental Quality Act, Statute and Guidelines*.

Sect15064.5. Determining the Significance of Impacts to Archaeological and Historical Resources

(a) For purposes of this section, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k)of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g)of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic

Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.[115]

Section 21084.1. Historical Resource; Substantial Adverse Change

A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.[116]

Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (SOIS) were codified in the Federal Register in 1995 and updated in 2017. These Standards and Guidelines provide a critical part of the framework of the national preservation program. They are widely used at the federal, state, and local levels to guide work on historic buildings, and they also have been adopted by Certified Local Governments and historic preservation commissions across the nation. Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of a historical resource will be conducted in a manner consistent with these SOIS, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant, per CEQA Section 15126.4(b)(1). The appropriate SOIS for the proposed projects in the Updated FMP to follow are the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Per the SOIS, rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. The SOIS apply not only to historic buildings, but also to a wide variety of

115 Association of Environmental Professionals, 2018 CEQA: California Environmental Quality Act, Statute and Guidelines, 141–143. Available online: http://resources.ca.gov/ceqa/docs/2018_CEQA_Statutes_and_Guidelines.pdf.

116 Association of Environmental Professionals, 2018 CEQA: California Environmental Quality Act, Statute and Guidelines, 45. Available online: http://resources.ca.gov/ceqa/docs/2018_CEQA_Statutes_and_Guidelines.pdf.

historic resource types eligible to be listed in the NRHP. This includes buildings, sites, structures, objects, and districts.[117]

In Rehabilitation, historic building materials and character-defining features are protected and maintained as they are in the treatment Preservation. However, greater latitude is given in the SOIS for Rehabilitating Historic Buildings to replace extensively deteriorated, damaged, or missing features using either the same material or compatible substitute materials. Of the four treatments, only Rehabilitation allows alterations and the construction of a new addition, if necessary, for a continuing or new use for the historic building.

Table 4.1-4
The Ten Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

3.Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Source: Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, 2017

117 https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf.

Table 4.1-5
Guidelines for Rehabilitating Historic Properties

Identify, Retain, and Preserve Historic Materials and Features	The guidance for the treatment Rehabilitation begins with recommendations to identify the form and detailing of those architectural materials and features that are important in defining the building's historic character and which must be retained to preserve that character. Therefore, guidance on identifying, retaining, and preserving character-defining features is always given first.
Protect and Maintain Historic Materials and Features	After identifying those materials and features that are important and must be retained in the process of Rehabilitation work, then protecting and maintaining them are addressed. Protection generally involves the least degree of intervention and is preparatory to other work. Protection includes the maintenance of historic materials and features as well as ensuring that the property is protected before and during rehabilitation work. A historic building undergoing rehabilitation will often require more extensive work. Thus, an overall evaluation of its physical condition should always begin at this level.
Repair Historic Materials and Features	Next, when the physical condition of character-defining materials and features warrants additional work, repairing is recommended. Rehabilitation guidance for the repair of historic materials, such as masonry, again begins with the least degree of intervention possible. In rehabilitation, repairing also includes the limited replacement in kind or with a compatible substitute material of extensively deteriorated or missing components of features when there are surviving prototypes features that can be substantiated by documentary and physical evidence. Although using the same kind of material is always the preferred option, a substitute material may be an acceptable alternative if the form, design, and scale, as well as the substitute material itself, can effectively replicate the appearance of the remaining features.
Replace Deteriorated Historic Materials and Features	Following repair in the hierarchy, Rehabilitation guidance is provided for replacing an entire character-defining feature with new material because the level of deterioration or damage of materials precludes repair. If the missing feature is character defining or if it is critical to the survival of the building (e.g., a roof), it should be replaced to match the historic feature based on physical or historic documentation of its form and detailing. As with repair, the preferred option is always replacement of the entire feature in kind (i.e., with the same material, such as wood for wood). However, when this is not feasible, a compatible substitute material that can reproduce the overall appearance of the historic material may be considered. It should be noted that, while the National Park Service guidelines recommend the replacement of an entire character-defining feature that is extensively deteriorated, the guidelines never recommend removal and replacement with new material of a feature that could reasonably be repaired and, thus, preserved.
Design for the Replacement of Missing Historic Features	When an entire interior or exterior feature is missing, such as a porch, it no longer plays a role in physically defining the historic character of the building unless it can be accurately recovered in form and detailing through the process of carefully documenting the historic appearance. If the feature is not critical to the survival of the building, allowing the building to remain without the feature is one option. But if the missing feature is important to the historic character of the building, its replacement is always recommended in the Rehabilitation guidelines as the first, or preferred, course of action. If adequate documentary and physical evidence exists, the feature may be accurately reproduced. A second option in a rehabilitation treatment for replacing a missing feature, particularly when the available information about the feature is inadequate to permit an accurate reconstruction, is to design a new feature that is compatible with the overall historic character of the building. The new design should always take into account the size, scale, and material of the building itself and should be clearly differentiated from the authentic historic features. For properties that have changed over time, and where those changes have acquired significance, reestablishing missing historic features generally should not be undertaken if the missing features did not coexist with the features currently on the building. Juxtaposing historic features that did not exist concurrently will result in a false sense of the building's history.
Alterations	Some exterior and interior alterations to a historic building are generally needed as part of a Rehabilitation project to ensure its continued use, but it is most important that such alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes. Alterations may include changes to the site or setting, such as the

	selective removal of buildings or other features of the building site or setting that are intrusive, not character defining, or outside the building's period of significance.
Code-Required Work: Accessibility and Life Safety	Sensitive solutions to meeting code requirements in a Rehabilitation project are an important part of protecting the historic character of the building. Work that must be done to meet accessibility and life-safety requirements must also be assessed for its potential impact on the historic building, its site, and setting.
Resilience to Natural Hazards	Resilience to natural hazards should be addressed as part of a Rehabilitation project. A historic building may have existing characteristics or features that help to address or minimize the impacts of natural hazards. These should always be used to best advantage when considering new adaptive treatments so as to have the least impact on the historic character of the building, its site, and setting.
New Exterior Additions and Related New Construction	Rehabilitation is the only treatment that allows expanding a historic building by enlarging it with an addition. However, the Rehabilitation guidelines emphasize that new additions should be considered only after it is determined that meeting specific new needs cannot be achieved by altering non-character-defining interior spaces. If the use cannot be accommodated in this way, then an attached exterior addition may be considered. New additions should be designed and constructed so that the character-defining features of the historic building, its site, and setting are not negatively impacted. Generally, a new addition should be subordinate to the historic building. A new addition should be compatible, but differentiated enough so that it is not confused as historic or original to the building. The same guidance applies to new construction so that it does not negatively impact the historic character of the building or its site.

Source: Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, 2017

The Updated FMP's proposed rehabilitation projects include sustainability measures that are consistent with the Board of Governors Energy and Sustainability Policy. Treatments that promote sustainability have the potential to impact historic property's design and materials. In addition to the Standards and Guidelines, NPS has developed the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines on Sustainability for Rehabilitation of Historic Buildings (2011). Applicable sustainability guidance to the proposed projects are summarized as follows:

Table 4.1-6
Summary of the SOIS for Sustainability for Rehabilitation of Historic Buildings

Planning	Analyze the condition of inherently sustainable features of the historic building, such as awnings, porches, vents, roof monitors, transoms and naturally lit corridors. Include them in energy audits and energy modeling prior to planning upgrades. Identify non-invasive measures to reduce energy use prior to undertaking treatments that may negatively impact the historic building.
Maintenance	Use environmentally friendly cleaning products that are compatible with historic finishes. When rehabilitating a historic building, use sustainable products and treatments, such as low VOC paints and lead-safe paint removal methods.
Windows	Retain and repair historic windows when possible. Add weather stripping and calking to make them weather tight. Retrofit historic windows with high-performance glazing when possible and only if the historic character can be maintained. If windows have to be replaced, install compatible and energy-efficient windows that match the appearance, size, design, proportion and profile of the existing windows. Retrofit historic steel windows and curtain-wall systems to improve thermal performance without compromising their character.

Weatherization and Insulation	Use analytical tools to gain an understanding of the building's performance and potential before implementing any weatherization or retrofit treatments. Eliminate infiltration beginning with least invasive measures before undertaking mor invasive measures. Understand the inherent thermal properties of the historic building before adding or changing insulation.
HVAC and Air Circulation	Install an energy-efficient system that takes into account the whole building performance and retains the historic character of the building and site and avoid damaging historic building materials. Supplement the system with less energy-intensive measures. Place HVAC equipment where it will be minimally visible and will not negatively impact the historic character of the building or its site.
Solar Technology	Consider on-site solar technology only after implementing all appropriate treatments to improve energy efficiency of the building. Install solar devices where they would have minimal visibility and impact on the building and its site.
Cool Roofs	Select appropriate roofing materials and colors when putting a new cool roof on the historic building.
Site Features and Water Efficiency	Respect the significant character-defining site features when considering adding new sustainable features to the site. Use existing storm-water management features, site topography, and vegetation that contribute to the sustainability of the property. Add natural, permeable, and impermeable features only if appropriate to the historic character of the site.
Daylighting	Retain features that provide natural light to corridors. Add skylights and/or light wells or tubes where they are not visible and do not negatively impact the building's historic character. Add new window openings on secondary and less visible façades only when appropriate to the design of the building.

Source: Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines on Sustainability for Rehabilitation of Historic Buildings, 2011.

4.1.5 Impacts Analysis and Mitigation Measures

The Updated FMP proposes several projects on the Main Campus. Proposed projects that would involve historic resources fall into three general categories: demolition of historic buildings; decommission of historic buildings; and rehabilitation of historic buildings, landscapes and outdoor areas, and circulation systems. The proposed site plan is shown in **Figure 3.0-6**. **Figure 4.1-4** illustrates the eligible districts on the CCSF campus.

Modern Architecture District Boundary

Historic Core District Boundary

A. Science Hall
B. Cloud Hall
C. Smith Hall and Statler Wing
D. Conlan Hall
E. Student Union
F. Creative Arts and Original Diego Rivera Theater
G. Creative Arts Extension
H. Visual Arts

SOURCE: Google Earth, 2020

FIGURE **4.1-4**

Aerial View of Eligible Historic Districts

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Table 4.1-7
List of Proposed Project Categories by Contributing Historic Resource

Project Proposed by Building	Historic Eligibility Status
Demolition	
Smith Hall/Statler Wing	Contributor to Modern Architecture District
Conlan Hall	Contributor to Modern Architecture District
Creative Arts Building (theater only)	Contributor to Modern Architecture District
Decommission	
Creative Arts Building	Contributor to Modern Architecture District
Visual Arts	Contributor to Modern Architecture District
Rehabilitation	
Cloud Hall	Contributor to Modern Architecture District and Historic-Core District
Creative Arts Extension	Contributor to Modern Architecture District
Science Hall	Individually eligible, contributes to Modern and Historic-Core districts
Student Union	Contributor to Modern Architecture District
Batmale Hall	Contributor to Modern Architecture District
Landscape, Outdoor Areas, Circulation	Contributor to Modern Architecture District and Historic-Core District

Source: Garavaglia Architecture, Inc., 2020.

Impact HIST-1: Demolition of Conlan Hall, Smith/Statler Building and the theater portion of the Creative Arts building would result in a significant impact to the Modern Architecture Historic District. (*Significant and Unavoidable*)

The Updated FMP proposes to demolish two[118] buildings and a portion of a third building that contribute to the Modern Architecture Historic District. These include Conlan Hall and Smith Hall/Statler Wing on the south side of campus, and the theater portion of the Creative Arts building, on the north side of campus. California Public Resources Code (PRC) 5020.1(q), Historical Resources, Definitions, establishes the threshold of "substantial adverse change" as demolition, destruction, relocation, or alteration activities that would impair the significance of the historical resource.

Demolition of Conlan Hall and Smith/Statler building. The demolition of Conlan Hall and Smith/Statler building would remove contributing resources from the Modern Architecture Historic District and erode the district boundary, resulting in a substantial adverse change to the historic district and the environment. The demolition of any or all these contributing historical resources would result in a substantial adverse

[118] The Historic Resources Evaluation Report (September 2020) describes Smith Hall and the Statler Wing as separate buildings due to their construction history and architectural features. For the purposes of this impact analysis, they are discussed as a single building.

change in the significance of the historic district and would therefore have a significant effect on the environment, per CEQA Section 15064.5(b)(1).

The District would implement **Mitigation Measure HIST-1a** prior to demolition. This mitigation measure would require that each building's exterior be measured and recorded using a light detecting and ranging system (LiDAR) or another similar remote sensing technology. Also prior to demolition, each building would be photographed in black and white using a large-format camera. The District would also implement **Mitigation Measures HIST-1b**, the creation of an interpretive exhibit that includes the images documented by the LiDAR technician and photographer to be placed in a public space in the new Student Success Center. Despite these measures, the proposed demolition of Conlan Hall and/or the Smith/Statler building would result in a substantial adverse change to the significance of the historic district that cannot be mitigated to a less than significant level. This impact would be significant and unavoidable.

Demolition of the theater portion of the Creative Arts building. The theater to be demolished currently houses Diego Rivera's Pan American Unity mural. The impacts of the removal of the Diego Rivera Pan America Unity mural from the Creative Arts Building and its relocation to the DRT building was assessed in the 2004 Environmental Impact Report for the Main Campus Facilities Master Plan. It was determined that moving the mural would not be a significant impact.[119] The City College Board of Trustees approved the FMP on June 10, 2004. On September 13, 2019, the San Francisco Museum of Modern Art (SFMOMA) and CCSF entered into a Loan and Partnership Agreement[120] for deinstallation of the mural at CCSF and its temporary installation at SFMOMA for public viewing during a planned Diego Riviera's. After the mural is transferred to SFMOMA, the theater portion of the Creative Arts Building would be demolished.

The theater attached to the Creative Arts building, is to the rear of the building and not visible from Cloud Circle. It is currently surrounded by several non-contributing bungalows. While its demolition would alter the boundary of the historic district, the theater is not of primary importance to the architectural design of the Creative Arts Building and the Modern Architecture Historic District. The District would implement **Mitigation Measure HIST-1a**, measure and record the theater using a light detecting and ranging system (LiDAR) or another similar remote sensing technology and photograph it in black and white using a large-format camera. In addition, the District would implement **Mitigation Measure HIST-1c**, which would require an interpretive display about the original campus's design and how it incorporated artwork from Franklin Roosevelt's Federal Art Project which was part of the Works Progress Administration. The interpretive display would be placed either in the new Diego Rivera Theater or elsewhere on campus

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119 On June 10, 2004, the Board of Trustees of the City College of San Francisco certified a final Environmental Impact Report (SCH No. 2003102086) for the City College of San Francisco Master Plan.

120 City College of San Francisco Board of Trustees. 2019. Board Agenda Item: Approval of Loan Agreement with San Francisco Museum of Modern Art (SFMOMA) for Diego Rivera Mural. September 26.

within the boundary of the historic architecture district. Should the exhibit be placed outside within the historic district, any potential impacts from its implementation would need to be assessed.

Telling this important story through the interpretive display particularly at this location as required by **Mitigation Measure HIST-1c**, would reduce the impacts of the loss of the theater and would provide an educational opportunity. However, while implementation of **Mitigation Measure HIST-1a** and **HIST-1c** would reduce the severity of the impact, it would not reduce it to less than significant. Demolition of the theater portion of the Creative Arts building would be significant and unavoidable due to the alteration of the original design of the building in its entirety and the erosion of the Modern Architecture Historic District boundary. However, the remaining portion of the Creative Arts building would retain enough integrity of design and architectural character-defining features to remain a contributor to the Modern Architecture Historic District.

Mitigation Measure HIST-1a, Recordation

> Prior to commencement of demolition, the District shall retain the services of a team of professionals to document the exteriors of all buildings proposed for demolition. The team shall include a professional surveyor with appropriate experience to measure and record each buildings' elevation using a light detecting and ranging system (LiDAR) or another similar remote sensing technology, a photographer with demonstrable experience in following the photographic specifications of the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation and the National Parks Service's Heritage Document Program's Historic American Building Survey (HABS) Level 1.[121] The team shall also include a professionally qualified architectural historian to work with the photographer to identify the architectural features and elevations to be photographed to ensure that the buildings' significant features are adequately explicated. These products shall be successfully completed prior to demolition and shall be used in the fulfillment of **Mitigation Measures HIST-1b** and **HIST-1c**.

Mitigation Measures HIST-1b, Architectural History Interpretation

> The District shall engage the services of an architectural historian to lead the preparation of a permanent interpretive exhibit to be placed in a public area of the new Student Success Center. The exhibit shall document the history of the development of the campus's Modern

[121] Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. U.S. Department of the Interior. National Parks Service. Heritage Document Program. HABS Guidelines HABS/HAER /HALS (nps.gov).

Architecture Historic District; architects Timothy, Milton, and John Pflueger and their contributions to the campus's architectural design; and the evolution of the modern architectural styles between 1940 and 1978 found within the Modern Architecture Historic District. The exhibit may also include a touch-screen monitor to display an interactive multi-media presentation prepared using Esri's ArcGIS Story Map software to compile the LiDAR documentation, the large-format photographs, and historic photographs, drawings, articles, ephemera, and interviews to tell the history of the City College of San Francisco. The interactive portion of the exhibit shall follow the example of the Mount Vernon Virtual Tour[122] in the use of LiDAR technology, and the UCLA Story Map titled *Open UCLA* in the use of the Story Map software.[123] The District shall engage the services of professionals who fabricate and install such exhibits. The lobby of the Student Success Center shall be designed to accommodate the exhibit.

The architectural historian shall contact and team with, as much as possible, the students and faculty of CCSF's Fine Applied Communication Arts Department, the School of Library and Learning Resources, the School of Science, Technology, Engineering and Mathematics, and the CCSF Works of Art Committee in the research, writing, design, and development of the exhibit. The team shall follow the guidance, as applicable, provided in the National Park Service's planning document, Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways. [124] The product shall also include an oral history with John Pflueger, if possible. The exhibit shall be completed and installed within two years of the demolition of Conlan Hall.

Mitigation Measure HIST-1c, Art History Interpretation

The District shall engage the services of an architectural historian that has experience in preparing and implementing interpretive exhibits to lead the effort of developing an interpretive display about the original campus design. The interpretive display shall be placed either in the new Diego Rivera Theater or elsewhere on campus within the boundary of the historic architecture district. The District shall also engage the services of a landscape architect if the exhibit would be placed outside the historic architecture district. The interpretive display shall be completed within two years of the demolition of

122 https://cirtualtour.montvernon.org.

123 https://www.esri.com/en-us/arcgis/products/arcgis-storymaps/albums/digital-humanities.

124 Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways. U.S. Department of the Interior. National Park Service, Chesapeake Bay Office, July 2010. Accessible at http://www.nps.gov/subjects/heritageareas/upload/Interp-Planning-Toolkit-for-Heritage-Areas-Historic-Trails-and-Gateways-2-pdf

the original Diego Rivera Theatre. As much as possible, the architectural historian shall engage with the students and faculty of CCSF's Fine Applied Communication Arts Department, the School of Library and Learning Resources, the School of Science, Technology, Engineering and Mathematics, and the CCSF Works of Art Committee in the research, writing, and design of the exhibit. The team shall follow the guidance, as applicable, provided in the National Park Service's planning document, Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways.[125]

Impact HIST-2: **The decommissioning of the Visual Arts and Creative Arts buildings would result in a significant impact to the Modern Architecture Historic District (Potentially Significant; Less than Significant with Mitigation) The Updated FMP proposes to decommission two buildings that contribute to the Modern Architecture Historic District. These include Visual Arts and Creative Arts buildings located on the north side of campus. The two buildings would be completely vacated, secured, and closed. All utilities to the buildings would be shut off as part of their decommissioning. (*Potentially Significant; Less than Significant with Mitigation*)**

As discussed in Section 3, Project Description, the Creative Arts building is proposed for decommissioning because of its overall aging conditions, inadequate thermal insulation, and noncompliance with updated relevant regulations. The Visual Arts building is proposed for decommissioning because its type of construction makes it vulnerable to damage or failure during seismic events and its electrical system as well as the roof and window system have reached the end of their useful life.

Decommissioning one or both buildings by closing and securing them would likely result in their deterioration over time, which is referred to as "demolition by neglect". Demolition by neglect results when any structural deficiency, such as its roof system and/or structural frame, left unrepaired leads to deterioration of the building. Demolition by neglect could also occur if a building is accessible to vandals. PRC 5020.1(q), Historical Resources, Definitions, establishes the threshold of "substantial adverse change" as demolition, destruction, relocation, or alteration activities that would impair the significance of the historical resource. Given the existing condition of the buildings, and the extended timeline of 10 years of closure, decommissioning has the potential to result in a substantial adverse change to both historical

[125] Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways. U.S. Department of the Interior. National Park Service, Chesapeake Bay Office, July 2010. Accessible at http://www.nps.gov/subjects/heritageareas/upload/Interp-Planning-Toolkit-for-Heritage-Areas-Historic-Trails-and-Gateways-2-pdf.

resources that could result in a substantial adverse change in the significance of the Modern Architecture Historic District. This impact would be significant.

To ensure that decommissioning these two buildings would not result in a substantial adverse change to these historic district contributors and the Modern Architecture Historic District, CCSF would implement **Mitigation Measure HIST-2a**, below, which would require preparing and implementing a mothballing plan that follows the steps described in the National Parks Service's Technical Preservation Services Preservation Brief 31, Mothballing Historic Buildings. The plan would establish a long-term program that would ensure the buildings would not fall into greater disrepair during the 10-year proposed period. With the implementation of **Mitigation Measure HIST-2a**, the proposed decommissioning of these two buildings for the 10-year period of the Updated FMP would not result in a substantial adverse change to the historic district or these contributors. In addition, the District would implement **Mitigation Measure HIST-2b**, which would require assessing the conditions of the buildings at the end of the 10-year period and implementing any identified measures to preserve the building from deterioration or vandalism. With implementation of **Mitigation Measures HIST-2a** and **HIST-2b**, decommissioning of the Visual Arts and Creative Arts buildings under the Updated FMP would result in a less-than-significant impact related to historic resources.

Mitigation Measure HIST-2a, Mothballing Historic Buildings

> A qualified architectural historian shall document the buildings architectural and historical significance, prepare a chronology of alterations or additions and their approximate dates, and identify the building materials, construction techniques, and any unusual detailing or regional variations of craftsmanship, pursuant to Preservation Brief 31, Mothballing Historic Buildings. The architectural historian shall also prepare an assessment of the buildings' conditions. In addition, a structural engineer shall prepare the building plans to guide any necessary stabilization. The architectural historian shall ensure that historic fabric is adequately protected, and that all temporary stabilization is removeable and the original fabric can be restored. Under the category of stabilization, the buildings shall be structurally stabilized based on the professionally prepared condition assessment, pests shall be exterminated, and the buildings' exterior shall be protected from moisture penetration; and under the category of mothballing, the buildings shall be secured to reduce vandalism or break-ins, the ventilation of the interior shall be made adequate, the utilities and mechanical systems shall be secured, and a maintenance and monitoring plan for protection would be developed.

All actions described in Preservation Brief 31 shall be overseen by a professionally qualified architectural historian and conducted by professionals with demonstrable experience in working with and mothballing historic buildings. These shall include structural engineers, building contractors and trades people, as appropriate. The maintenance and monitoring plans shall include the Maintenance Chart found in Preservation Brief 31. The plans shall require frequent periodic surveillance of the buildings as listed in the chart; a yearly report shall be prepared by the qualified architectural historian with input from professionals and tradespeople as needed, based on the efficacy of the maintenance of the buildings. Should deficiencies be identified during regularly scheduled surveillance, the District shall ensure appropriate repairs or protection measures be addressed by appropriately qualified professionals in a timely manner to prevent further damage. Repairs and protection plans shall be reviewed and approved by a structural engineer and a professionally qualified architectural historian prior to its implementation. Any repairs or maintenance required during the 10-year period shall be reviewed and approved by the qualified architectural historian prior to implementation.

Mitigation Measure HIST-2b, Post-Decommissioning Treatment

Prior to the end of the 10-year period during which the buildings are decommissioned, CCSF would assess the condition of the buildings. All temporary stabilization measures shall be removed, and the historic fabric restored or repaired by qualified professionals. The two buildings have been described as currently structurally deficient and therefore shall need rehabilitation at the end of the decommission period. All future plans for the buildings shall be executed following the Secretary of the Interior's Standards (SOIS) and Guidelines for the Treatment of Historic Properties.[126] These standards and guidelines are further described in **Mitigation Measure HIST-3**. Should the plans be to demolish or otherwise significantly alter the buildings, additional mitigation measures shall be identified and implemented.

126 The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. U.S. Department of the Interior, National Park Service, Technical Preservation Services. 2017. https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf.

Impact HIST-3: Renovation of Cloud Hall, Science Hall, Student Union, Creative Arts Extension, and Batmale Hall would result in a significant impact to the two historic districts within the Main Campus. (*Potentially Significant; Less than significant with Mitigation*)

The Updated FMP calls for the renovation, reorganization, and the seismic upgrade of several buildings that contribute to one or both historic districts within the Main Campus. They include Cloud Hall, the Science Hall, Student Union, Creative Arts Extension, and Batmale Hall. In addition to being a contributor to the Historic Core District and the Modern Architecture Historic District, the Science Hall is individually eligible for the NRHP and the CRHR. Each of these building's exteriors are described in detail in the Historical Resources Evaluation prepared for the Main Campus and included in **Appendix C, Historical Resources Evaluation**. The descriptions identify the character-defining features of each building's architectural design, which are considered when determining if a proposed project complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (SOIS)[127]. As a historic district made up of contributing resources, the exterior expressions of the modern designs and their spatial relationships are their most significant features.

Of the five buildings proposed for rehabilitation, the plans for Cloud Hall are the most advanced at the time of the preparation of this analysis. However more detailed design is required to fully assess its compliance with the rehabilitation standards and guidelines. The other buildings would also require that, as the design advances, the SOIS be followed to ensure the buildings, and therefore the districts, are not materially impacted and result in an adverse change to the environment.

As previously stated, where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource would be conducted in a manner consistent with the SOIS, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant, per CEQA Section 15126.4(b)(1). The appropriate SOIS for the proposed renovation activities under the Updated FMP are the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Per the SOIS, rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

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127 The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. U.S. Department of the Interior, National Park Service, Technical Preservation Services. 2017. https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf.

Figure 4.1-5 shows a preliminary simulation of the proposed rehabilitation of Cloud Hall. A character-defining feature of the east elevation is the uninterrupted ribbons of windows and the simple, unadorned vertical planes of the three walls. The proposed additions of the elevator shafts and central shelter are inconsistent with these characteristics and do not follow the SOIS for Rehabilitation.

Partial Assessment of Proposed Rehabilitation of Cloud Hall

Table 4.1-8 provides a partial assessment of the compliance of the proposed Cloud Hall rehabilitation project with each of the ten Secretary of the Interior's Standards for Rehabilitation.

Table 4.1-8
Cloud Hall SOIS Preliminary Compliance Assessment

1	A property would be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.	The property would retain its historic use as an academic building. **Therefore, the Cloud Hall renovation would comply with this standard.**
2	The historic character of a property would be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property would be avoided.	It is unclear if the overall historic character of the property would be fully retained. The building's significant spatial relationship with the setting and the other buildings that contribute to the two historic districts would be retained. Significant character-defining features of the building include its overall International style of architecture. Its symmetry of form and fenestration pattern are important character-defining features, particularly the east-facing elevation with its expansive and virtually uninterrupted ribbons of windows. The fenestration materials and exterior surface materials also contribute to its architectural character. While the most significant alterations would be implemented in the building's interior, as described in Section 3, Project Description, low E dual glazing would be installed to allow natural lighting into most spaces. The renovation of Cloud Hall would also include "cool roofing". However, the material to be used is not yet determined. As required by **Mitigation Measure HIST-3a**, in compliance with this standard, refinements to the Cloud Hall plans to further develop the design such as window replacement, would be implemented in consultation with a professionally qualified architectural historian.
3	Each property would be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, would not be undertaken.	The proposed project would not add any conjectural features or elements and the building would retain its ability to be recognized as a physical record of its time. **Therefore, renovation of Cloud Hall would comply with this standard.**
4	Changes to a property that have acquired historic significance in their own right would be retained and preserved.	The building contributes to two historic districts that have two periods of significance. The Historic Core District's period of significance ends the year Cloud Hall was completed; the Modern Architecture Historic District's period is between 1940 and 1978. The significance and overall character-defining feature of the contributors within this larger district is each of their architectural design and how they are records of the changing styles of Modern architecture. Consequently, while the district has a 38-year period of significance, any changes made to any of the building after their initial construction would not have acquired historic significance in its own right.

		Furthermore, as described in Section 3, Project Description, there have been no significant alterations to the building since it was completed in 1954. **Therefore, this standard is not applicable.**
5	Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property would be preserved.	As stated earlier, the Cloud Hall symmetry of form and fenestration pattern are important character-defining features, particularly the east-facing elevation with its expansive and virtually uninterrupted ribbons of windows. The fenestration materials and exterior surface materials also contribute to its architectural character. Additionally, the project proposes to implement seismic upgrades and sustainability treatments to the building. As required by **Mitigation Measure HIST-3a,** in compliance with this standard, refinements to the Cloud Hall plans to further develop the design while preserving the distinctive materials and addressing stabilization and sustainability of the building would be implemented, in consultation with a professionally qualified architectural historian.
6	Deteriorated historic features would be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature would match the old in design, color, texture and, where possible, materials. Replacement of missing features would be substantiated by documentary and physical evidence.	As required by **Mitigation Measure HIST-3a**, in compliance with this standard, refinements to the Cloud Hall plans to further develop the design of needed repairs or replacement to deteriorated materials would be implemented, in consultation with a professionally qualified architectural historian.
7	Chemical or physical treatments, if appropriate, would be undertaken using the gentlest means possible. Treatments that cause damage to historic materials would not be used.	As required by **Mitigation Measure HIST-3a**, in compliance with this standard, refinements to the Cloud Hall plans to further develop the design would be implemented, in consultation with a professionally qualified architectural historian
8	Archeological resources would be protected and preserved in place. If such resources must be disturbed, mitigation measures would be undertaken.	As discussed in the **Section 3.5** of the Initial Study that is part of this analysis and included in **Appendix C**, there are no known archaeological resources at the project site. **Mitigation Measure CR-1, Accidental Discovery of Archaeological Resources,** identified in **Section 3.5** of the Initial Study, would address impacts on any previously unrecorded and buried (or otherwise obscured) archaeological deposits, by requiring CCSF and its contractors to adhere to the appropriate relevant procedures and protocols to identify and appropriately treat archaeological resources discovered during construction activities.
9	New additions, exterior alterations, or related new construction would not destroy historic materials, features, and spatial relationships that characterize the property. The new work would be differentiated from the old and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.	The project proposes to add two elevator shafts to the eastern elevation which would alter the uninterrupted expansive walls and alter the building's massing. Per the standards and guidelines for rehabilitation, the proposed project has not demonstrated that these exterior alterations are necessary and there is no alternative to placing them in the proposed locations. Nor do the plans demonstrate how the additions would be differentiated from the older building and yet be compatible with the existing historic materials. Generally, additions that follow the SOIS are placed to the rear of a historic building. While the west elevation, facing the Science Hall, is considered the buildings primary façade, the eastern elevation is more architecturally significant and expresses a more character-defining International design feature. As required by **Mitigation Measure HIST-3b,** in compliance with this standard, design of the elevator shaft would be coordinated with a professionally qualified architectural historian to ensure that the elevators are either within the building envelope or if dismantled would not affect any of the character defining features.

10	New additions and adjacent or related new construction would be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	As required by **Mitigation Measure HIST-3b**, in compliance with this standard, if the elevator shafts cannot be placed in the interior of the building, the designer will design the exterior shafts in such a way to minimize the visual impact as much as possible and so that they can be removed in the future and the essential form of the building can be restored.

Source: Garavaglia Architecture, Inc., October 2020.

As stated above, the rehabilitation plans for the Science Hall, Student Union, Creative Arts Extension, Batmale Hall, and portions of the plans for Cloud Hall are not adequately developed at this time to determine if they would follow the SOIS and avoid resulting in a significant impact to the historic districts or to the individually eligible Science Hall. Implementation of **Mitigation Measure HIST-3a**, presented below, would ensure rehabilitation of the College buildings would be in compliance with the SOIS standards for Rehabilitation, which informs how a historic building may be rehabilitated in a manner that retains its historic integrity through retention of the property's character-defining features. Implementation of **Mitigation Measure HIST-3b** would ensure that any exterior alterations of the building in association with the installation of the elevator shafts would be consistent with the Secretary of the Interior's Standards for Rehabilitation. Therefore, with implementation of **Mitigation Measure HIST-3a** and **Mitigation Measure HIST-3b,** the proposed project would result in a less-than-significant impact related to these historic resources.

Mitigation Measure HIST-3a, Apply the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties

To ensure the proposed rehabilitation of the historic buildings follows the SOIS, CCSF's planners, consulting architects and contractors shall develop and implement project plans in consultation with a professionally qualified architectural historian. The Guidelines on Sustainability for Rehabilitating Historic Buildings[128] provide additional guidance to ensure energy-efficient and sustainable measures would not result in adversely impacting the historic buildings. These guidelines shall also be implemented in consultation with the above listed professionals.

[128] The Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings. 2011. https://www.nps.gov/tps/standards/rehabilitation/guidelines/index.htm.

SOURCE: Google Earth, 2020

FIGURE **4.1-5**

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Visual Simulation of Cloud Hall Rehabilitation

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The Ten Standards for Rehabilitation are as follows:

2. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

3. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.

4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment shall be unimpaired.

The Guidelines for Rehabilitation are as follows:

1. Protect and maintain historic materials and features. An overall evaluation of the physical condition of all the exterior features and materials shall be conducted by a team consisting of a structural engineer, architect, and architectural historian.

This "historical compliance" team shall prepare a report that would guide the project designer. The report shall include what materials and features should be protected and repaired, and what materials and features may be replaced in kind.

2. Advance the project design, designing for the protection/rehabilitation/ replacement of historic materials and features. This shall be completed through an iterative process between the historical compliance team and the project designer. The historical compliance team and the project designer/proponent shall initiate the consultation with a kick-off meeting to make clear the participants' goals and objectives prior to any further advancement of the designs. The architectural historian shall prepare a presentation that clearly illustrates the standards and guidelines for rehabilitation. The project designer shall prepare a schedule that includes regular workshops to be attended by all parties. The historical compliance team shall formally review 30 percent, 60 percent, 90 percent and 100 percent compete designs.

3. Proposed exterior additions/alterations. Ensure there is no reasonable alternative to exterior additions or alterations. If the designer proposes additions, they shall need to demonstrate that there is no reasonable or feasible alternative. If there is no other solution, the project designer shall design the additions in a manner that if removed in the future, the building could be restored to its original condition.

4. Code work and sustainability. The project designer shall work with the historic compliance team to ensure sensitive solutions are implemented to meet code requirements, seismic safety requirements, and energy-efficient upgrades or other sustainability improvements.

5. Completion of plans. Prior to breaking ground, the architectural historian shall prepare a report assessing the proposed project's compliance with the SOIS for Rehabilitation.

6. Completion of construction. Upon completion of the work, the architectural historian shall prepare a report documenting new materials and features and rehabilitated original materials and features. The report shall include recommendations for the ongoing maintenance of the original materials and features and may consider future projects.

Mitigation Measure HIST-3b, Move or Revise Design of Proposed Elevator Shafts on Cloud Hall Exterior

The project designer shall consider options to upgrade the existing interior elevators. If the existing system is determined to be inadequate, the designer shall consider additional interior shafts. If this is still inadequate, the designer shall provide such evidence to the District. If exterior shafts are to be added, they shall be designed to minimize their visual impact and constructed in a manner that if removed in the future, the façade could be restored. Reduction of visual impact includes minimizing the size and scale of the shafts

to ensure they are subordinate to the building's façade, minimizing the amount they extend out from the vertical plane of the building, using material consistent with the façade's historic fabric and color. All exterior alterations of the building shall be reviewed by a professionally qualified architectural historian to ensure they are consistent with the Secretary of the Interior's Standards for Rehabilitation.

Impact HIST-4a: Development of the proposed circulation, open spaces, and landscaping improvements under the Updated FMP could result in significant impact to the historic districts identified at the Main Campus (*Potentially Significant; Less than significant with Mitigation*)

Some of the exterior planning concepts described in the Updated FMP are outside of both historic districts and would not have the potential to adversely impact either/both historic districts. This includes STEAM Plaza, and the parking and transit programs, and likely the Ocean Gateway and the Wellness Gateway.

The Updated FMP describes planning concepts to alter contributing features of both historic districts and the preparation of a landscape master plan. The Historic Core District's contributing features include College Hill, the Science Hall, Cloud Hall, the plaza between the two buildings, public art, the circulation systems, and much of the designed landscape. The second and larger historic district, the Modern Architecture Historic District, includes the Historic Core District and all the other buildings designed by Milton and/or John Pflueger. The district also includes the circulation systems and open spaces and plazas connecting the buildings and the landscaping between the buildings. Alterations to the configuration of the historic portions of the hardscapes or changing the existing planting areas to hardscapes or hardscapes to new planting areas have the potential to impact the historic integrity of the open areas of the historic districts. Changing historic fabric or materials would also have the potential to impact the historic landscape. The SOIS for Rehabilitation also applies to historic districts and designed landscapes. **Mitigation Measures HIST-4a** would require that the SOIS for Rehabilitation be used prior to the alteration of open spaces within the historic districts and to prepare a historical resources component to the proposed Landscape Plan.

The Updated FMP program would develop and improve open spaces and landscape and circulation within the Main Campus. These programs include the proposed landscape and hardscape alterations described in the Cloud Hall proposed plan, as well as the conceptual program for City College Plaza, Wellness Plaza, Cloud Plaza, City College Panorama and other open spaces. The pedestrian and bicycle circulation proposed programs are not likely to adversely impact the historic districts, but a greater level of detail to understand the programs is needed to accurately determine this. As these improvements are currently at a conceptual level, it cannot be determined if they would significantly impact historical resources. The

implementation of **Mitigation Measures HIST-4a** would require that, as the design is advanced, the landscape architect work with a qualified architectural historian to ensure that the design meets the SOIS and the proposed changes would result in a less-than-significant impact to the two historic districts.

The Wellness Plaza is proposed to be developed as an active hub connected to the Student Union building. A character-defining feature of this building is its transparency and "floating" planes. Implementation of **Mitigation Measure HIST-4b** would ensure that design of this plaza would not impact the character-defining feature of Student Union building.

Implementation of **Mitigation Measure HIST-4a** and **HIST-4b** would reduce the impact to open spaces to a less than significant level.

Mitigation Measure HIST-4a, Analysis of Historic Resources Treatment to Open Spaces and Circulation within Historic Districts

> The District shall retain the services of a professionally qualified architectural historian who shall work with a landscape architect to ensure that the design of all circulation, open spaces and landscape features follow the SOIS for rehabilitation. Analysis of historical resources treatment based on the SOIS shall be prepared prior to alterations to the landscape within the historic districts. Should a landscape master plan be developed, a historical resources treatment component shall be prepared and included in the master plan. The architectural historian shall prepare a historical resources treatment plan as a component of the landscape master plan. Should any landscape renovations or alterations be proposed prior to the preparation of the landscape master plan, such proposed work shall be reviewed by a qualified architectural historian prior to any alterations of the existing landscape, including plazas and circulation systems, to ensure that any alterations follow the Secretary of the Interior's guidance for the treatment of historic properties. The treatment plan shall identify significant historic features of the landscape and recommend measures, following the SOIS for rehabilitation, to ensure that alterations to the districts' landscapes would comply with the SOIS. This shall be an iterative process between the architectural historian, landscape architect and the project designer. Using the SOIS Guidelines for Rehabilitation, the historical resources treatment component of the landscape master plan shall include the following:
>
> 1. <u>Identification of historic features and materials.</u> Using historical photographs, including available aerial photographs, a clear understanding of the historic landscape shall be developed. A more detailed identification of significant

historical landscape- and open-space related materials and features shall be used to inform the treatment plan.

2. Protect and maintain historic materials and features. An overall evaluation of the physical condition of all the features and materials shall be conducted by a team consisting of a landscape architect and architectural historian. This team shall prepare a report that would inform the landscape master plan. Living landscape features are dynamic and require replacement over time. The focus shall be on responding to the original plans, massing, and density of planted material. Pedestrian and automobile circulation systems, plazas and other open spaces that contribute to the historic landscape shall be assessed, and recommendations of potential replacement materials shall be included.

3. Advance the project design, designing for the protection/rehabilitation /replacement of historic materials and features. This shall be an iterative process between the architectural historian, landscape architect and the project designer/proponent. The architectural historian, the landscape architect, and project proponent shall initiate the consultation with a kick-off meeting to make clear the participants' goals and objectives prior to any further advancement of the designs. The architectural historian shall prepare a presentation that clearly illustrates the standards and guidelines for rehabilitation. The project designer shall prepare a schedule that includes regular workshops to be attended by all parties as plans advance. The architectural historian shall formally review 30 percent, 60 percent, 90 percent and 100 percent complete designs.

4. Ensure there is no reasonable alternative to alterations. The project designer shall demonstrate that there is no reasonable alternative to the removal/replacement of significant historical material and features and the historic balance between hardscape and plant material cannot be maintained. The architectural historian shall offer recommendations of alternative materials and features to minimize the impacts.

5. Sustainability. The project designer shall work with the architectural historian to ensure sensitive solutions are implemented with sustainability improvements. Landscaping adjacent to the contributing buildings shall be designed to prevent damage to the buildings and ensure water flows away from the buildings' foundations.

6. Completion of plans. Prior to breaking ground, the architectural historian shall prepare a report assessing the proposed project's compliance with the SOIS for Rehabilitation.

7. Completion of construction. Upon completion of the work, the architectural historian shall prepare a report documenting new materials and features and rehabilitated original materials and features. The report shall include recommendations for the ongoing maintenance of the original materials and features and may consider future projects.

Mitigation Measure HIST-4b, Design Wellness Plaza Connection to the Student Union

Through the design review process described in **Mitigation Measure HIST-4a,** the historical compliance team and the landscape architect/project proponent would work together to ensure the connection between the Wellness Plaza and the Student Union shall not impact the building's character-defining features related to its transparency and "floating" planes.

Impact C- HIST-1: The Updated FMP would significantly contribute to cumulative impacts on historic resources. (*Significant and Unavoidable*)

The CCSF Main Campus contains two historic districts within the boundaries of the larger campus. Within these historic districts the individual projects under the Updated FMP include demolition of historic buildings, decommissioning of historic buildings, and renovation of historic buildings, landscaping, open spaces and circulation systems. In addition to the projects proposed within the historic districts, the Updated FMP proposes projects within the Main Campus but outside of the two historic districts. All Updated FMP-proposed projects on the Main Campus are considered in this cumulative analysis.

In addition to the individual projects described within the historic district, the Updated FMP proposes to demolish or remove several small temporary buildings or "bungalows" on the east side of campus and to renovate the buildings and structures of the Horticulture Center on the north side of campus. The FMP also proposes landscape, hardscape, and circulation system projects throughout the Main Campus, and a new gateway near the intersection of Ocean Avenue and Frida Kahlo Way. All were considered when analyzing the potential impacts of the Updated FMP. These resources are not historically significant, and the setting outside of the Main Campus has been significantly altered with new construction – primarily transportation projects – over the years. None of these Updated FMP developments has the potential to impact historic built resources.

When assessing cumulative impacts, previously approved projects within the Main Campus that have not yet been implemented are also considered, such as the Main Campus Infrastructure Upgrade Project. This on-campus cumulative project would not have the potential to impact historic built resources.

Present and reasonably foreseeable future projects off campus but in the vicinity include four development projects: the Balboa Reservoir Project, the Balboa Park Upper Yard mixed-use residential development at 2340 San Jose Avenue, 1601-1631 Ocean Avenue (1271 Capital Avenue mixed-use residential development), and 350 Ocean Avenue mixed-use residential development. Transportation

network projects in the vicinity include the Balboa Reservoir Project Roadway Network Changes and the Mitigation Measures identified in the Balboa Reservoir Project that are presented in **Section 4.0**.

These projects, together with the individual projects under the Updated FMP, would not compound or increase impacts to historic built resources. None of the following described development projects were found to impact any historical built resources.

The 1601-1631 Ocean Avenue and 1271 Capital Avenue is a proposed mixed-use retail and residential project currently on hold and being further revised, according to the San Francisco Planning Department. The Historic Resources Evaluation Report (HRER) for this development found that the buildings proposed for demolition to accommodate the project are not historic and none appear to constitute a historic district. The buildings at the 1637-1649 Ocean Avenue project site, originally part of the proposed retail/residential mixed-use project, were determined to be individually significant historic resources and were dropped from the development project. No historic built resources would be impacted by the 1637-1649 Ocean Avenue project.

The 350 Ocean Avenue project is also a proposed mixed-use retail and residential development. San Francisco Planning determined that the proposed five-story, 20-unit project would not have the potential to impact any historic resources and that there is no potential for a historic district.

The affordable-housing project at 2340 San Jose Avenue, known as the Balboa Park Upper Yard would be constructed on a former surface parking lot next to Interstate 280 (I-280). The nine-story housing project would be constructed across the street from the newly restored historic Geneva Car Barn and Powerhouse. Despite the adjacency to this historic property, the introduction of the housing project would not adversely impact the 1901-built property. The setting was significantly altered by the introduction of I-280 in the 1960s. Surface streets, including San Jose Avenue, were also altered by the construction of I-280; the area does not retain its integrity of historic setting.

The Balboa Reservoir Project, a large mixed-use housing and retail project, would be constructed west of the CCSF Main Campus on what was a never-completed reservoir that is currently used for parking. The Initial Study for the project determined that it would not cause an adverse change in the significance of a historical resource, as defined in section 15064.5.

No past, present, and reasonably foreseeable future transportation network projects in the vicinity of the CCSF Main Campus would impact or cause an adverse change to the significance of a historical built resource. The introduction of I-280, which also altered area surface streets, and the Balboa BART station have significantly altered the setting over the years; additional alterations to the transportation network would not introduce new components that would have the potential to cause an adverse change.

The majority of the Balboa Reservoir-associated transportation projects, including Roadway Network Changes and the identified mitigation measures for streets improvements, are primarily within the project boundaries. Outside of the project boundary, the project would extend Lee Avenue and relocate North Road between the Lee Avenue Extension and Frida Kahlo Way to intersect with Cloud Circle North at Frida Kahlo Way. Although Cloud Circle contributes to both the Historic-Core Historic District and the Modern Architecture Historic District of the Main Campus, the changes identified in the mitigation measures would occur where the road has been repeatedly altered since it was initially constructed in 1940. These road changes do not have the potential to cause an adverse change to this historic resource or either of the historic districts.

The Frida Kahlo Way/Ocean Avenue/Geneva Avenue Intersection Improvement project is currently in the planning stages and its date of implementation is unknown. Preliminary design indicates that it would be confined to the roadway and not have the potential to impact any historic built resources. The intersection itself has been significantly altered over the years and does not have the potential to be considered a historic resource.

SFMTA's proposed Quick Build Project, Ingleside, a near-term set of improvements of the Muni Forward project has not yet been approved or funded. "Quick Build" projects are reversable, adjustable traffic safety improvements that can be installed relatively quickly. Such projects include painting, creating traffic delineators, installing street signs, adjusting parking and traffic signal timing, and other minor improvements and have little to no potential to cause an adverse change to historic resources.

Therefore, while the proposed Updated FMP projects would result in a substantial adverse change to the two historic districts within the Main Campus, other proposed projects within the area, under review or approved, would not compound or otherwise increase these impacts. However, considering the significant impact to historic resources associated with the proposed project, the project contribution to cumulative historic resources impact would be significant. Implementation of **Mitigation Measures HIST-1, HIST-2**, **HIST-3**, and **HIST-4**, identified for the proposed project would reduce this impact. However, the impact would not be reduced to a level below significance. Therefore, the project's contribution to cumulative impacts on historic resources would be significant and unavoidable.

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4.2 TRANSPORTATION

This section presents existing transportation and circulation conditions in the project area and analyzes potential project-level and cumulative impacts on transportation and circulation during construction and operation of the proposed project. Transportation and circulation topics consist of walking, bicycling, driving hazards, transit, emergency access, vehicle miles traveled (VMT), and commercial and passenger loading. Supporting detailed technical information is included in **Appendix D, Transportation Supporting Information**, of this draft EIR.

Issues identified in response to the Notice of Preparation (NOP) (**Section 1.4 and Appendix A**). related to the proposed project's physical environmental impacts were considered in preparing this analysis. The City College of San Francisco (CCSF) received four written and two oral NOP comments related to transportation. Comments received expressed concerns related to pedestrian and bicycle safety and accessibility, vehicle parking supply, transportation demand management, and construction-related transportation impacts (see **Section 1.4, Areas of Known Controversy and Issues to be Resolved**).

4.2.1 ENVIRONMENTAL SETTING

The Updated FMP focuses on optimizing use of indoor space to meet the needs to accommodate the forecasted growth of students and faculty/staff within the Updated FMP timeline and calls for the compliance with the College Sustainability Plan. With the exception of the Main Campus, the Updated FMP does not include individual development projects at any of the other seven CCSF centers[129] that would change the transportation network or result in substantial increases in travel to and from the centers.[130] For these reasons, the existing setting for transportation focuses on the Main Campus.

The Main Campus is in the Oceanview neighborhood of San Francisco, and is bounded by Ocean Avenue to the south, Judson Avenue to the north, the Lower Reservoir parking lot to the west, and I-280/Havelock Street to the east. The transportation study area encompasses the transportation network within generally two blocks of the campus where the Updated FMP could potentially affect transportation and circulation. The transportation study area is generally bounded by Plymouth Avenue to the west, I-280 to the east, Geneva Avenue to the south, and Staples Avenue to the north (see **Figure 4.2-1, Transportation Study Area**).

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129 The seven CCSF centers outside of the Main Campus include Chinatown/North Beach, Civic Center, Downtown, Evans, John Adams, Mission, and Southeast.

130 Section 4.2.3.2 and **Appendix D, Transportation Supporting Information**, presents the travel demand associated with projected increases in students and faculty/staff at all centers.

Counts of vehicles and people walking and bicycling within the transportation study area were gathered from various sources and included counts conducted in May 2019 (Quality Counts) and January 2018 (Kittelson),[131] while the description of transportation conditions near the Main Campus were based on field surveys and observations conducted on multiple days in January 2019 and January 2020 when school was in session. All of the data collection occurred prior to the onset of changes resulting from the COVID-19 pandemic (e.g., prior to reductions in public transit service and trips by all ways of travel).

4.2.1.1 Regional and Local Roadways

The closest regional roadways to the project, including on- and off-ramps, are described below. The existing local roadways in the transportation study area are also described, including their geographic extent, their San Francisco General Plan[132], Better Streets Plan, Key Walking Street, and High Injury Corridor designation. For the existing streets adjacent to the project area, the number of travel lanes, and any potentially or observed vehicle-to-vehicle hazardous conditions are noted. Information on the number of vehicles on roadway segments in the vicinity of the project is also presented.

Regional Roadways

Regional access to and from the Main Campus is provided by I-280. I-280 extends from the southern portion of downtown San Francisco to U.S. 101 in San Jose. I-280 merges with U.S. 101 to the east of the project site and merges with Highway 1 to the southwest of the project site. U.S. 101 connects to the East Bay via I-80 and the San Francisco-Oakland Bay Bridge and connects to the South Bay and North Bay via surface streets and the Golden Gate Bridge. Near the Main Campus, I-280 is a six- to eight-lane facility, and the closest access to and from I-280 from the campus is provided by on- and off-ramps at Ocean and Geneva avenues.

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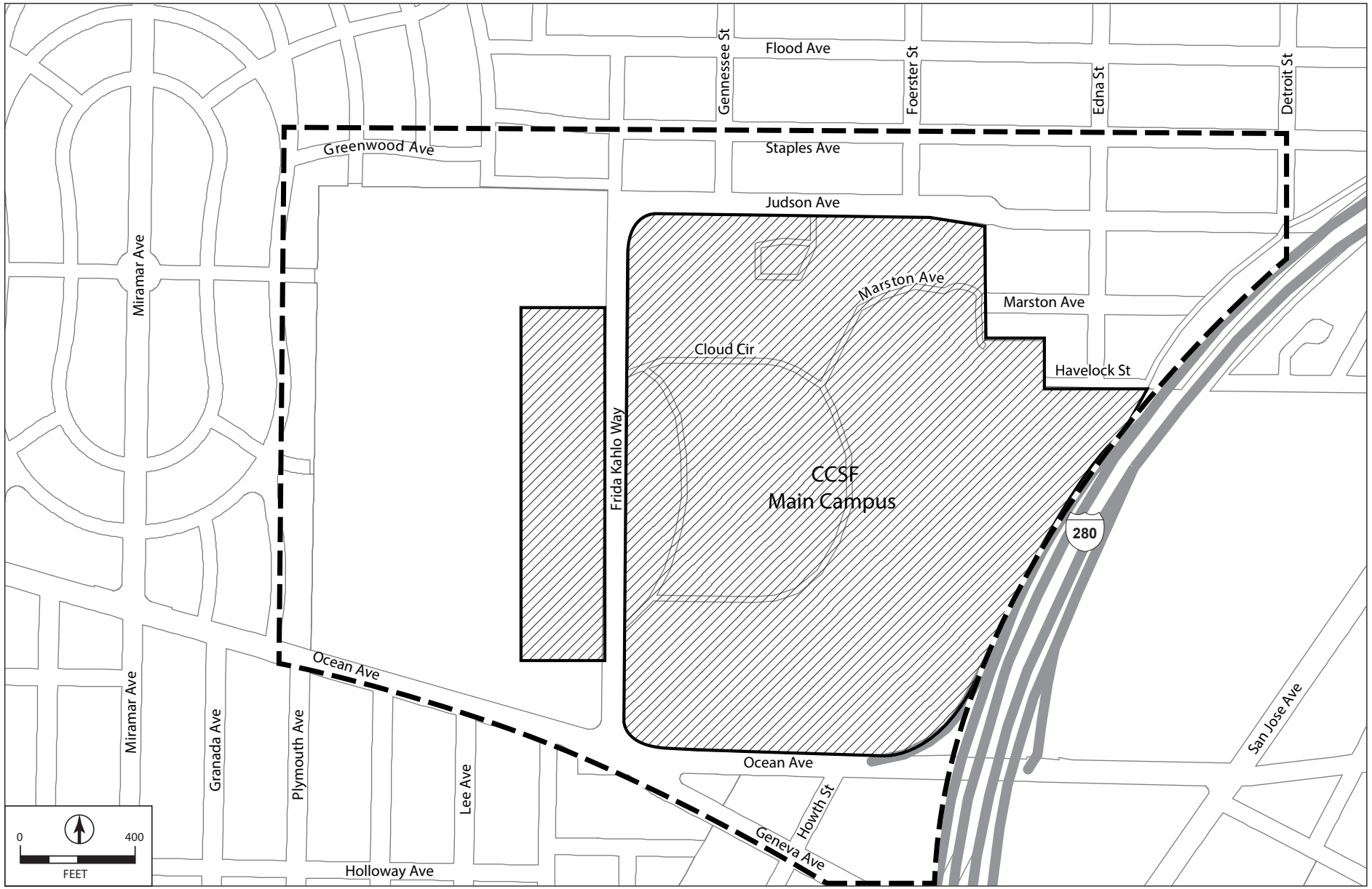
131 City and County of San Francisco, Balboa Reservoir Project Final Supplemental EIR, Case No. 2018-007883ENV; certified May 2020.

132 City road designations within the San Francisco General Plan include (listed in the order of potential vehicle capacity) freeways, major arterials, transit conflict streets, secondary arterials, recreational streets, collector streets, and local streets. Each of these roadways has a different potential capacity for mixed-flow traffic and changes that might alter traffic patterns on the given roadway. The general plan also identifies certain Transit Preferential Streets from among the city's various roadways, each of which is identified as a Primary Transit Street-Transit Oriented, Primary Transit Street-Transit Important, or Secondary Transit Street. The Pedestrian Network classifies streets throughout the city. It identifies streets that have been developed primarily for use by people walking and includes the Citywide Pedestrian Network Streets and Neighborhood Pedestrian Streets. City and County of San Francisco, San Francisco General Plan, 2007, Transportation Element, http://generalplan.sfplanning.org /I4_Transportation.htm#TRA_REG_5_4, accessed August 17, 2020.



SOURCE: Advant Consulting/LCW Consulting, 2020

FIGURE **4.2-1**

IMPACT SCIENCES

Transportation Sudy Area

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Local Roadways

The Main Campus is served by multiple local streets. **Table 4.2-1, Roadway Facilities in the Study Area,** lists local roadways in the study area by street name, direction (east–west or north–south), number of travel lanes, the streets' designation in the San Francisco General Plan and on the City's Vision Zero Network, the streets' classification in the San Francisco Better Streets Plan (Better Streets Plan), transit routes that use the street (if any), and bicycle facilities provided on the street (if any).

Table 4.2-1
Roadway Facilities in the Study Area

Street Name	Direction	Number of lanes each way (typical)	San Francisco General Plan and Vision Zero High Injury Network Designation [a]	Better Streets Plan Designation	Transit Routes	Bicycle Facilities (typical) [b]
Ocean Ave	E-W	2/3	CMP and MTS Major Arterial, Vision Zero HIN	Commercial and Residential Throughway	29, 49. K, 91 Owl	class II/ class III
Geneva Ave	E-W	2	CMP and MTS Major Arterial, Vision Zero HIN	Residential Throughway	8, 8BX, 29, 91 Owl	class III
Havelock St	E-W	1	--	Neighborhood Residential	--	--
Judson Ave	E-W	1	--	Neighborhood Residential	43	class II
Gennessee St	N-S	1	--	Neighborhood Residential	43	class III
Lee Ave	N-S	1	--	Neighborhood Residential	--	class II/ class III
Frida Kahlo Way	N-S	1	--	Neighborhood Residential	43	class II
Howth St	N-S	1 (one way)	--	Neighborhood Residential	--	class III
San Jose Ave	N-S	2	CMP and MTS Major Arterial, Vision Zero HIN	Neighborhood Residential	J, M	--

[a] *CMP = Congestion Management Program, MTS = Metropolitan Transportation System, HIN = High Injury Network.*
[b] *Class II bikeways are stiped within the paved areas of roadways and established for the preferential use of people bicycling in separated bicycle lanes. Class III bikeways are signed bicycle routes that allow people bicycling to share travel lanes with vehicles and may include a shared-lane marking.*
Source: Adavant Consulting/LCW Consulting 2020.

Frida Kahlo Way bisects the campus and operates as the main street, providing access to buildings, surface parking lots, and campus roadways. Frida Kahlo Way is a two-way north-south local street with one travel lane in each way, and bicycle lanes and on-street parking on both sides of the street. The

roadway has a total curb-to-curb width of approximately 60 feet. Frida Kahlo Way has standard concrete sidewalks on both sides of the street, measuring approximately 10 to 12 feet wide, consistent with the minimum sidewalk width indicated by the San Francisco Better Streets Plan for neighborhood residential streets. On-street curb regulations are as follows:

- On the west side of Frida Kahlo Way there is approximately 350 feet of red curb for three bus stops serving the 43 Masonic bus route and approximately 40 feet of commercial (yellow) loading. The remaining curb on the west side of Frida Kahlo Way is allocated for motorcycle and vehicle parking (about 33 and 34 spaces, respectively), with no parking permitted between 12:01 a.m. and 6:00 a.m. on Tuesday and Thursday for street cleaning.

- On the east side of Frida Kahlo Way include approximately 574 feet of red curb for three bus stops serving the 43 Masonic bus route and no stopping zones. The remaining curb on the east side of Frida Kahlo Way is allocated for motorcycle and vehicle parking (approximately 21 and 30 spaces, respectively), with no parking permitted between 12:01 a.m. and 6:00 a.m. on Monday, Wednesday, and Friday for street cleaning.

- Four intersections along Frida Kahlo Way are signalized: at North Access Road (near Riordan High School), at the campus parking lot driveway to the west/campus staircase to the east, at Cloud Circle South/Muni City College Terminal, and at Ocean/Geneva avenues.

Vehicular Access to the Campus and Internal Roadways

The three major streets that provide vehicle access to eastern portion of the campus are Cloud Circle (from Frida Kahlo Way) on the west side, Havelock Street on the east side, and Howth Street (from Ocean Avenue) on the south side. A minor vehicle access into the A and H employee parking lot is provided from Frida Kahlo Way. A service entrance to the Environmental Horticulture and Floristry Center is provided off of Judson Avenue on the north side of campus.

The intersections of Cloud Circle South (inbound) with Frida Kahlo Way, and Howth Street with Ocean Avenue are signalized; eastbound left turns from Ocean Avenue onto the campus are prohibited. The intersection of Cloud Circle North with Frida Kahlo Way is controlled by a stop sign on the Cloud Circle outbound approach; both left and right outbound turns from Cloud Circle onto Frida Kahlo Way are allowed. The intersection of Frida Kahlo Way with the A and H parking lot access road, and the service entrance at Judson Avenue are uncontrolled. The two-way Havelock Street is located within a residential neighborhood, leading straight into the campus, and ending at West Street.

Within the campus, Cloud Circle is a one-way, counter-clockwise loop road providing vehicular access to various buildings on the west side of campus, including Cloud Hall and the football stadium. Drivers and bicyclists share a single lane, with perpendicular and diagonal parking available on the right-hand side of the street. About 33 employee parking spaces, 29 ADA spaces, and six reserved spaces are available.

Cloud Circle also provides vehicle access to Marston Road, a one-way, single lane, service street connecting the west side of campus with the east side; no on-street parking is available. Marston Road provides access to various back of building areas, including the soccer field, and a small staff parking lot; it ends at West Road, near Havelock Street.

Science Drive is a secondary one-way, single lane, counter-clockwise loop road, connecting with Cloud Circle at both ends; it provides vehicle access to Science Hall. Parallel on-street parking is allowed on the right hand side of the street (about 30 spaces designated for campus employees).

The two-way access from the Howth Street entrance turns into West Road, providing vehicle access to the existing Child Development Center, the Building and Grounds shops, the recycle center, the 600 and 700 bungalows, the soccer field, the tennis courts, and the C, N and S parking lots. West Street provides access to the Havelock Street entrance through the N parking lot.

Vehicular Counts/Traffic Conditions

Intersection turning movement counts at the study intersections in the vicinity of the Main Campus were obtained from counts collected in May 2019 (Quality Counts) and January 2018 (Kittelson, for the Balboa Reservoir EIR).[133] The volume counts were collected on Wednesday, May 22, 2019 and Wednesday, January 31, 2018 during the weekday a.m. (7 a.m. to 9 a.m.) and p.m. (4 p.m. to 6 p.m.) peak periods when the College was in session. **Appendix D, Transportation Supporting Information**, of this draft EIR contains a summary of the vehicular traffic volumes by movement and approach at the study intersections. **Table 4.2-2, Existing Weekday A.M. and P.M. Peak Hour Total Two-Way Traffic Volumes on Streets Adjacent to the Main Campus,** summarizes the existing weekday a.m. and p.m. peak hour traffic hour volumes for the street segments that would be most affected by implementation of the project,[134] while **Table 4.2-3, Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes at the Main Campus Entrances,** provides similar information at the six primary vehicle entrances to the campus.

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133 City and County of San Francisco, Balboa Reservoir Project Final Supplemental EIR, Case No. 2018-007883ENV; certified May 2020.

134 The peak hour traffic volume is the volume of vehicles during the peak 60 minutes of the two-hour or longer period during which the highest volume of vehicles were observed.

Table 4.2-2
Existing Weekday A.M. and P.M. Peak Hour
Total Two-Way Traffic Volumes on Streets Adjacent to the Main Campus

Street Segment		A.M. Peak Hour	P.M. Peak Hour
Frida Kahlo Way	between Judson Ave and North Access Road	825	913
	between North Access Road to Cloud Circle North	659	826
	Between Cloud Circle North and Center Access Road	664	853
	Between Center Access Road and Cloud Circle South	1,001	1,122
	between Cloud Circle South and Ocean Avenue	1,089	1,222
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	1,923	1,973
	between Frida Kahlo Way/Geneva Ave and Howth St	1,333	1,326
	east of Howth St	1,465	1,409
Geneva Avenue	south of Ocean Avenue	1,147	1,273
Howth Street	between Geneva Avenue and Ocean Ave	165	67

Source: Quality Counts 2019; Kittelson and Associates 2018.

Table 4.2-3
Existing Weekday A.M. and P.M. Peak Hour
Traffic Volumes at the Main Campus Entrances

	A.M. Peak Hour			P.M. Peak Hour		
Main Campus Entrance	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
North Access Rd (Reservoir Lot)	290	105	395	110	215	325
Cloud Circle	145	90	235	155	180	335
Center Access Rd (Reservoir Lot)	370	35	405	185	185	370
A and H Parking Lots [a]	65	30	95	30	50	80
Howth Street/West Road	150	60	210	55	75	130
Havelock Street [a]	110	65	175	30	110	140
Total	**1,130**	**385**	**1,515**	**565**	**815**	**1,380**

Sources: Adavant Consulting/LCW Consulting based on data provided by Quality Counts (2019) and Kittelson & Associates (2018).

[a] *Estimated traffic volumes at these locations. No traffic counts from 2019 or 2018 were available for the A& H parking lots and Havelock Street entrances to the campus. The a.m. and p.m. peak hour traffic volumes at these two locations have been estimated using a combination of parking utilization, vehicle campus demand, and counts collected in 2016.*

As shown in **Table 4.2-2**, the number of vehicles traveling on the major streets near the campus is generally greater during the weekday p.m. peak hour than during the a.m. peak hour. However, the number of vehicles accessing the campus during the a.m. peak hour is higher than those accessing the campus in the p.m. peak hour (**Table 4.2-3**). As expected, the prevailing direction of travel in the peak hours is inbound to the campus in the morning, and outbound from the campus in the evening.

Field observations of the study intersections conducted in January 2019 and January 2020 did not identify any unusual or potentially hazardous conditions. During the typical weekday p.m. peak period, which has a highest level of traffic than the a.m. peak period, approximately five to seven vehicles were observed queuing along Frida Kahlo Way in both the northbound and southbound directions extending from the intersection of Frida Kahlo Way/Ocean Avenue to the center entrance of the Upper Reservoir parking lot. This instance occurred intermittently during the p.m. peak period, and was most common during the half hour from 5:00 p.m. to 5:30 p.m. Queues observed at the center entrance to the Upper Reservoir parking lot generally consisted of vehicles waiting to enter the parking lot in the dedicated left turn pocket lane. Queues observed at the Cloud Circle South Entrance along Frida Kahlo Way generally consisted of vehicles travelling through Frida Kahlo Way in the northbound direction. On occasion, queues in the northbound direction would spill back all the way to the intersection of Frida Kahlo Way/Ocean Avenue. At the intersection of Frida Kahlo Way/Ocean Avenue, queues spanned the entire block along Ocean Avenue most commonly during the half hour from 5:30 p.m. to 6:00 p.m. Queues observed occupying the entire block consisted of eastbound vehicles travelling through Ocean Avenue and westbound left-turning vehicles waiting to turn onto Frida Kahlo Way. At Muni's City College Terminal[135] intersection with Frida Kahlo Way, queues were observed in the southbound direction as buses were exiting, joining southbound traffic along Frida Kahlo Way.

Walking Conditions

This subsection describes the absence, discontinuity, or presence of facilities for pedestrians[136] within the transportation study area. It also identifies any potentially or observed existing hazardous conditions at locations where people walk and describes the number of people walking at adjacent study intersections.

Existing pedestrian facilities within the vicinity of the project include sidewalks, stairs, crosswalks, and directional or diagonal curb ramps. Sidewalks are provided adjacent to the campus on Frida Kahlo Way, Ocean Avenue and Judson Avenue. Sidewalks were generally in good condition and range between 8 feet and 12 feet adjacent to the project site. The bus shelter for the 43 Masonic route on southbound Frida Kahlo Way (west side of the street) narrows the width of useable sidewalk to approximately 6 feet.

Directional Americans with Disabilities Act (ADA) compliant curb ramps with truncated domes are present at all corners at all study intersections except the west ramp fronting the multi-use building on

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135 The City College Terminal, formerly known as the Phelan Loop, is bounded by Lee Avenue to the west, Ocean Avenue to the south, San Francisco Fire Department Station 15 to the east, and the Balboa Reservoir to the north. The City College Terminal serve as a terminal and layover for the Muni 8 Bayshore, 8BX Bayshore "B" Express, and the 49 Van Ness/Mission bus routes.

136 Pedestrians include people with disabilities who may or may not require personal assistive mobility devices (e.g., wheelchairs, walkers, crutches, canes).

the west side of Frida Kahlo Way, the southern ramp at Cloud Circle South, and both ramps on the east leg of Frida Kahlo Way and the Cloud Circle North.

The pedestrian crossings at each of the study intersections are high-visibility crosswalks in the continental design.[137] Crossings across the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue and Frida Kahlo Way/ Cloud Circle South intersection have white continental pattern striping. The remaining pedestrian crossings across Frida Kahlo Way have yellow continental pattern striping, indicating that they are close to a school. Pedestrian countdown heads are present at all signalized crosswalk locations along Frida Kahlo Way.

Primary pedestrian access to the campus from the west is via Frida Kahlo Way. A stairway is provided on the east side of Frida Kahlo Way midblock between Ocean and Judson avenues; in addition, pedestrians enter the campus via Cloud Circle north and south. These entrances serve pedestrians and those using the transit lines on Frida Kahlo Way, Ocean Avenue and Muni's City College Terminal, as well as those parking in the Upper and Lower Reservoir lots.

The south entrance to the campus on Ocean Avenue at Howth Street is the main portal for pedestrians arriving from the Balboa Park Station, the K line stop on Ocean Avenue and for those arriving via BART. The sidewalks along Ocean Avenue from I-280 to Frida Kahlo Way are narrow, about eight feet wide. Those walking on the north side of Ocean Avenue must cross the I-280 freeway westbound off-ramp, which is not signalized.

Another south entrance to the campus is provided via a pedestrian bridge from Geneva Avenue into the Student Union complex, with stairs to median islands on Ocean Avenue serving Muni passengers. The bridge leads to the H employee parking lot at the back of Smith Hall and Conlan Hall. The bridge also serves transit riders to and from the Balboa Park BART Station, who use the station's southerly Geneva Avenue exit, and then continue up Geneva Avenue, rather than walking on Ocean Avenue.

Pedestrians also access the campus from the east side via Havelock Street, which connects with the Havelock Street pedestrian bridge over the I-280 freeway. An 8-foot sidewalk is provided on the north side of Havelock Street west of the pedestrian bridge; there is no pathway on the south side of Havelock Street so those using the bridge are forced to cross the street mid-block at an unmarked location. The San Francisco Municipal Transportation Agency (SFMTA) and Public Works (public works) are currently completing final design of a raised crosswalk at Havelock Street to provide an accessible path between

[137] Crosswalks with a continental design have parallel markings that are the most visible to drivers. Use of continental design for crosswalk marking also improves crosswalk detection for people with low vision and cognitive impairments.

the pedestrian bridge and the campus. This project, which is outside of the jurisdiction or control of the College, is scheduled to be constructed in 2021.[138]

The primary north entrance is on Judson Avenue near Gennessee Street and the Horticulture building. This access is used by riders of the 43 Masonic bus route, and by those parking in the neighborhoods to the north.

Table 4.2-4, Existing Weekday A.M. and P.M. Peak Hour Counts of Pedestrians within Crosswalks, presents counts of the number of people crossing within crosswalks at the intersections adjacent to and near the campus. The number of people crossing at the study intersections is generally greater during the weekday p.m. peak hour than during the a.m. peak hour, with the exception of the Howth Street entrance. Along Frida Kahlo Way, the greatest number of people crossing were counted at the intersection of Frida Kahlo Way/Cloud Circle South, which is the closest signalized intersection to the primary access driveway to the upper reservoir parking lot and connects directly with the staircase to the upper levels of the campus. The intersection of Ocean Avenue and Howth Street, a major pedestrian access to the campus, for those arriving via Muni or BART, experiences the highest level of pedestrians.

Table 4.2-4
Existing Weekday A.M. and P.M. Peak Hour
Counts of Pedestrians within Crosswalks

Study Intersection	A.M Peak Hour	P.M. Peak Hour
Frida Kahlo Way/Judson Ave	81	73
Frida Kahlo Way/North Rd (Reservoir Lot)	177	139
Frida Kahlo Way/Cloud Circle North	139	147
Frida Kahlo Way/Center Rd (Reservoir Lot)	193	233
Frida Kahlo Way/Cloud Circle South	267	446
Frida Kahlo Way/Ocean Ave/Geneva Ave	256	270
Howth Street/Ocean Avenue	658	526

Source: Quality Counts 2019; Kittelson and Associates 2018.

Existing pedestrian conditions were evaluated during field visits to the project site in the p.m. period in January 2019. Pedestrian activity was observed to be generally heavy along Frida Kahlo Way and Ocean Avenue. The majority of the pedestrian activity appeared to be school related as students, employees, and visitors were observed walking from the west side of Frida Kahlo Way at the Reservoir lots to the campus

138 SFMTA. Sustainable Streets Division Directive Order No. 628, Item 13, January 2020; Dreger, Mark. 2020. Email Communication with the District and Mark Dreger from SFMTA. November 16.

itself. Additionally, with the City College Terminal serving Muni routes, people walking were observed walking between the campus and the nearby Muni bus stops.

In general, the conditions for people walking are satisfactory. Along Frida Kahlo Way, the primary areas for potential conflicts between pedestrians and motorists are at areas where there are no formal pedestrian crossings. Field observations during the p.m. period noted that multiple pedestrians were crossing Frida Kahlo Way at the study intersection of Frida Kahlo Way/Cloud Circle North in an unmarked location. Because vehicles on Frida Kahlo Way are generally moving slowly due to the high volume of pedestrian activity near the campus, it does not represent an existing hazard. Some pedestrians have also been observed crossing Ocean Avenue at non-designated locations near the I-280 freeway westbound off-ramp to enter the campus from the south; regulatory signs installed by the SFMTA prohibit this practice.

On the east side of the campus, pedestrian access via the Havelock Street entrance is limited to an 8-foot-wide sidewalk on the north side of the street, forcing those using the Havelock Street pedestrian bridge on the south side to cross the street to the sidewalk on the north side mid-block at an unmarked location. No existing hazardous issues have been identified by the SFMTA, for this location, nonetheless, the raised crosswalk currently under design and scheduled to be constructed in 2021 will resolve this condition.

Ocean and Geneva avenues are designated as part of the Vision Zero High Injury Network for people walking or bicycling. Vision Zero is a policy that assists in focusing traffic safety investments to reduce severe and fatal injuries to people walking, bicycling, and driving on streets where most severe or fatal injuries are concentrated. The City adopted Vision Zero as a policy in 2014, with the goal of zero traffic deaths for all ways of people travel.[139] The SFMTA is currently undertaking the Frida Kahlo/Ocean/Geneva Intersection Project[140] to address the Vision Zero concerns at this intersection and to improve safety, accessibility, and comfort for people traveling through the intersection. Public engagement and selection of the recommended design is scheduled to occur in 2021. [141]

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139 Vision Zero is a policy that assists in focusing traffic safety investments to reduce severe and fatal injuries to people walking, bicycling, and driving on streets where most severe or fatal injuries are concentrated. The City adopted Vision Zero as a policy in 2014, with the goal of zero traffic deaths for all ways people travel. The bicycle and bus lane improvements on Potrero Avenue is an example of a city project to address safety issues and achieve Vision Zero.

140 Frida Kahlo/Ocean/Geneva Intersection Project Available online at: https://www.sfmta.com/projects /frida-kahlo-ocean-geneva-intersection-project.

141 Ibid.

Bicycling Conditions

This subsection describes the absence, discontinuity, or presence of facilities for people bicycling within the transportation study area, and identifies any potentially or observed existing hazardous conditions at locations where people bicycle. In addition, it describes the number of people bicycling in the project vicinity.

Bicycle facilities are typically classified as class I, class II, class III, or class IV facilities.[142] Class I bikeways are bike paths with exclusive rights-of-way for use by people bicycling or people walking. Class II bikeways are striped within the paved areas of roadways and established for the preferential use of people bicycling in separated bicycle lanes. Separated bicycle lanes provide a striped, marked, and signed lane that is buffered from vehicular traffic. These facilities, which are located on roadways, reserve 4 to 5 feet of space for bicycle traffic exclusively. Class III bikeways are signed bicycle routes that allow people bicycling to share travel lanes with vehicles and may include a shared-lane marking. A class IV bikeway is an exclusive bicycle facility that is separated from vehicular traffic by a buffer zone (also referred to as a cycle track). The separation from vehicular traffic could be by grade separations, flexible posts, inflexible physical barriers, or on-street vehicular parking. **Figure 4.2-2, Existing Bicycle Network in Main Campus Vicinity,** presents the bicycle network in the transportation study area. As shown on the figure, the streets adjacent to and nearby the Main Campus have the following bicycle facilities:

- **Ocean Avenue** runs east-west and has a class III bicycle route designation both ways between 19th Avenue and Frida Kahlo Way. There are class II bicycle lanes in each direction on Ocean Avenue between Frida Kahlo Way and Alemany Boulevard, and between Sunset Boulevard and 19th Avenue.
- **Geneva Avenue** has a class III bicycle route designation both ways between Frida Kahlo Way and Paris Street. On Geneva Avenue east of Paris Street there is a class II bicycle lanes on the segments between Paris and Prague streets and between Brookdale Avenue and Rio Verde Street, and a class III bicycle route designation on the segment between Prague Street and Brookdale Avenue.
- **Judson Avenue** runs east-west and has a class II bicycle lane both ways on the segment between Frida Kahlo Way and Gennessee Street.
- **Gennessee Street** runs north-south and has a class III bicycle route designation both ways between Monterey and Judson avenues.
- **Frida Kahlo Way** runs north-south and has a class II bicycle lane both ways between Ocean Avenue and Judson Avenue.

142 California Streets and Highway Code section 890.4. Available at https://codes.findlaw.com/ca/streets-and-highways-code/shc-sect-890-4.html.

- **Lee Avenue** runs north-south and has a class II bicycle lane in the uphill (southbound) direction and extends one block between Ocean Avenue and Holloway Avenue. In the downhill (northbound) direction, this segment of Lee Avenue has a class III route designation.

- **Howth Street** runs northbound and has a class III bicycle route designation between Geneva and Ocean avenues.

Frida Kahlo Way and the segment of Ocean Avenue west of Freda Kahlo Way are relatively flat, while Geneva Avenue has steep and sustained grades.

There are two public bike share stations in the vicinity of the campus, which are operated by Bay Wheels under license from the SFMTA:

- Bike share station SFX14 is located in the parking lane, on the south side of Judson Avenue east of Gennessee Street and has a capacity for up to 23 bicycles.

- Bike share station SFY14 is located in the parking lane, on the west side of Frida Kahlo Way north of the crosswalk/entrance to the center entrance to the Upper Reservoir parking lot and has a capacity for up to 18 bicycles.

An additional installation of a Bay Wheels bike share station was approved by the SFMTA in December 2019 but has not yet been implemented.[143] This station will be located in the parking lane on the west side of Frida Kahlo Way from 176 to 244 feet north of the City College Terminal, outside the jurisdiction or control of the College.

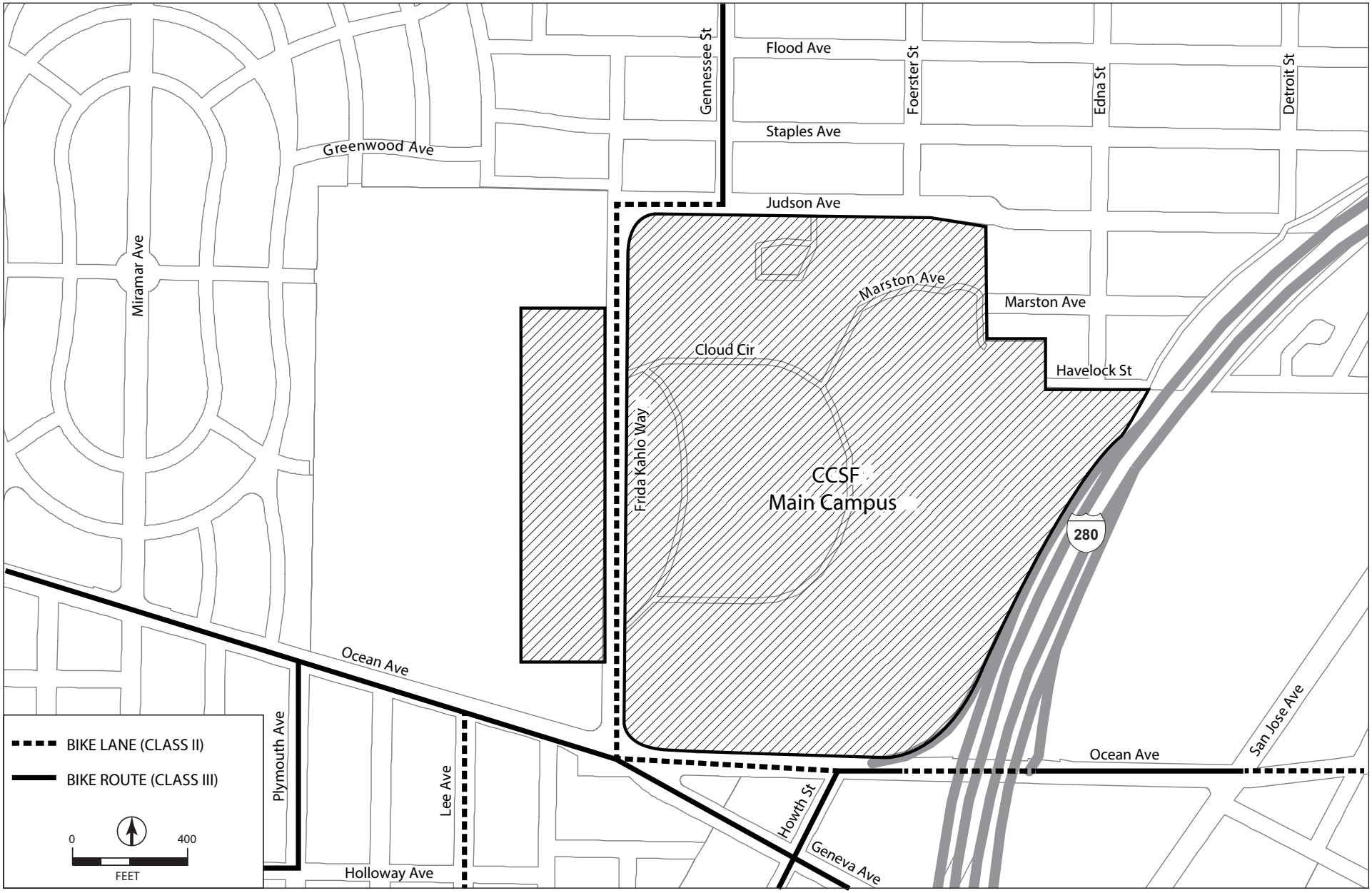
There are multiple bicycle parking spaces at various locations within the campus. Bicycle parking is strategically located at approximately 18 locations near major campus buildings.[144] In general, class 2 bicycle parking racks where users have to bring their own locks are provided. In addition, there are 16 class 1 bicycle parking boxes located at two sites on campus, in front of the Wellness Center Building (8 spaces) and on the north side of the Multi-Use Building (8 spaces).[145] Showers are also provided at the Wellness Center, which can be used by bicyclists.

fewer than 21 bicyclists in all directions at the study intersection during both the a.m. and p.m. peak hours, and the volume of bicycles is generally similar during both peak hours.

143 SFMTA, Sustainable Streets Division Directive Order No. 6200; December 13, 2019.

144 tBP/Architecture map; September 2017.

145 Joyce Oishi, Sr. Project Manager, Kitchell Corporation; conference call October 22, 2020.



SOURCE: Advant Consulting/LCW Consulting, 2020

FIGURE **4.2-2**

IMPACT SCIENCES

Existing Bicycle Network in Main Campus Vicinity

1330.004•01/21

A summary of counts of people bicycling conducted during the weekday a.m. and p.m. peak periods in January 2019 and January 2020 are summarized in **Table 4.2-5, Existing Weekday A.M. and P.M. Peak Hour Counts of People Bicycling**. The number of people bicycling nearby the project site is generally low,

Table 4.2-5
Existing Weekday A.M. and P.M. Peak Hour
Counts of People Bicycling

Study Intersection	A.M Peak Hour	P.M. Peak Hour
Frida Kahlo Way/Judson Ave	13	4
Frida Kahlo Way/North Rd (Reservoir Lot)	12	9
Frida Kahlo Way/Cloud Circle North	15	16
Frida Kahlo Way/Center Rd (Reservoir Lot)	10	9
Frida Kahlo Way/Cloud Circle South	15	11
Frida Kahlo Way/Ocean Ave/Geneva Ave	12	13
Howth Street/ocean Avenue	21	20

Sources: Quality Counts 2019; Kittelson and Associates 2018.

Potential conflict points between bicyclists and vehicles are at the driveways to parking lots (e.g., Lot A, Archbishop Riordan High School, outside of the jurisdiction or control of the College) and at bus stops. However, no safety hazards or right-of-way conflicts between bicyclists, pedestrians, buses or other vehicles on streets nearby the campus were observed during field surveys conducted in January 2019. While Ocean and Geneva avenues are designated as part of the Vision Zero High Injury Network for cyclists, during field surveys no unsafe behavior or potentially hazardous conditions for bicyclists were observed.

Public Transit Conditions

This subsection describes the local and regional public transit service in the transportation study area, including geographic extent, scheduled frequency, and transit stop proximity to the project site.

Local service in San Francisco is provided by the San Francisco Municipal Railway (Muni), the transit division of the SFMTA. Muni bus routes and light rail lines can be used to access regional transit operators. **Figure 4.2-3, Existing Transit Network in Main Campus Vicinity,** presents the existing transit network serving the transportation study area. Eight Muni bus routes operate within a quarter mile of the campus: 8 Bayshore, 8BX Bayshore "B" Express, 28R 19th Avenue Rapid, 29 Sunset, 43 Masonic, 49 Van Ness/Mission, 54 Felton, and 91 3rd Street/19th Avenue Owl. In addition, the 23 Monterey and the 36

Teresita operate within a half-mile of the campus.

In the vicinity of the campus, the K Ingleside provides surface light rail service in the center travel lanes along Ocean Avenue, connecting at its eastern terminus to Balboa Park Station and traveling west through the Ingleside and West Portal neighborhoods into the Twin Peaks Tunnel and Market Street Subway to downtown San Francisco. Muni trains operate on Ocean Avenue within a separate median east of Frida Kahlo Way, and in a shared lane to the west. A K Ingleside light rail line stop is located approximately 300 feet east of the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue. The J Church and M Ocean View light rail lines run on a shared center lane on San Jose Avenue, approximately 0.5 miles east of the center of the campus.

Table 4.2-6, Existing Muni Routes in Main Campus Vicinity, presents information for each Muni bus route and light rail line that operates within the transportation study area, including service frequencies[146] for the a.m. and p.m. peak periods, general hours of operation, nearest stop location, and neighborhoods served.

Table 4.2-6
Existing Muni Routes in Main Campus Vicinity

Bus Route	Frequencies [A] (in minutes) a.m. Peak Period [B]	Frequencies [A] (in minutes) p.m. Peak Period [B]	General Hours of Weekday Operation (First and last trips)	Nearest Stop to Project Site	Neighborhoods Served
8 Bayshore	8	8	5 a.m. – 12:10 a.m.	City College Terminal	Chinatown, Crocker Amazon, Excelsior, Financial District, Nob Hill, North Beach, Ocean View, Outer Mission, Russian Hill, South of Market, Visitacion Valley, West of Twin Peaks
8BX Bayshore Express	7	7	6:30 a.m. – 9:30 a.m. (inbound) and 3:30 p.m. - 6:40 p.m. (outbound)		
23 Monterey	20	20	5:45 a.m. – 11:30 p.m.	Gennessee Street/Monterey Boulevard	Bayview, Bernal Heights, Diamond Heights, Excelsior, Glen Park, Lakeshore, Outer Mission, Parkside, West of Twin Peaks
28R 19th Avenue Rapid	10	10	7 a.m. – 7 p.m.	Geneva Avenue/San Jose Avenue	Crocker Amazon, Golden Gate Park, Inner Richmond, Inner Sunset, Lakeshore, Ocean View, Outer Mission, Outer Richmond, Outer Sunset, Presidio, Presidio Heights, West of Twin Peaks

146 The service frequency is the number of minutes between buses or trains on a particular bus route or light rail line.

Bus Route	Frequencies [A] (in minutes) a.m. Peak Period [B]	p.m. Peak Period [B]	General Hours of Weekday Operation (First and last trips)	Nearest Stop to Project Site	Neighborhoods Served
29 Sunset	10	12	5:55 a.m. – 12:10 a.m.	Ocean Avenue/Lee Avenue	Bayview, Excelsior, Golden Gate Park, Inner Richmond, Lakeshore, Ingleside, Inner Sunset, Outer Mission, Outer Richmond, Outer Sunset, Parkside, Presidio, Seacliff, Visitacion Valley, West of Twin Peaks,
36 Teresita	30	30	6:15 a.m. – 10:50 p.m.	Foerster Street/Monterey Blvd	Bernal Heights, Diamond Heights, Glen Park, Inner Sunset, Mission, Noe Valley, Outer Mission, Twin Peaks, West of Twin Peaks
43 Masonic	9	11	5:15 a.m. – 12:30 a.m.	FKW/Judson & FKW/City College Terminal	Crocker Amazon, Excelsior, Golden Gate Park, Inner Richmond, Marina, Ocean View, Outer Mission, Pacific Heights, Presidio, Presidio Heights, Twin Peaks, West of Twin Peaks, Western Addition, Inner Sunset
49 Van Ness/Mission	8	9	5:40 a.m. – 12:10 a.m.	City College Terminal	Bernal Heights, Downtown/Civic Center, Excelsior, Glen Park, Marina, Mission, Nob Hill, Noe Valley, Ocean View, Outer Mission, Pacific Heights, Russian Hill, South of Market, West of Twin Peaks, Western Addition
54 Felton	20	20	5:40 a.m. – 12:10 a.m.	City College Terminal	Bayview, Crocker Amazon, Excelsior, Lakeshore, Ocean View, Outer Mission, Visitacion Valley, West of Twin Peaks
91 Third Street/19th Avenue Owl	--	--	12 a.m. – 6 a.m.	Ocean Avenue/Geneva Avenue	Bayview, Chinatown, Crocker Amazon, Downtown Civic Center, Excelsior, Financial District, Golden Gate Park, Inner Richmond, Inner Sunset, Lakeshore, Marina, Nob Hill, North Beach, Ocean View, Outer Mission, Outer Sunset, Parkside, Potrero Hill, Presidio, Russian Hill, South of Market, Visitacion Valley, West of Twin Peaks
J Church	10	10	5:10 a.m. – 12:10 a.m.	San Jose Avenue/Geneva Avenue	Bernal Heights, Castro/Upper Market, Chinatown, Downtown/Civic Center. Excelsior, Financial District, Glen Park, Mission, Noe Valley, Ocean View, Outer Mission, South of Market, Western Addition

Bus Route	Frequencies [A] (in minutes) a.m. Peak Period [B]	p.m. Peak Period [B]	General Hours of Weekday Operation (First and last trips)	Nearest Stop to Project Site	Neighborhoods Served
K Ingleside	8	9	4:40 a.m. – 12:20 a.m.	Ocean Avenue/CCSF pedestrian Bridge	Bayview, Castro/Upper Market, Chinatown, Downtown/Civic Center, Financial District, Lakeshore, Mission, Noe Valley, Ocean View, Outer Mission, Parkside, Potrero Hill, South of Market, Twin Peaks, Visitacion Valley, West of Twin Peaks
M Ocean View	10	10	4:50 a.m. – 12:10 a.m.	San Jose Avenue/Geneva Avenue	Castro/Upper Market, Chinatown, Downtown/Civic Center, Financial District, Lakeshore, Mission, Noe Valley, Ocean View, Outer Mission, Parkside, South of Market, Twin Peaks, West of Twin Peaks, Western Addition

Source: SFMTA, https://www.sfmta.com/getting-around/muni/routes-stops; Adavant Consulting/LCW Consulting 2020.

[a] *Frequencies represent wait times between transit vehicles.*

[b] *The a.m. peak period for Muni service is between 7 a.m. and 10 a.m., and the p.m. peak period is between 3 p.m. and 7 p.m.*

Six bus stops are located along Frida Kahlo Way between Judson and Ocean avenues (three on the east side and three on the west side of the street), all serving the 43 Masonic bus route. A Muni transit hub and bus *layover*[147] is provided at the City College Terminal located at the northwest corner of the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue (approximately 150 feet north of Ocean Avenue). The City College Terminal provides three boarding bays (tow island bays and one curb bay) shared between the 8 Bayshore, 8BX Bayshore Express and 49 Van Ness/Mission routes. The vehicular entrance for the City College Terminal is on Ocean Avenue and egress is onto Frida Kahlo Way north of the San Francisco Fire Department Station 15. Across the intersection of Frida Kahlo Way and Ocean Avenue on the south side is the bus stop serving the 29 Sunset and 91 Third Street/19th Avenue Owl routes. All bus stops feature passenger facilities such as benches and shelters. During field surveys of the project site conducted in January 2019, no conditions that would result in potentially hazardous conditions for buses operating on Frida Kahlo Way and other nearby streets (i.e., conditions in which vehicles could potentially collide with a transit vehicle) were observed.

Regional transit providers include BART, Golden Gate Transit, and San Mateo County Transit District (SamTrans). From the campus, access to regional transit service providers is via Muni service or BART.

147 A layover is a period of time included in the schedule at the end of a trip that typically takes place at a transit terminus.

BART operates heavy rail regional trains providing access to downtown San Francisco, the Peninsula and the East Bay. The closest BART station (Balboa Park) is located approximately 0.5 miles east of the campus, and can be reached via Geneva Avenue, Howth Street, or the Havelock Street Bridge.

Golden Gate Transit primarily serves downtown and can be reached via the Muni light rail lines or by BART. SamTrans routes can be reached via BART or Muni in the vicinity of the Daly City BART station.

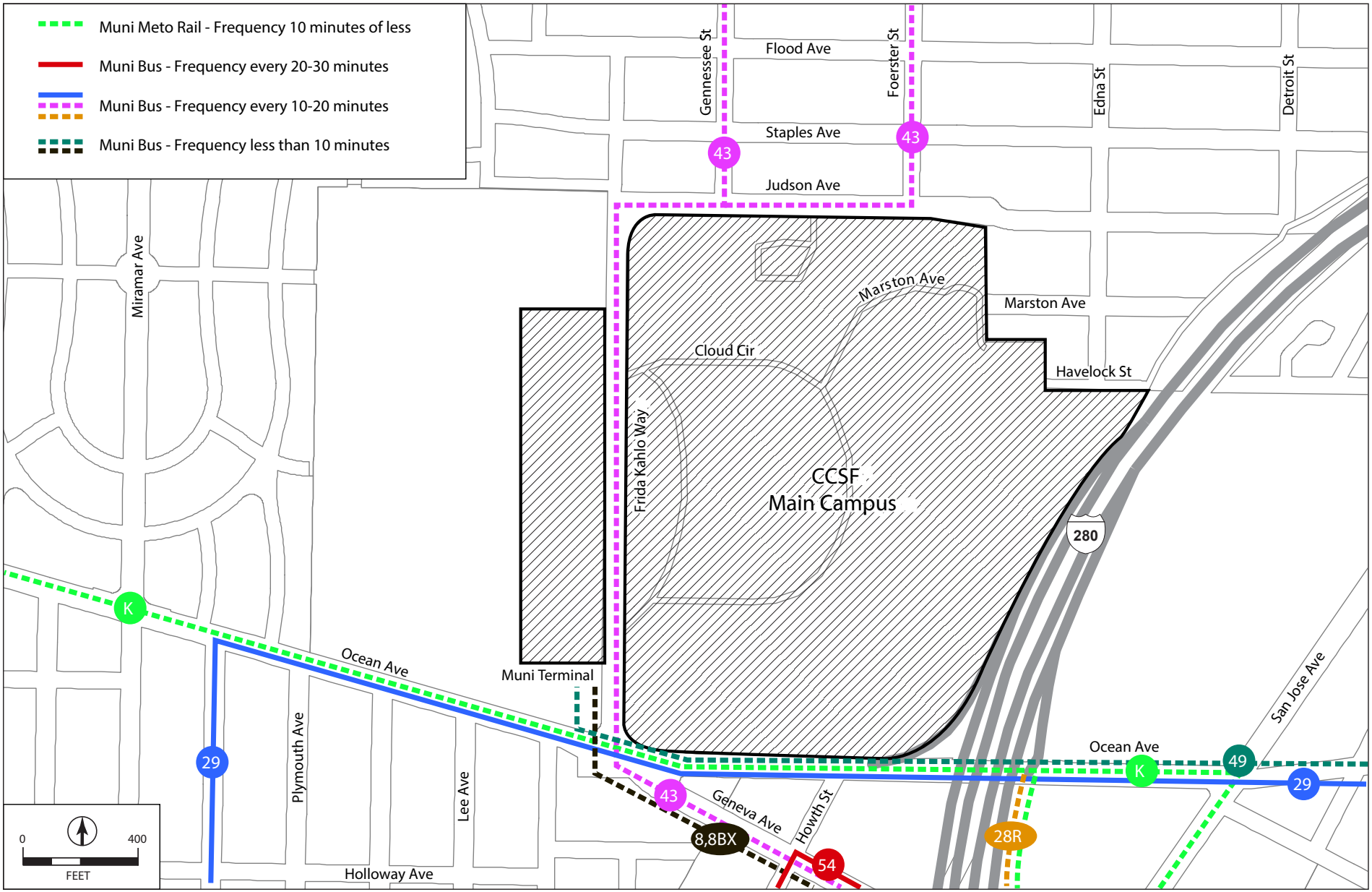
Emergency Access Conditions

The nearest fire station to the Main Campus is Station 15 located at 1000 Ocean Avenue, at the northwest corner of the intersection of Ocean Avenue and Frida Kahlo Way. The entrance/exit for this station fronts Ocean Avenue. Other nearby stations include Station 33 at 8 Capital Avenue (about 1.3 miles southwest of the project site), Station 43 at 720 Moscow Street (about 1.5 miles southeast of the project site), and Station 19 at 390 Buckingham Way (about 1.5 miles west of the project site). The closest police station (Ingleside Police Station) is located at 1 Sergeant John V. Young Lane, 1.3 miles east of the project site. In addition, the College Law Enforcement office is located within the campus near Judson Avenue. The project site is located about 2.5 miles southwest of Sutter Pacific Medical Foundation at 3620 Cesar Chavez and 3.5 miles south of the UCSF Medical Center at 505 Parnassus Avenue.

Emergency vehicle access to the project site is currently provided from Frida Kahlo Way, Ocean Avenue, and Havelock Street. Marston Road, a one-way service road connecting the west side of campus with the east side, operates as a fire lane roadway that loops around the soccer field and connects to Havelock Street. There are fire truck turn-around areas at the Horticulture Center, the amphitheater between the library and Wellness Center, and at parking lot H. Due to the drop in elevation from the roadway to the Science Hall and Cloud Hall buildings, there are fire truck dead end roadways north and south of the buildings. There are several fire hydrants located throughout the campus along the fire access route.

During field surveys of the Main Campus conducted in October and November 2020, no emergency vehicles or conditions that would impede emergency service providers (e.g., physical barriers that could restrict emergency vehicle access, inadequate turning radii at intersections) were observed. Arterial roadways such as Ocean Avenue, Geneva Avenue, and Frida Kahlo Way, provide multiple travel and/or bicycle lanes to permit vehicles to maneuver out of the path of emergency vehicles and yield the right-of-way to the emergency vehicle, as required by the California Vehicle Code.[148]

[148] Per the California Vehicle Code section 21806, all vehicles must yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle has passed.



SOURCE: Advant Consulting/LCW Consulting, 2020

FIGURE **4.2-3**

Existing Transit Network in Main Campus Vicinity

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4.2.1.2 Vehicle Miles Traveled

Vehicle miles traveled per person (or per capita) is a measurement of the amount and distance that a resident, employee, or visitor drives, accounting for the number of passengers within a vehicle. In general, higher VMT areas are associated with more air pollution, including greenhouse gas emissions, and energy usage than lower VMT areas. Many interdependent factors affect the amount and distance a person might drive. In particular, the built environment affects how many places a person can access within a given distance, time, and cost, using different ways of travel (e.g., private vehicle, public transit, bicycling, walking, etc.). Typically, low-density development located at great distances from other land uses and in areas with few options for ways of travel provides less access than a location with high density, mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT compared to a similarly sized development located in urban areas.

Given these travel behavior factors, on average, persons living or working in San Francisco result in lower amounts of VMT per person than persons living or working elsewhere in the nine-county San Francisco Bay Area region. In addition, on average, persons living or working in some areas of San Francisco result in lower amounts of VMT per person than persons living or working elsewhere in San Francisco. The San Francisco Planning Department displays different amounts of VMT per capita geographically through transportation analysis zones.[149]

The San Francisco County Transportation Authority uses the San Francisco chained activity modeling process to estimate VMT by private automobiles and taxis for different transportation analysis zones. The transportation authority calibrates travel behavior in the model based on observed behavior from the California Household Travel Survey [2010-2012], census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. The model uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day.

The model estimates daily VMT for residential, office, and retail land use types. For residential and office uses, the transportation authority uses tour-based analysis. A tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from a site. For retail uses, the transportation authority uses trip-based analysis. A trip-based analysis counts VMT from individual trips to and from a site (as opposed to the entire chain of trips). A trip-based approach, as opposed to a tour-based approach,

149 Planners use these zones as part of transportation planning models for transportation analyses and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas such as the Hunters Point Shipyard area.

is necessary for retail sites because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.[150,151,152]

Per the 2019 San Francisco Transportation Impact Analysis Guidelines[153] (SF Guidelines) published by the Planning Department in 2019, institutional (i.e., educational, including post-secondary) uses are anticipated to function similar to office uses (i.e., students/faculty/staff versus employees), and therefore, the office land use VMT was determined to be applicable to the proposed project.

Table 4.2-7, Existing Average Daily VMT Per Capita, presents existing average daily VMT per capita for employment in the nine-county San Francisco Bay Area and for transportation analysis zones 65[154] and 915[155] in which the Main Campus is located. As shown in **Table 4.2-7**, in both TAZs 65 and 915 people drive substantially less than in the region as a whole, as demonstrated by the fact that the current average daily VMT per capita figures for the various trip types are substantially lower than the regional Bay Area averages for the nine-county San Francisco Bay Area.

4.2.1.3 Commercial Vehicle and Passenger Loading Conditions

The existing commercial vehicle and passenger loading conditions in the vicinity of the campus were assessed qualitatively during field observations conducted in January 2019. There are no on-street commercial or passenger loading zones adjacent to the campus along the Ocean or Judson avenues. On the west side of Frida Kahlo Way across from the Cloud Circle South entrance, there is a 40-foot-long commercial yellow zone allocated for 30-minute commercial loading between 7 a.m. and 4 p.m. During

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150 To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

151 Retail travel is not explicitly captured in San Francisco chained activity modeling process; rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

152 San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

153 San Francisco Planning Department, Transportation Impact Analysis Guidelines, October 2019. Available online at https://sfplanning.org/news/transportation-impact-analysis-guidelines-update.

154 TAZ 65 is bounded by Staples and Judson avenues to the north, Ocean Avenue to the south, Edna Street and the I-280 freeway to the east, and Frida Kahlo Way to the west.

155 TAZ 915 is bounded by Wildwood Way, Greenwood Avenue, and Judson Avenue to the north, Ocean Avenue to the south, Frida Kahlo Way to the east, and Miramar Avenue to the west.

field surveys conducted in January 2019 no commercial loading activities were observed occurring within the commercial loading zone or within the bicycle or travel lanes on Frida Kahlo Way (i.e., double parking).

Table 4.2-7
Existing Average Daily VMT Per Capita

Land Use	Bay Area Regional Average	TAZ 65[a]	TAZ 915[b]
Households (residential)	17.2	11.4	11.7
Employment (office) [c]	19.1	12.8	13.0
Visitors (retail)	14.9	2.5	1.9

Source: San Francisco Planning Department, Transportation Information Map, http://www.sftransportationmap.org.
a TAZ 65 is bounded by Staples and Judson avenues to the north, Ocean Avenue to the south, Edna Street and the I-280 freeway to the east, and Frida Kahlo Way to the west.
b TAZ 915 is bounded by Wildwood Way, Greenwood Avenue, and Judson Avenue to the north, Ocean Avenue to the south, Frida Kahlo Way to the east, and Miramar Avenue to the west.
c Employment for cultural, institutional, educational, medical, retail and office uses.

Commercial and passenger loading activities for the campus occur within the project site, with several buildings having their own loading docks for delivery or trash pickup. In addition, there is a 70-foot-long commercial yellow zone located on Science Drive. Service and commercial vehicles accessing the campus for deliveries, maintenance, and sanitation purposes generally use Cloud Circle and Science Drive, which are accessible from Frida Kahlo Way. Cloud Circle also provides access to Marston Road, a one-way service road connecting the west side with the east side of campus, with access to various back of house facilities. The campus also has a recycling center located east of the campus adjacent to the tennis courts which is accessed from the entry at Ocean Avenue and Howth Street.

4.2.1.4 Parking Conditions

Main Campus Parking Supply and Utilization

Currently, there is a total of about 1,884 vehicle parking spaces for students and employees within the Main Campus (Upper Reservoir and Q lots and areas east of Frida Kahlo Way). In addition, CCSF leases the Lower Reservoir lot from the San Francisco Public Utilities Commission (SFPUC), which includes 1,007 additional parking spaces, mostly for students. Thus, under existing conditions the total off-street parking supply for students and employees is 2,891 spaces; detailed parking supply information is included in **Appendix D, Transportation Supporting Information**, of this Draft EIR.

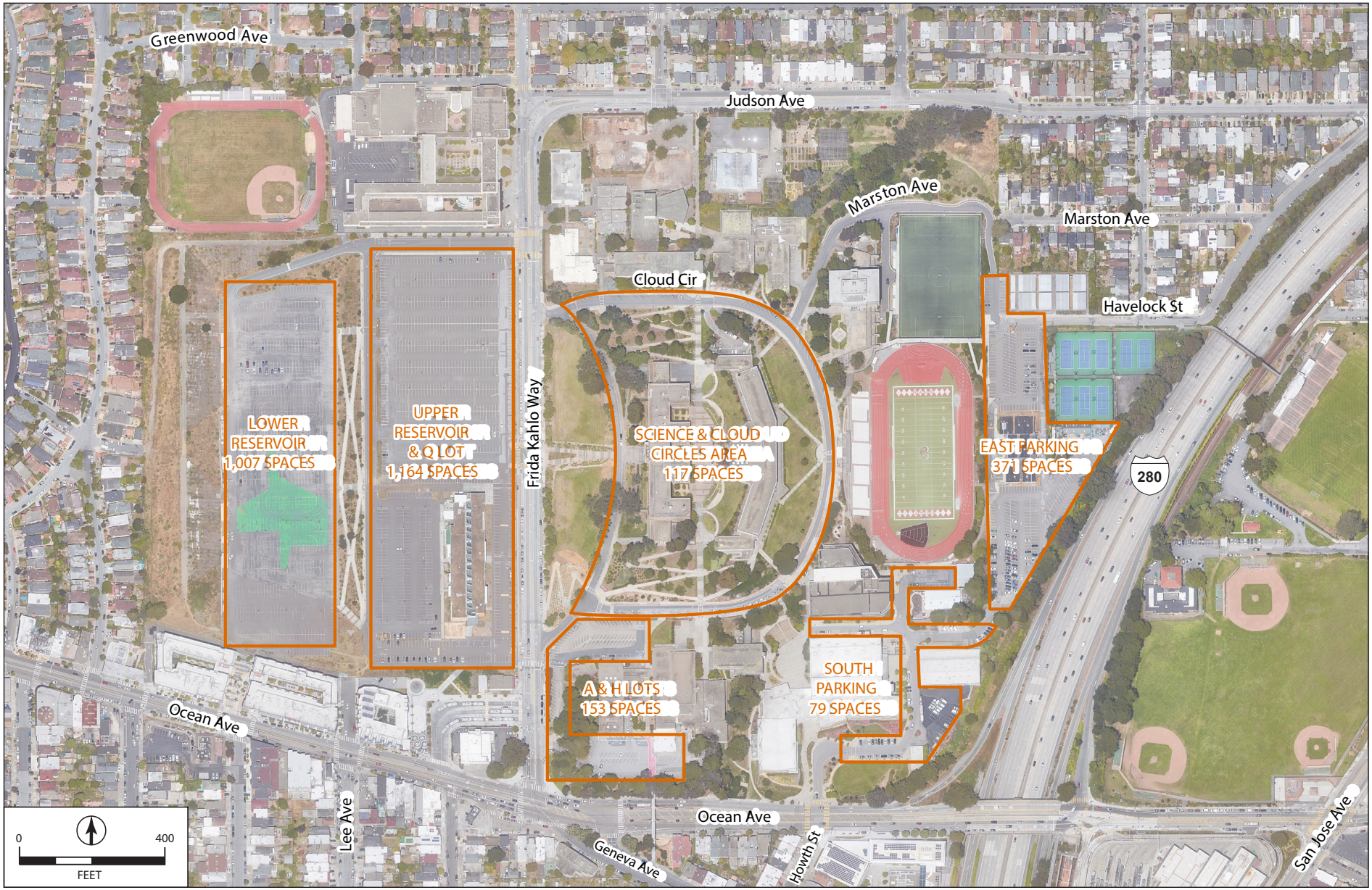
Parking for employees is free of charge, and students can purchase either a semester-long parking pass (typically $40 per semester, or $20 for students with financial aid) or pay for parking at a rate of $5 per day ($3 after 5 p.m.). The daily parking permits can be purchased from vending machines located at the student/visitor lots.

Parking on campus grounds is allowed every day from 5 a.m. until midnight. Lots are designated for students/visitors or employees (see **Figure 4.2-4, Existing Parking Lots in Main Campus Vicinity**). Students and visitors are only allowed to park in the Upper or Lower Reservoir lots and the S parking lot until 5 p.m. on weekdays. After 5 p.m. on weekdays, all parking lots except Cloud Circle, Science Loop, and Wellness Center stalls are open to students and visitors with a valid parking permit. On weekends and holidays, students and visitors with a valid parking permit may park in all parking lots except for Cloud Circle and Science Drive. Parked vehicles must display a current, valid student or faculty/staff parking permit inside the vehicle at all times; parking regulations are enforced by Campus Police seven days a week. (See **Figure 4.2-5**.)

There are approximately 614 spaces designated for staff and faculty parking, 2,086 spaces allocated to students and visitors, 117 ADA designated spaces, and 74 spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, College Police, etc. No motorcycle parking is allowed on campus; there are approximately 54 total motorcycle parking spaces on Frida Kahlo Way, near Cloud Circle North (east side of Frida Kahlo Way) and Cloud Circle South (west side of Frida Kahlo Way). **Table 4.2-8, Existing Off-Street Parking Supply, Demand and Utilization in Main Campus Vicinity,** provides a summary of the existing parking supply, demand and peak utilization (i.e., generally between 10 a.m. and noon) on a typical mid-semester day organized by campus area and population type.

As shown in **Table 4.2-8** parking at those locations closest to the campus core is close to a 95 percent peak utilization, while the Lower Reservoir lot, which is allocated mostly to students overflow parking, has a peak hour utilization of 24 percent. Parking facilities are generally considered to be practically full when utilization exceeds 90 percent. Parking data collected in 2016, 2017, and 2018 indicates that overall peak utilization at the Main Campus is generally reached between 10 a.m. and noon on a typical school day.

Table 4.2-8 also indicates that staff and faculty parking is well utilized and above practical capacity at peak times. Student and general parking spaces show a lower overall peak utilization (61 percent) due to the availability of the Lower Reservoir parking lot; the parking data presented in **Appendix D, Transportation Supporting Information**, shows that student parking at locations closer to the campus is 100 percent occupied.



SOURCE: Fehr & Peers, 2018

FIGURE **4.2-4**

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Existing Parking Lots in Main Campus Vicinity

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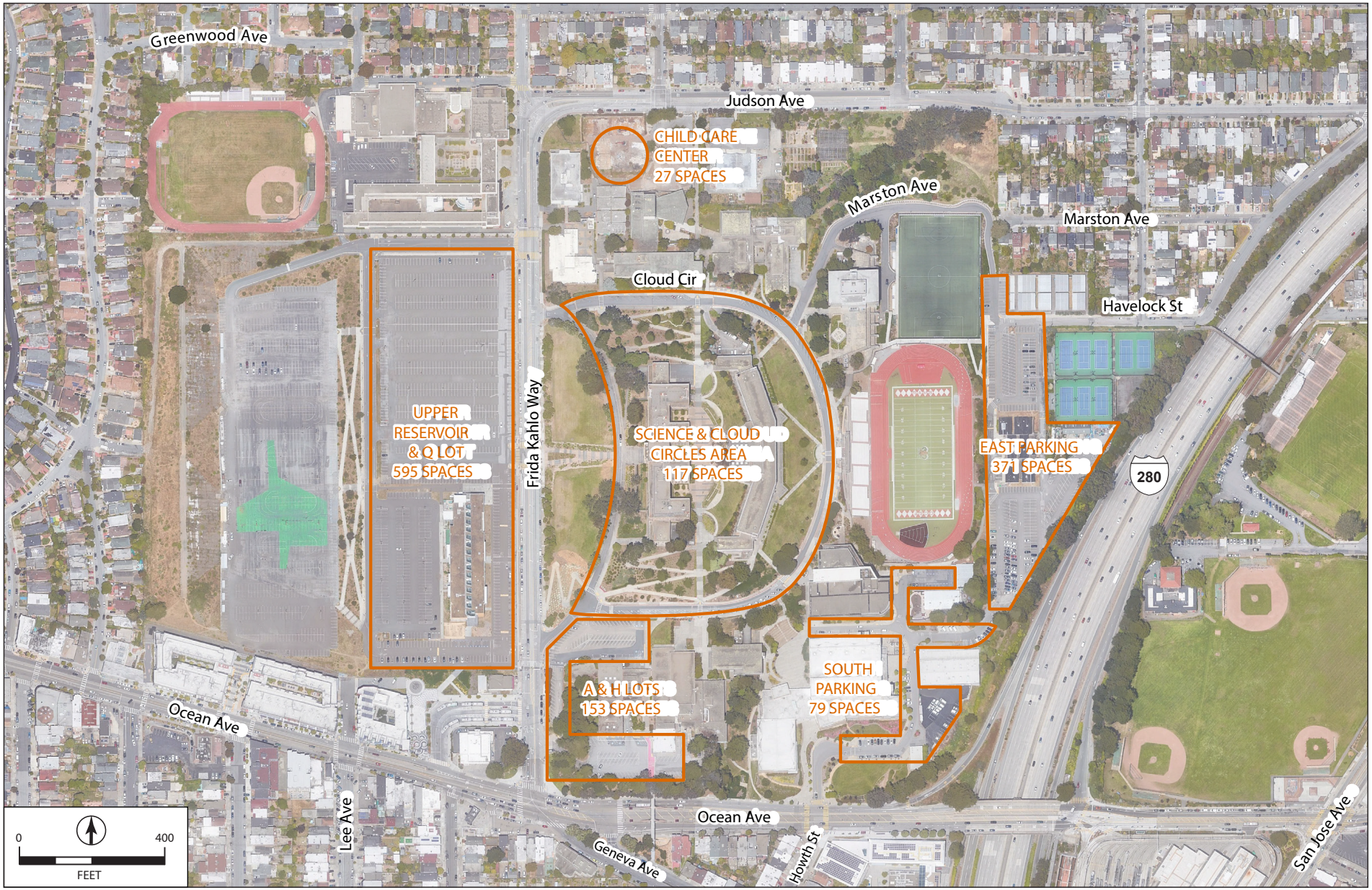

SOURCE: Advant Consulting, CCSF, 2020

FIGURE **4.2-5**

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Baseline Parking Supply

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Table 4.2-8
Existing Off-Street Parking Supply, Demand and Peak Utilization for the Main Campus

Location /Population	Supply [a]	Demand [a,b]	Peak Utilization [b]
East Parking (S, D & N Lots)	371	347	94%
East of F. Kahlo & West of Stadium	349	326	93%
Upper Reservoir & Q Lot	1,164	1,079	93%
Lower Reservoir	1,007	240	24%
Total	**2,891**	**1,992**	**69%**
Staff and Faculty	614	583	95%
Students/General Parking	2,086	1,279	61%
ADA	117	71	61%
Reserved [c]	74	59	80%
Total	**2,891**	**1,992**	**69%**

Source: Adavant Consulting/LCW Consulting 2020.
a Data from May 2018; taken from CCSF TDM and Parking Plan, Fehr & Peers, March 2019.
b Peak demand and utilization is reached between 10 a.m. and noon on a typical school day.
c Spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, College Police, etc.

Neighborhood (On-street) Parking Supply and Utilization

On-street parking on Frida Kahlo Way and Judson Avenue adjacent to the project site consist of permitted parking at all times, except during street cleaning. Motorcycle parking is provided on the east side of Frida Kahlo Way south of Cloud Circle North (21 spaces) and on the west side of Frida Kahlo Way north of Muni's City College Terminal exit. On-street parking adjacent to the project site is well utilized, with daytime occupancies generally greater than 95 percent.

Much of the area immediately south of Ocean Avenue is in a Residential Permit Parking (RPP) Area "V", while the area to the northeast of the campus is in RPP Area "D". The SFMTA's RPP regulations generally restrict on-street parking to a time-limited period, but vary on the days of the week and time of day that the regulations are in effect.[156]

156 The preferential residential parking system (i.e., the Residential Permit Parking program) was established in 1976 to preserve neighborhood living within a major urban center. The main goal of the program is to provide more parking spaces for residents by discouraging long-term parking by people who do not live in the area. Local regulations regarding the establishment of permit areas and requirements for permits can be found in the San Francisco Transportation Code, Division II, Article 900. Available online at https://www.sfmta.com/permits /residential-parking-permits-rpp.

Parking usage data for Frida Kahlo Way collected in May 2018 indicates parking utilization for autos staying at over 90 percent from 7 a.m. until after 7 p.m. on a typical school day. Motorcycle parking utilization is less intense, being highest at 10 a.m. when it reaches about 40 percent.[157]

On-street parking conditions in the areas surrounding the Main Campus collected in 2016[158] indicate that during weekday daytime period (10 a.m. to 4 p.m.), parking utilization was highest (an average occupancy rate over 70 percent) in the areas to the north, south and east of the Main Campus, whereas the areas further to the west and southwest experienced lower parking occupancies (i.e., average occupancy rates of 30 to 60 percent). During the late-evening period (10 p.m. to midnight), the overall parking demand was higher at all locations relative to midday, most notably in areas to the north and west of the Main Campus, which reached full capacity at some locations. The data showed that parking south of the Main Campus was very constrained with low turnover, as most people that park along these streets are long-term parkers (i.e., vehicles with residential parking permits) who do not drive and/or re-park their cars regularly. In areas north of the Main Campus, the increase in parking occupancies from daytime to late- indicated that there are a number of residents that drive to other areas, opening up available parking for day-users or short-term parkers, such as CCSF students, and by the late evening, these spaces are available and occupied again by residents.

4.2.1.5 Near-Term Baseline Conditions

The analysis in California Environmental Quality Act (CEQA) documents typically presents existing and existing-plus-project scenarios to identify impacts by comparing conditions with the proposed project to existing conditions. However, in the transportation study area, several transportation infrastructure projects and land use development projects are approved and/or funded and are expected to be under construction or completed by the time the projects associated with the Updated FMP at the Main Campus are initiated (i.e., by the end of 2021). Because of these changing conditions, a modified or future baseline, different from the existing conditions, was determined to be appropriate for the transportation and circulation analyses because an analysis based on existing conditions could be misleading to decision-makers and the public.

As described in **Section 3.2 Site Characteristics,** the Diego Rivera Theater, STEAM building, and Child Care Center projects at the Main Campus were approved on June 25, 2020 and will be constructed over a three-year period between 2021 and 2024. The start of construction of these projects will be staggered and construction activities will partially overlap. As previously analyzed in the 2004 EIR Addendum No. 2,

157 Data from May 2018; taken from CCSF TDM and Parking Plan, Fehr & Peers, March 2019.

158 Balboa Area Transportation Demand Management (TDM) Plan - Existing Conditions, Nelson\Nygaard, October 2016.

construction of these buildings will result in a net-decrease of 569 vehicle parking spaces on the upper reservoir, the site of the Diego Rivera Theater and STEAM building projects. The existing access driveway for the parking lot connecting with Frida Kahlo Way will be removed, and a passenger loading bay will be provided for the Diego Rivera Theater. A porte-cochere[159] accommodating two to three vehicles at one time and with access from Frida Kahlo Way will be provided between the Diego Rivera Theater and the STEAM building. Additional curbside (i.e., on-street) passenger loading may be provided on Frida Kahlo Way by converting general on-street parking spaces to accommodate passenger loading/unloading activities. The Child Care Center at the northern edge of the campus will provide a parking lot dedicated to the childcare facility containing 27 vehicle parking spaces. This lot will be accessible from Judson Avenue and will accommodate freight loading and passenger loading/unloading for the Child Care Center. In addition to these Main Campus projects, construction activities at the adjacent Balboa Reservoir project (outside the jurisdiction or control of the College), anticipated to start in 2021, will result in the near-term removal of 1,007 vehicle parking spaces at the lower reservoir.

As stated in the Balboa Reservoir project Developer's Agreement with the City, during the initial site-wide grading phase of construction of that project no publicly available parking spaces will be provided at the Lower Reservoir. The Developer's Agreement indicates that project sponsor will make good faith efforts to make as many parking spaces as possible available for public use during the remaining construction phases of the Balboa Reservoir project, depending on the level of construction activity, staging needs, safety conditions, and relevant operational considerations.

As a conservative assumption the full loss of the parking spaces at the Lower Reservoir (1007 spaces) are included for baseline conditions, while buildout of the Balboa Reservoir project land uses and transportation network changes, including vehicle parking supply, are included as a cumulative project (see **Section 4.0.4, Approach to Cumulative Impacts**). Therefore, the off-street parking supply available for the Main Campus under baseline conditions will be 1,342 parking spaces— a decrease of 1,549 from existing conditions. **Table 4.2-9, Existing and Baseline Off-Street Parking Supply, Demand and Peak Utilization for the Main Campus,** presents a summary of parking supply and demand conditions for existing and baseline conditions.

As shown in **Table 4.2-9,** under baseline conditions, there will be a parking deficit of 829 spaces, most of it occurring under the student parking category (769 spaces). This is due to the elimination of approximately 1,580 parking spaces in the Upper and Lower reservoir lots, which currently serve mostly

[159] A porte-cochere is an off-street driveway, either covered or uncovered, for purposes of passenger loading or unloading situated between the ground floor façade and the sidewalk.

students. In addition, under baseline conditions there would be a 91-space parking deficit for faculty and staff. (See **Figure 4.3-5**.)

Table 4.2-9
Existing and Baseline Off-Street Parking Supply, Demand and Peak Utilization for the Main Campus

	Existing Conditions [a]				Baseline Conditions [b]			
	Staff & Faculty	Student and General Parking	ADA/ Reserved [d]	Total	Staff & Faculty	Student and General Parking	ADA/ Reserved [d]	Total
Supply (spaces)	614	2,086	191	2,891	532	639	171	1,342
Demand [c] (spaces)	583	1,279	130	1,992	623	1,408	140	2,171
Peak Utilization [c]	95%	61%	68%	69%	117%	220%	82%	162%
Surplus / Deficit (spaces)	31	807	61	899	-91	-769	31	-829

Source: Adavant Consulting/LCW Consulting 2020.

[a] *CCSF TDM and Parking Plan, Fehr & Peers, March 2019.*

[b] *Addendum No. 2 to the City College of San Francisco 2004 Facilities Master Plan EIR; prepared by Impact Sciences, Inc. May 2020.*

[c] *Peak demand and utilization is reached between 10 a.m. and noon on a typical school day.*

[d] *Spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, College Police, etc.*

Baseline conditions also assume construction of a raised crosswalk across Havelock Street between Edna Street and Circular Avenue that was planned and approved by SFMTA, as described above, to improve pedestrian safety and access to the Havelock Street pedestrian bridge across I-280. The raised crosswalk will direct people walking to the sidewalk on the north side of Havelock Street, as there is no sidewalk currently available on the south side of Havelock Street. In addition, the baseline condition considers the increases in transit, as well as the number of vehicles, people walking, and people bicycling, that are anticipated to occur as a result of the three projects at the Main Campus.[160]

4.2.2 REGULATORY FRAMEWORK

This following summarizes relevant state, regional, and local agencies transportation regulations to the project. In addition, the following summarizes relevant transportation plans and policies. There are no relevant federal regulations that pertain to transportation impacts associated with the proposed project.

160 Addendum No. 2 to the City College of San Francisco 2004 Facilities Master Plan EIR; prepared by Impact Sciences, Inc. May 2020.

CCSF is exempted by the State constitution from compliance with local land use regulations, including general plans and zoning, wherever using property under its control in furtherance of its educational mission. However, CCSF consults and coordinates as needed with the City (i.e., the Planning Department, SFMTA, public works). State, CCSF and City plans and policies that are relevant to the Updated FMP are described below.

4.2.2.1 State

CEQA Section 21099(b)(1) (Senate Bill 743)

California Environmental Quality Act (CEQA) section 21099(b)(1) required that the State Office of Planning and Research develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the Office of Planning and Research published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.[161] In January 2019, changes to the CEQA statutes and guidelines went into effect, including a new section 15064.3 that states that VMT is the most appropriate measure of transportation impacts, and includes updated criteria for analyzing transportation impacts.

4.2.2.2 Regional

Plan Bay Area

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation and land use plan. As required by SB 375, all metropolitan regions in California must complete a Sustainable Communities Strategy as part of a Regional Transportation Plan. This strategy integrates transportation, land use and housing to meet greenhouse gas reduction targets set by the California Air Resources Board. The plan meets those requirements. In addition, the plan sets a roadmap for future transportation investments and

[161] California Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*, January 20, 2016.

identifies what it would take to accommodate expected growth. The plan neither funds specific transportation projects nor changes local land use policies.

In the Bay Area, the Metropolitan Transportation Commission and the Association of Bay Area Governments adopted the latest plan in 2017. To meet the greenhouse gas reduction targets, the plan identifies priority development areas. The agencies estimate approximately 77 percent of housing and 55 percent of job growth will occur in the Priority Development Area between 2010 and 2040. The project is located in the Balboa Park Priority Development Area.

4.2.2.3 City College of San Francisco

Sustainability Plan for Construction, Retrofitting, and Operations

The College's Sustainability Plan lays out sustainable policies, programs and practices for all centers. Sustainable operations include implementation of transportation demand management measures to decrease the percentage of automobile trips on all campuses by promoting transit use, carpooling, and motorcycling, and to pursue a goal of 5 to 10 percent reduction in automobile trips by 2020.

CCSF Design Standards

The College recognizes the need to deliver a sustainable built environment in support of its overall academic vision and mission. The CCSF Design Standards, updated in December 2019, include several principles that require facilitating use of sustainable modes of transportation, including public transit, bicycling, carpooling, and non-fossil fuel vehicles.

4.2.2.4 City of San Francisco

Transit First Policy

The City's Transit First policy is a set of principles that emphasize the City's commitment to encourage the use of public rights of way by people walking, bicycling, and riding public transit above the use of the personal automobile.

Vision Zero

In 2014, the San Francisco Board of Supervisors adopted a resolution to implement an action plan to reduce traffic facilities to zero by 2024 through engineering, education, and enforcement (resolution 91-14). Numerous San Francisco agencies responsible for the aforementioned aspects of the action plans

adopted similar resolutions. In 2017, the board of supervisors amended the transportation and urban design elements of the general plan to implement Vision Zero (ordinance 175-17).

San Francisco General Plan

The transportation element of the San Francisco General Plan is composed of objectives and policies that relate to the nine aspects of the citywide transportation system: general, regional transportation, congestion management, vehicle circulation, transit, pedestrian, bicycles, citywide parking, and goods management. The transportation element, which references San Francisco's Transit First Policy in its introduction, contains objectives and policies that are directly pertinent to consideration of the project, including objectives related to prioritizing sustainable modes of travel, and designing streets for walking and bicycling.

Balboa Park Station Area Plan

The area plan was adopted in 2009 and is informed by three key principles: improve the area's public realm, make the transit experience safer and more enjoyable, and improve the economic vitality of the Ocean Avenue Neighborhood Commercial District. It supports better integrating the campus with the surrounding neighborhood and redesigning Frida Kahlo Way as a campus-oriented street; and includes policies to knit together isolated areas of the neighborhood; integrate diverse land uses with the area's commercial and transit; encourage walking, bicycling, and public transit as the primary means of transportation; and otherwise strengthen the Balboa Park area.

Better Streets Plan

The Better Streets Plan is a unified set of standards, guidelines, and implementation strategies to govern how San Francisco designs, builds, and maintains its pedestrian environment, which it defines as the areas of the street where people walk, sit, shop, play or interact. The Better Streets focuses on creating a positive pedestrian environment through measures such as careful streetscape design and traffic calming measures to increase pedestrian safety. Generally speaking, the guidelines are for design of sidewalks and crosswalks; however, in some cases, the Better Streets Plan include guidelines for certain areas of roadway, particularly at intersections.

San Francisco Bicycle Strategy

The San Francisco Bicycle Strategy describes a City program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The Bicycle Strategy identifies the

citywide bicycle route network and establishes the level of treatment in terms of user comfort for each route.

San Francisco Regulations for Working in San Francisco Streets (Blue Book)

The San Francisco Regulations for Working in San Francisco Streets (also known as the "blue book") contains regulations that are prepared and regularly updated by the SFMTA, under the authority derived from the San Francisco Transportation Code, to serve as a guide for contractors working in San Francisco streets. The manual establishes rules and guidance so that work can be done safely and with the least possible interference with pedestrians, bicycle, transit and vehicular traffic. The manual also contains relevant general information, contact information, and procedures related to working in the public right of way when it is controlled by agencies other than the SFMTA.

In addition to the regulations presented in the manual, all traffic control, warning and guidance devices must conform to the California Manual on Uniform Traffic Control Devices.[162] Furthermore, contractors are responsible for complying with all applicable city, state, and federal codes, rules and regulations. The party responsible for setting up traffic controls during construction is responsible if such controls do not meet the guidance and requirements established by this manual and any applicable state requirements.

4.2.3 IMPACTS AND MITIGATION MEASURES

4.2.3.1 Significance Criteria

Would implementation of the Updated FMP, including the Student Success Center:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?[163]
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?
- Result in inadequate emergency access?

CCSF has adopted the San Francisco Planning Department's significance criteria contained within the San Francisco Transportation Impact Analysis Guidelines (SF Guidelines) to facilitate the transportation

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162 Caltrans, California Manual of Uniform Traffic Control Devices, 2014, Revision 5. Available online at https://dot.ca.gov/programs/safety-programs/camutcd/camutcd-rev5

163 CEQA Guidelines Section 15064.3 subdivision (b) refers to the discontinuance of vehicle level of service (LOS).

analysis and address the Appendix G Checklist. The SF Guidelines separate the significance criteria into construction and operation.

Project construction would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with accessibility for people walking or bicycling or substantially delay public transit.

The operational impact analysis addresses the following five significance criteria. A project would have a significant effect if it would:

- create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations;
- Interfere with accessibility of people walking or bicycling to and from the project area, and adjoining areas, or result in inadequate emergency access;
- Substantially delay public transit;
- Cause substantial additional VMT or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network;
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit; or
- Result in a vehicle parking deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving, or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles, or substantially delay public transit.

4.2.3.2 Approach to Analysis

Updated FMP

The Updated FMP program focuses on optimizing use of indoor space to meet the needs to the forecasted growth within the Updated FMP timeline and calls for the compliance with the College Sustainability Plan. With the exception of the Main Campus, the Updated FMP does not include individual development projects at any of the seven centers that would require construction.

If an individual development project is identified at the Main Campus or at any of the CCSF centers during the 10-year time frame of the Updated FMP that results in a substantial change to building size or land use, or if projections of student attendance and staff levels increase substantially from those

analyzed in this EIR, additional environmental review would be required to analyze the program-level and/or project-specific impacts related to transportation and circulation.

Methodology and Thresholds of Significance

The following summarizes the methodology and results for the project's travel demand under project and cumulative conditions. In addition, the following summarizes the methodology for analyzing, and any quantitative thresholds of significance for determining, transportation impacts under project conditions. The travel demand and impact analysis methodology use the data and guidance within the planning department's SF Guidelines. If the methodology differs than that in the guidelines, the differences are summarized.

Analysis Periods

In San Francisco, the weekday p.m. peak period is typically the period when the most overall travel happens and is the standard period of analysis, however, because CCSF generally generates more person and vehicle trips in the morning than in the evening, the a.m. peak hour was also included in the analysis. The project construction-related and operations impact assessment includes daily and/or a.m. and p.m. peak hour analysis periods. The a.m. peak hour was defined as the 60-minute period with the highest traffic volume between 7 a.m. and 9 p.m., and the p.m. peak hour was defined as the 60-minute period with the highest traffic volume between 4 p.m. and 6 p.m.

The analysis of the proposed project was conducted for baseline plus project and cumulative conditions. The baseline plus project conditions assess the near-term impacts of the proposed project, while cumulative conditions assess the near-term and long-term impacts of the proposed project in combination with cumulative development.

Project Travel Demand Methodology and Results

Project travel demand refers to the number, type, and common destinations of new trips that people would take to and from the project area. The methodology and results of estimating the person trips[164] by the various ways of travel, as well as vehicle trips associated with implementation of the proposed project are detailed below.

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164 A person trip is a trip made by one person by any means of transportation (vehicle, transit, walking, bicycling, etc.).

Project Person and Vehicle Trips

This section presents the daily, a.m. peak hour, and p.m. peak hour estimates of project-generated person trips by the various ways of travel, as well as the project-generated vehicle trips; additional, more detailed information is provided in **Appendix D, Transportation Supporting Information**. The travel demand methodology consists of four steps: 1) trip generation, 2) ways people travel, 3) common destinations, and 4) assignment. The following summarizes each of these steps.

Step 1. Trip Generation

Trip generation refers to the number of estimated trips people would take to and from the project, regardless of the way they travel (see step 2 below). The following refers to these trips as person trips. The following applies person trip rates, accounting for the size and type of land use, to estimate the number of project person trips

As presented in **Section 3,2.4, Districtwide Projected Growth**, the forecasted increase in the number of students attending CCSF over the next 10 years would be approximately 56 percent with a headcount of approximately 38,250 in 2019 to 59,800 in 2030. At the same time, the number of CCSF faculty and employees is also expected to grow from about 2,180 in 2019 to 2,500 (15 percent increase) in 2030. Most of the growth would occur at the Main Campus (about 12,400 students plus 260 faculty and staff[165]), with the remaining increase (9,150 students and 175 faculty/employees) occurring at the seven CCSF instruction centers or online. The data is summarized in **Table 4.2-10, Updated FMP Population Summary.**

Total person trip generation was calculated separately for students and faculty/employees, based on the expected population increases described previously. The additional number of person trips for each population group generated during the timeline of the Updated FMP was determined by applying a 2.2 daily trip rate per person, which accounts for the commuter trip to and from CCSF, as well as other trips that could take place during the stay on campus. As such, it is assumed that 10 percent of the population (students, faculty, or employees) would make a trip to and from other nearby locations.

165 The estimates of faculty and employees at the Main Campus and other centers assumes that 20 percent of them work at multiple locations, according to surveys.

Table 4.2-10
Updated FMP Population Increase 2019 to 2030 Summary

Center	Total Population Students	Total Population Staff & Faculty [a]	Total Population Total	Daily Population Students	Daily Population Staff & Faculty	Daily Population Total
Main Campus	12,410	256	12,666	8,067	225	8,292
Chinatown/N. Beach	1,557	30	1,586	1,012	26	1,038
Civic Center	554	11	565	360	10	370
Downtown	1,046	42	1,088	680	37	717
Evans	694	20	714	451	18	469
John Adams	1,102	18	1,120	716	16	732
Mission	1,849	36	1,886	1,202	32	1,234
Southeast	43	2	45	28	2	30
Subtotal	*6,845*	*160*	*7,005*	*4,449*	*141*	*4,590*
Online	2,303	16	2,319	1,497	14	1,511
Total	**21,558**	**432**	**21,990**	**14,013**	**380**	**14,393**

Sources: CCSF, Adavant Consulting/LCW Consulting 2020.
a Assumes 20 percent of the staff/faculty work at more than one location, based on surveys conducted in April 2018 and summarized on page 124 of CCSF Educational Master Plan 2018-2025, June 2019.

Table 4.2-11, Updated FMP New Person Trip Generation, summarizes the weekday daily, a.m. peak hour, and p.m. peak hour person trips by proposed population category and center location. The Updated FMP would generate a total of 28,342 new person trips on a daily basis, 18,244 of which would occur at the Main Campus. Similarly, the project would generate 2,409 total new person trips (1,551 of them at the Main Campus) during the a.m. peak hour, and 2,126 total new person trips (1,368 of them at the Main Campus) during the p.m. peak hour. As shown in the table, the number of new peak hour person trips would be greatest during the a.m. peak hour.

Table 4.2-11
Updated FMP New Person Trip Generation Increase 2019 to 2030

Center	Daily Person Trips Students	Daily Person Trips Staff & Faculty	Daily Person Trips Total	A.M. Peak Hour Person Trips Students	A.M. Peak Hour Person Trips Staff & Faculty	A.M. Peak Hour Person Trips Total	P.M. Peak Hour Person Trips Students	P.M. Peak Hour Person Trips Staff & Faculty	P.M. Peak Hour Person Trips Total
Main Campus	17,748	496	18,244	1,509	42	1,551	1,331	37	1,368
Chinatown/N. Beach	2,226	57	2,284	189	5	194	167	4	171
Civic Ctr.	792	22	814	67	2	69	59	2	61
Downtown	1,496	81	1,577	127	7	134	112	6	118
Evans	992	40	1,032	84	3	88	74	3	77
J. Adams	1,575	35	1,610	134	3	137	118	3	121

Center	Daily Person Trips			A.M. Peak Hour Person Trips			P.M. Peak Hour Person Trips		
	Students	Staff & Faculty	Total	Students	Staff & Faculty	Total	Students	Staff & Faculty	Total
Mission	2,644	70	2,715	225	6	231	198	5	204
Southeast	62	4	66	5	0	6	5	0	5
Subtotal	*9,788*	*310*	*10,098*	*832*	*26*	*858*	*734*	*23*	*757*
Total	**27,536**	**806**	**28,342**	**2,341**	**69**	**2,409**	**2,065**	**60**	**2,126**

Source: Adavant Consulting/LCW Consulting 2020.

Step 2. Ways People Travel

Ways people travel, also known as mode split or travel mode, refer to the estimated way or method people travel (e.g., walking, bicycling, etc.). The person trips estimated in step 1 were independently allocated to ways of travel to determine the number of trips by auto/truck, taxi/transportation network company (TNC) vehicles, transit, walking and bicycling. The "auto" mode includes persons traveling by private auto and carpool, as well as commercial vehicle traffic (i.e., pickup trucks and other trucks) generated by the project. The "taxi/TNC" mode includes taxis and app-based ride hailing services (e.g., Uber, Lyft), etc. The "transit" mode includes individuals traveling by local and regional public transit. The number of vehicle trips generated by the project are estimated by dividing the person trips by auto way of travel by the average vehicle occupancy to account for carpooling (thereby resulting in a fewer number of vehicle trips than person trips by auto, taxi/TNC, and buses).

Table 4.2-12, Updated FMP New Person Trip Generation by Way of Travel, summarizes the weekday a.m. peak hour and p.m. peak hour trips for the Main Campus and centers by way of travel.

Overall, during the weekday a.m. and p.m. peak hours, approximately 33 percent of the new trips would occur by auto, 7 percent by taxi or TNC vehicles, 32 percent by transit, and 27 percent by other modes of travel, including walking and bicycling.

Table 4.2-13, Updated FMP New Vehicle Trip Generation by Direction, summarizes the daily, a.m. and p.m. peak hour vehicle trips by direction of travel relative to the project site (i.e., inbound to the site or outbound from the site). On a daily basis on a typical school day, the proposed project would generate about 12,600 new vehicle trips, respectively, of which almost 9,000 would be attributable to the Main Campus. During the weekday a.m. and p.m. peak hours, the proposed project would generate 1,071 and 945 new vehicle trips, respectively, of which 764 in the a.m. peak hour and 675 in the p.m. peak hour would correspond to the Main Campus.

Table 4.2-12
Updated FMP Person Trip Generation Increase 2019 to 2030 By Way of Travel

	A.M. Peak Hour					P.M. Peak Hour				
Center	Auto	Taxi/ TNC	Transit	Other [a]	Total	Auto	Taxi/ TNC	Transit	Other	Total
Main Campus	574	116	528	333	1,551	507	102	466	294	1,368
Chinatown/N. Beach	36	12	57	89	194	32	10	50	79	171
Civic Ctr.	13	4	20	32	69	11	4	18	28	61
Downtown	25	8	39	62	134	22	7	35	54	118
Evans	61	2	19	6	88	54	2	17	5	77
J. Adams	51	15	43	27	137	45	13	38	24	121
Mission	43	14	68	106	231	38	12	60	94	204
Southeast	4	0	1	0	6	3	0	1	0	5
Subtotal	*232*	*55*	*249*	*322*	*858*	*205*	*49*	*219*	*284*	*757*
Total	**806**	**171**	**777**	**655**	**2,409**	**711**	**151**	**685**	**578**	**2,126**

Source: Adavant Consulting/LCW Consulting 2020.
a Other includes trips by walking, bicycling, motorcycling and other modes such as scooters.

Table 4.2-13
Updated FMP Vehicle Trip Generation Increase 2019 to 2030 by Direction

	Daily			A.M. Peak Hour			P.M. Peak Hour		
Center	Inbound	Out-bound	Total	Inbound	Out-bound	Total	Inbound	Out-bound	Total
Main Campus	4,497	4,497	8,994	573	191	764	270	405	675
Chinatown/ N. Beach	310	310	620	40	13	53	19	27	46
Civic Ctr.	110	110	221	14	5	19	7	10	17
Downtown	214	214	428	27	9	36	13	19	32
Evans	340	340	680	43	15	58	20	31	51
J. Adams	436	436	872	56	18	74	26	39	65
Mission	368	368	737	47	16	63	22	33	55
Southeast	22	22	44	3	1	4	1	2	3
Subtotal	*1,800*	*1,800*	*3,601*	*230*	*76*	*306*	*108*	*162*	*270*
Total	**6,297**	**6,297**	**12,595**	**803**	**267**	**1,071**	**378**	**567**	**945**

Source: Adavant Consulting/LCW Consulting 2020.

The proposed project would generate about 12,600 new daily vehicle trips (half inbound and half outbound), 803 new inbound and 267 new outbound vehicle trips during the a.m. peak hour, and 378 new inbound and 567 new outbound vehicle trips during the p.m. peak hour. At the Main Campus there would be 573 new inbound and 191 new outbound vehicle trips during the a.m. peak hour, and 270 new inbound and 405 new outbound vehicle trips during the p.m. peak hour.

Step 3. Common Destinations

Common destinations, also known as trip distribution, refers to the estimated number of trips people would take to (inbound) and from (outbound) the project site and another place (e.g., another neighborhood). The person and vehicle trips estimated in the previous step were then distributed to various points of trip origin or destination, inbound and outbound, for each of the population categories, based on data available from CCSF surveys.

Step 4. Assignment

Assignment refers to the location of assignment of project vehicle trips to campus entrances and adjacent streets. The project-generated vehicle trips and directional distribution obtained in the previous steps were then used as the basis for assigning vehicle trips to the local streets in the study area. **Table 4.2-14, Updated FMP Vehicle Trip Increase Baseline to 2030 on Streets Adjacent to the Main Campus**, presents the expected additional a.m. and p.m. peak hour traffic volumes over Baseline conditions at streets near the Main Campus, while **Table 4.2-15, Updated FMP Vehicle Trip Increase Baseline to 2030 at the Main Campus Entrances,** provides similar information at the five main vehicle entrances to the campus.

Table 4.2-14
Updated FMP Vehicle Trip Increase Baseline to 2030 on Streets Adjacent to the Main Campus

Street Segment		A.M. Peak Hour	P.M. Peak Hour
Frida Kahlo Way	between Judson Ave and North St/Cloud Circle North	-30	26
	between North St/Cloud Circle N. and Cloud Circle S.	133	193
	between Cloud Circle South and Ocean Avenue	229	214
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	219	193
	between Frida Kahlo Way/Geneva Ave and Howth St	104	151
	east of Howth St	267	264
Geneva Avenue	south of Ocean Avenue	47	61
Howth Street	between Geneva Avenue and Ocean Avenue	105	45

Source: Adavant Consulting/LCW Consulting 2020.
Note: Includes existing vehicle trip reassignment due to the elimination of the A and H parking lots as part of the proposed project. Does not include existing traffic volumes at these locations.

Table 4.2.15
Updated FMP Vehicle trip Increase Baseline to 2030 at the Main Campus Entrances

	A.M. Peak Hour			P.M. Peak Hour		
Main Campus Entrance	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
North Street	147	52	199	53	107	160
Cloud Circle	132	45	177	98	89	187
A and H Parking Lots	-64	-28	-92	-28	-46	-74
Howth Street/West Road	244	80	324	104	211	315
Havelock Street	114	42	156	42	43	85
Total	**573**	**191**	**764**	**269**	**404**	**673**

Source: Adavant Consulting/LCW Consulting 2020.
Note: Includes existing vehicle trip reassignment due to the elimination of the A and H parking lots as part of the proposed project. Does not include existing traffic volumes at these locations.

Parking Demand

The parking demand associated with implementation of the Updated FMP at the Main Campus was calculated separately for each population group. The estimates were based on the expected increase in vehicle travel demand, as described in the previous sections, as well as CCSF survey information about where each population group typically parks. The CCSF transportation surveys conducted in 2018[166] indicate that approximately 23 percent of the students and 1 percent of the faculty/staff typically park on the street. **Table 4.2-16, Updated FMP Parking Demand Increase 2019 to 2030 at the Main Campus**, summarizes the expected additional parking demand generated by the proposed project at the Main Campus.

Construction Impacts

The construction-related information used for the analysis is based on current project specifications, including construction durations. Project construction would generate vehicle traffic (i.e., construction workers' vehicles, equipment, and trucks) traveling to and from the worksites and staging areas on area roads. All project elements would generate daily commute trips by construction workers. Truck traffic would include vehicle trips to deliver materials/equipment to the site and to haul excavated materials, revetment and rubble removed from the beach, demolition debris, and vegetation away from the site. The evaluation addresses the staging and duration of construction activities, truck routes, roadway and/or

166 CCSF TDM and Parking Plan, Fehr & Peers, March 2019.

sidewalk closures, and evaluates the effects of construction activities on people walking, bicycling, driving, and riding public transit and on emergency vehicle operators.

Table 4.2-16
Updated FMP Parking Demand Increase 2019 to 2030 At the Main Campus

	Students	Faculty/Staff	Total
Daily one-way auto vehicle trips	2,966	169	3,135
Percentage of vehicles parking on campus	77%	99%	79%
Typical peak hour demand rate (spaces per vehicle)	0.26	0.52	0.28
Typical total peak hour parking demand (spaces)	762	88	850
Typical peak hour parking demand on campus (spaces)	587	87	674
Maximum peak hour demand rate (spaces per vehicle)	0.39	0.54	0.40
Maximum total peak hour parking demand (spaces)	1,143	92	1,235
Maximum peak hour parking demand on campus (spaces)	880	91	971

Source: Adavant Consulting/LCW Consulting 2020.
Note: Typical parking demand conditions represent those on a typical school day in the middle of the semester; maximum parking demand conditions are those experienced for a few days at the beginning of each semester, when more students and faculty are present at the campus.

Operational Impacts

The following describes the methodology for analysis of operational impacts, by significance criterion.

Potentially Hazardous Conditions

As used in this section, the term "hazard" refers to a project-generated vehicle potentially colliding with a person walking, bicycling, or driving or with public transit vehicle such that serious or fatal physical injury could result, accounting for the aspects described below. Human error or non-compliance with laws, weather conditions, time-of-day, and other factors can affect whether a collision could occur. However, for purposes of CEQA, hazards refer to engineering aspects of a project (e.g., speed, turning movements, complex designs, substantial distance between street crossings, sight lines) that may cause a greater risk of collisions that result in serious or fatal physical injury than a typical project. This analysis focuses on hazards that could reasonably stem from the project itself, beyond collisions that may result from aforementioned non-engineering aspects or the transportation system as a whole.

Therefore, the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or public transit operations. The methodology accounts for the number, movement type, sightlines, and speed of project

vehicle trips and project changes to the public right-of-way in relation to the presence of people walking, bicycling, or driving.

Accessibility

The methodology qualitatively addresses the potential for the project to interfere with accessibility for people walking or bicycling or to result in inadequate emergency access. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking and bicycling or to emergency service operator facilities.

Public Transit Delay

The SF Guidelines identify a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in transit delay greater than or equal to four minutes, then it might result in a significant impact. For individual Muni routes with headways less than eight minutes, the SF Guidelines indicate that a threshold of significance less than four minutes may be used. For individual surface routes operated by regional agencies, if the project would result in transit delay greater than one-half headway, then it might result in a significant impact.[167] The SF Guidelines include the following qualitative criteria for consideration for determining whether that delay would result in significant impacts due to a substantial number of people riding transit switching to riding in private or for-hire vehicles: transit service headways and ridership, origins and destinations of trips, availability of other transit and modes, and competitiveness with private vehicles.

Impacts of the project on transit operations were measured in terms of increases to transit travel times. In San Francisco, increases to transit travel times are associated with the following three factors:

- ***Traffic congestion delay***—*Traffic congestion associated with increases in traffic slows down transit vehicles and results in increased transit travel times. Traffic congestion delays are calculated by summing the average vehicular delay caused by the project at each intersection along the transit routes within the transportation study area. The increase in total route segment delay is equal to the increase in travel time associated with traffic generated by the project.*

- ***Transit reentry delay***—*Transit vehicles typically experience delays after stopping to pick up and drop off passengers while waiting for gaps in adjacent street traffic in order to pull out of bus stops. As traffic volumes on the adjacent streets increase, reentering the flow of traffic becomes more difficult and transit vehicles experience*

[167] The threshold uses the adopted Transit First Policy. City Charter section 8A.103 85 percent on-time performance service standard for Muni. With the charter considering vehicles arriving more than four minutes beyond a published schedule time as late.

increased delays. Transit reentry delay is calculated using empirical data in the 2000 Highway Capacity Manual. Total transit reentry delay for each route is calculated as the sum of transit reentry delay at each stop within the transportation study area.

- ***Passenger boarding delay**—Although increases in transit ridership are generally viewed positively, the amount of time a transit vehicle has to stop to pick up and drop off passengers (i.e., the transit vehicle dwell time) is directly correlated to the number of passengers boarding the vehicle. As general transit ridership grows, vehicles would have to spend more time at stops, which may increase overall transit travel times. Passenger boarding delay is calculated assuming 2.5 seconds per passenger boarding. Increase in passenger boardings associated with the project are determined from the transit assignment for the project.*

The transit delay analysis for the Updated FMP uses the transit analysis conducted for the Balboa Reservoir project because of the close proximity of the project sites and similar availability of transit options.[168] The Balboa Reservoir Project Supplemental EIR analyzed a.m. and p.m. peak hour delay for Muni routes operating along Frida Kahlo Way (43 Masonic), Ocean Avenue (K Ingleside, 29 Sunset, and 49 Van Ness/Mission), and Geneva Avenue (8 Bayshore, 8BX Bayshore "B" Express, 43 Masonic, and 54 Felton). The qualitative analysis was conducted by comparing the number of vehicle and transit trips generated as part of implementation of the Updated FMP at the Main Campus with the vehicle and transit trips generated by the Balboa Reservoir project and its quantitative analysis.

VMT Analysis Methodology

The methodology for VMT analysis follows the screening criteria from the Senate Bill 743 (SB 743) checklist used by the San Francisco Planning Department to identify types, characteristics, or location of projects and a list of transportation projects that would not result in significant transportation impacts under the VMT metric.[169] If a project would result in additional VMT, but meets the screening criteria for development projects related to VMT per capita[170] or falls within the types of transportation projects identified by the California Office of Planning and Research that would not likely lead to a substantial or measurable increase in vehicle miles traveled (i.e., induced automobile travel), then a detailed VMT analysis is not required for a project.

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168 City and County of San Francisco, Balboa Reservoir Project Final Supplemental EIR, Case No. 2018-007883ENV; certified May 2020.

169 San Francisco Planning Department, San Francisco Transportation Impact Analysis Guidelines, Appendix L Vehicle Miles Traveled (VMT)/Induced Automobile Travel, Attachment A Screening Criteria (SB743 Checklist), October 2019.

170 Vehicle miles traveled per capita is calculated as the total annual miles of vehicle travel divided by the total population in a given area.

Land Use Components

The SF Guidelines identify the following quantitative thresholds of significance to determine whether the project would generate substantial additional VMT:

- For residential projects, if it exceeds the regional household VMT per capita minus 15 percent
- For office projects, if it exceeds the regional VMT per employee minus 15 percent
- For retail projects, if it exceeds the regional VMT per retail employee minus 15 percent
- For mixed-use projects, evaluate each land use independently, per the thresholds of significance described above

The SF Guidelines include VMT efficiency metrics (per capita or per employee) for thresholds of significance. VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously. However, because the population will continue to grow, it may not mean an overall reduction in the number of miles driven. A map-based screening criterion is used to identify types and locations of land use projects that would not exceed these quantitative thresholds of significance. The San Francisco County Transportation Authority (SFCTA) uses a travel demand model to present VMT for residential, office, and retail in San Francisco and the region, as described and shown under existing conditions. This data and associated maps are used to determine whether a project site's location is below the VMT quantitative threshold of significance.

Further, the San Francisco Planning Department presumes residential, retail, and office projects, and projects that are a mix of these uses, proposed within one-half mile of an existing major transit stop (as defined by CEQA section 21064.3) or an existing stop along a high-quality transit corridor (as defined by CEQA section 21155) would not exceed these quantitative thresholds of significance. However, this presumption would not apply if the project would: (1) have a floor area ratio of less than 0.75; (2) include more parking for use by residents, customers, or employees of the project than required or allowed, without a conditional use; or (3) is inconsistent with the applicable Sustainable Communities Strategy.[171]

Transportation Components

The project also includes minor changes to the public transportation network, and therefore, the following thresholds of significance and screening criteria were used to determine if the project would result in significant impacts by inducing substantial additional automobile travel. Pursuant to the Office

[171] The San Francisco Planning Department considers a project to be inconsistent with the Sustainable Communities Strategy if the project is located outside of areas contemplated for development in the Sustainable Communities Strategy.

of Planning and Research's proposed January 2016 transportation impact guidelines, a transportation project would substantially induce automobile travel if it would generate more than 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to achieve California's long-term greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030. [172]

The SF Guidelines identifies a list of transportation components that would not exceed this quantitative threshold of significance. The project includes transportation network changes that fit within the general types of projects (including combinations of types) listed below which based on the SF Guidelines, VMT impacts would be less than significant:

- Active Transportation, Rightsizing, and Transit Projects
    - Infrastructure projects, including safety and accessibility improvements for people walking or bicycling
- Other Minor Transportation Projects
    - Rehabilitation, maintenance, replacement, and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) that do not add additional motor vehicle capacity
    - Addition of transportation wayfinding signage
    - Removal of on-street parking spaces
    - Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

Commercial and Passenger Loading

The methodology assesses the potential for convenient off- and on-street commercial freight and passenger loading facilities to meet the project's loading demand during the average peak period. For the purposes of this section, convenient loading refers to facilities within 250 linear feet of the project site.

If convenient loading facilities meet the estimated demand, the analysis is complete. If convenient loading facilities do not meet the demand, then the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or to substantially delay public transit.

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172 San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016, p.13.

Vehicle Parking

California Senate Bill (SB) 743 amended CEQA by adding California Public Resources Code (PRC) section 21099 regarding the analysis of parking impacts for certain urban infill projects in transit priority areas.[173] PRC section 21099(d), effective January 1, 2014, provides that "…parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[174] Accordingly, parking is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three criteria established in the statute.

While the Main Campus meets all of the criteria, consistent with the San Francisco Planning Department's SF Guidelines[175] because the project is a large institutional use, a detailed analysis was conducted to determine whether the project would result in a substantial parking deficit, and whether the substantial parking deficit would result in secondary effects related to potentially hazardous conditions or interfere with accessibility for people walking, bicycling, or inadequate access for emergency vehicles, or substantial delay to public transit. Consistent with the SF Guidelines guidance, this parking assessment is presented for the Updated FMP at the Main Campus which subsumes the individual projects.

The methodology assesses whether the project would accommodate the additional demand during the peak periods, and, if not, whether the transportation study area off- and on-street vehicle parking supply could accommodate the anticipated parking demand. The methodology also assesses whether a parking deficit would be considered a substantial parking deficit (i.e., greater than 600 spaces). If the project does result in a substantial parking deficit, then the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or to substantially delay public transit.

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173 A "transit priority area" is defined as an area within 0.5 mile of an existing or planned major transit stop. A "major transit stop" is defined in California Public Resource Code section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco's Transit Priority Areas is available online at: https://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf, accessed March 14, 2020.

174 California Office of Planning and Research, Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing State Senate Bill 742 (Steinberg, 2013), January 20, 2016.

175 San Francisco Planning Department, Transportation Impact Analysis Guidelines, Appendix O, Vehicular Parking, October 2019. Available online at https://sfplanning.org/news/transportation-impact-analysis-guidelines-update.

Cumulative Conditions

Section 4.0.4, Approach to Cumulative Impacts describes the overall approach used in this EIR to conduct the cumulative analysis and includes a description and location of potential cumulative projects in the vicinity of the project. The cumulative conditions analysis for transportation topics other than VMT uses a list-based approach. The discussion of cumulative transportation impacts assesses whether the project, in conjunction with overall citywide growth and other cumulative projects, would significantly impact the transportation network and, if so, whether the project's contribution to the cumulative impact would be considerable.

Cumulative Projects

The geographic context for the analysis of cumulative transportation impacts generally includes the sidewalks and roadways adjacent to the project site, and the local roadway and transit network within 0.5 mile of the project site. Cumulative development projects are described in **Section 4.0.4, Approach to Cumulative Impacts** and include the recently approved Balboa Reservoir project located directly west of the Main Campus.

Cumulative projects affecting the transportation network that were considered as part of the cumulative conditions include the following:

- **SFMTA Frida Kahlo Way/Ocean Avenue/Geneva Avenue Intersection Improvement Project**.[176] This ongoing project will develop further the recommendations from the Planning Department's Ocean Avenue Corridor Design project to improve safety, accessibility and comfort for people traveling through this intersection.

- **SFMTA K Ingleside Quick Build Project**.[177] This project is the near-term set of improvements of the full Muni Forward project on the corridor. This project would reduce delay on the K Ingleside light rail line and enhance safety for people walking on Ocean Avenue.

- **SFMTA Muni Forward** --- The Muni Forward project is not yet funded or approved by the SFMTA; it is mentioned for informational purposes and it is not assumed to be implemented as part of the transit delay discussion.

- **Balboa Reservoir Project Roadway Network Changes**.[178]

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176 SFMTA Frida Kahlo/Ocean/Geneva Intersection Improvement Project available at https://www.sfmta.com /projects/frida-kahlo-ocean-geneva-intersection-project. Accessed November 18, 2020.

177 SFMTA Memorandum from Carli Paine, Acting Chief of Staff to Supervisor Noman Yee, Transportation Investments Related to Balboa Reservoir Project, August 5, 2020.

178 City and County of San Francisco, Balboa Reservoir Project Final Supplemental EIR, Planning Department Case No. 2018-007883ENV, Certified August 28, 2020.

- **Lee Avenue Extension** - The Balboa Reservoir project sponsor will extend Lee Avenue from its current ending near Ocean Avenue to the north, along the east side of the site. The Lee Avenue Extension right-of-way will be approximately 72 feet wide, and will include one traffic lane and a protected bicycle lane each way, sidewalks on both sides, and on-street parking on the west side. The Lee Avenue Extension will end at the future North Street.

- **Relocation of North Access Road** – The Balboa Reservoir project sponsor will relocate the existing North Access Road providing access to the Upper and Lower Reservoir parking lots approximately 200 feet to the south, directly across from Cloud Circle North. The new street, North Street within the Balboa Reservoir project site, will have a right-of-way approximately 64 feet wide and will include one traffic lane and, on-street parking each way, and sidewalks on both sides of the street. North Street will connect with Lee Avenue and West Street.

- **Frida Kahlo Way and North Street Intersection** - The Balboa Reservoir project sponsor and the SFMTA will construct a new signalized intersection at the intersection of North Street, Cloud Circle North, and Frida Kahlo Way. This modified intersection will be signalized and will include turn queue areas for bicycles, new pedestrian curb ramps on both sides of Frida Kahlo Way, continental crosswalks, and pedestrian signal heads. The signalized intersection at the existing North Access Road that provides access to Upper and Lower Reservoir lots will be eliminated, and the sidewalks on both sides of Frida Kahlo Way will be extended and reconstructed.

- **Modifications at the Intersection of Ocean Avenue/Brighton Avenue**.[179] The SFMTA will modify the existing traffic signal and travel lanes on Ocean Avenue at Brighton Avenue, as appropriate, to prohibit eastbound left turns and provide a protected green arrow signal phase for westbound left turns.

- **Modifications at the intersection of Ocean Avenue/Plymouth Avenue**.[180] The SFMTA will modify the existing traffic signal and travel lanes on Ocean Avenue at Plymouth Avenue, as appropriate, to prohibit eastbound left turns and provide a protected green signal phase for westbound left turns.

- **Bus Boarding Island on southbound Frida Kahlo Way**. [181]The SFMTA will construct a bus boarding island on southbound Frida Kahlo Way, north of the Frida Kahlo Way/Geneva Avenue/Ocean Avenue intersection, and travel lanes will be restriped, as needed.

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179 City and County of San Francisco, Balboa Reservoir Project Supplemental EIR Responses to Comment on the Draft Supplemental EIR, volume 1, pp. 4.C.47 – 4.C.49, Planning Department Case No. 2018-007883ENV, Certified August 28, 2020. The modifications to the intersections of Ocean Avenue/Brighton Avenue and Ocean Avenue/Plymouth Avenue and the bus boarding island on Frida Kahlo Way were identified as mitigation measures for significant impacts related to transit delay for the K Ingleside light rail line and the 29 Sunset and the 43 Masonic bus routes. The SFMTA may determine to implement other changes to the street network to reduce transit travel times. These changes will be implemented at the discretion of the SFMTA and will be included in the SFMTA capital improvement plan, subject to SFMTA board approval of the capital improvement measures.

180 Ibid.

181 Ibid.

- **Balboa Park Station Circulation Improvements**.[182] The Transportation Authority's Balboa Park Station Circulation Study identified recommendations to reduce conflicts among different types of users in the station area, and provide safe, accessible and convenient connections for pedestrians, bicyclists and intermodal travelers. The I-280 Interchange Modifications is the next phase of work to improve circulation in the Balboa Park interchange and station area. The recommended alternative would create a partial split interchange in which northbound I-280 traffic would exit onto Geneva Avenue but enter the freeway from Ocean Avenue, southbound traffic would still be able to exit both Geneva and Ocean avenues while only entering from Geneva Avenue. This project is anticipated to be completed by 2024.

4.2.3.3 Impact Evaluation

Baseline plus Project Conditions

Impact TR-1: **Construction activities associated with the Updated FMP program and associated individual projects at the Main Campus would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, driving or riding transit; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit. (*Less than Significant*)**

The discussion of construction impacts is based on information from CCSF on the types of projects included in the Updated FMP (i.e., renovation, demolition, new construction, or decommissioning), construction schedules, and construction overlap, as well as local and state regulations regarding use of the public right-of-way. Construction activities associated with the demolition, renovation, decommissioning and new construction at the Main Campus would occur over a six-year period between 2021 and 2027. The construction activities would be phased over the duration and construction activities at any one location would generally be less than 18 months. During the six-year construction period the campus would remain open for students, and access to the buildings in use would be maintained.

Construction activities at the campus would result in truck trips associated with the delivery of construction materials, the off haul of demolition debris, excavated soil and construction wastes, and vehicle trips to and from the site by construction workers. During the construction period, temporary and intermittent traffic and transit impacts may result from truck movements to and from the campus. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than truck

[182] San Francisco County Transportation Authority Balboa Park Station Circulation Improvements. Available at https://www.sfcta.org/projects/balboa-park-station-circulation-improvements.

movements during non-peak hours because of the greater number of vehicles on the streets during the peak hour that would have to share the road with and/ or maneuver around trucks.

In general, construction-related activities typically occur Monday through Friday between 7 a.m. and 7 p.m., with limited construction activities on weekends (typically on an as-needed basis). Construction staging would occur within the campus adjacent to the building sites and would not affect the roadways or sidewalks within the campus. Some pathways through the campus may be required to be temporarily closed; however, temporary walkways would be constructed in adjacent vehicular parking lanes or detours would be provided, as needed. In general, it is not anticipated that sidewalk or bicycle lane closures on Frida Kahlo Way, Ocean Avenue or Judson Avenue would be required, however, construction of new access to the Student Success Center may require temporary sidewalk and/or bicycle lane closures on Frida Kahlo Way.

The primary truck haul routes to and from the campus would be via I-280, Ocean Avenue, and Frida Kahlo Way. Construction trucks associated with demolition of bungalows on the east side of the campus would use Howth Street to enter and leave the campus; construction trucks could also be routed via Havelock Street.

If individual projects within the Main Campus require work within public sidewalks or roadways adjacent to the project site, CCSF and/or its construction contractor(s) would meet with public works and SFMTA staff members to develop and review truck routing plans for the disposal of excavated materials, material delivery and storage, as well as staging for construction vehicles. The construction contractor would be required to adhere to SFMTA Blue Book (blue book) regulations, including those regarding sidewalk and lane closures, and meet with SFMTA staff members to determine if any special traffic permits would be required. In addition to the regulations in the SFMTA blue book, the contractor would be responsible for complying with all city, state, and federal codes, rules, and regulations.

Impacts Related to Construction Duration and Intensity

Construction activities associated with the demolition, renovation, decommissioning and new construction at the Main Campus would occur over a six-year period, however, the construction activities would be phased over the duration and would be coordinated to minimize effects on campus circulation. The intensity of construction activities during the construction period would range depending on the type of activity, and would be greatest for renovation and new construction:

- Construction activities would be greatest for the new construction of the Student Success Center (80,000 gross square feet), and renovation of five buildings (total of 431,000 gross square feet) and would involve construction trucks removing demolition debris and deliveries of construction materials. Construction of the Student Success Center and the renovation of existing buildings would not overlap.

- Demolition of three buildings (i.e., Smith/Stadler, Conlan Hall, and Creative Arts Building) and numerous bungalows would primarily involve haul trucks to remove demolition debris from the campus.

- Decommissioning of two buildings (about 83,000 gross square feet) would involve removal of all equipment, furnishing, etc. within the buildings, disconnecting utilities, and securing and closing the building, and would involve minimal construction activities. Construction vehicles would primarily be associated with removal of materials and service vehicles.

Thus, construction activity at any one location within the campus would not be of substantial duration or intensity.

Impacts Related to Potentially Hazardous Conditions

Construction truck access into and out of the campus would primarily be via Frida Kahlo Way and Cloud Circle, and via Howth Street at Ocean Avenue. Construction truck access to the Student Success Center site would be via Frida Kahlo Way and the existing driveway to the A and H parking lots, located about 130 feet north of Ocean Avenue. As noted above, for construction of the Student Success Center the contractor would be required to prepare a construction traffic control plan that could include routing of construction trucks through the campus and placement of flaggers such as at Cloud Circle North for construction trucks exiting the campus at the unsignalized intersection of Frida Kahlo Way/Cloud Circle North. Flaggers would facilitate truck access between Frida Kahlo Way and the campus across the bicycle lane on Frida Kahlo Way. Thus, construction activities would not create potentially hazardous conditions for people driving, walking or bicycling within the campus or on Frida Kahlo Way.

Impacts Related to Accessibility

During demolition, renovation, and new construction activities at the campus, emergency vehicle access within the campus would be maintained via Cloud Circle, Howth Street, and Havelock Street. Temporary travel lane and/or sidewalk closures on the Frida Kahlo Way, Judson Avenue, or Ocean Avenue adjacent to the campus are not anticipated and therefore would not affect people walking, bicycling or transit operations on these streets. If any temporary construction-related travel-lane and sidewalk closures adjacent to the campus are determined to be needed, the College would require the contractor to coordinate these temporary closures with the City agencies for review and approval by the Interdepartmental Staff Committee on Traffic and Transportation, which is an interdepartmental committee that includes representatives from the department as well as public works, SFMTA, the police department, and the fire department.

As noted above, Ocean Avenue and Frida Kahlo Way would be used by construction vehicles to access the campus. Throughout the six-year construction duration there would be additional trucks on Frida

Kahlo Way which has a class II bicycle lane on each side of the street; however, the existing bicycle lanes would be maintained, and therefore construction trucks would not substantially affect bicycle travel. The blue book requires maintaining bicycle access and circulation during project construction. Construction activities within the campus would not require relocation of any bus stops for the 43 Masonic bus route on Frida Kahlo Way, and access to Muni stops would be maintained throughout the construction duration.

Therefore, construction activities would not substantially interfere with emergency access or accessibility for people walking, bicycling, or taking transit to and from the campus and surrounding area.

Summary

Construction activities affecting the public sidewalk and roadway network are required to be conducted in accordance with the SFMTA blue book, as applicable, to minimize the potential for hazardous conditions and to maintain safe travel in and around the campus. Although construction would occur over a period of approximately six years, any construction within the city right-of-way would be conducted in compliance with City requirements such that construction work can be done with the least possible interference with pedestrian, bicycle, transit, or vehicle circulation or result in hazardous conditions for people walking and bicycling, transit, or vehicles. Overall, because construction activities would be phased in duration, and construction activities affecting the public sidewalk and roadway network are required to be constructed in accordance with City requirements**,** construction-related impacts of the Updated FMP program and associated individual projects at the Main Campus, would be less than significant.

Impact TR-2: **The Updated FMP program and associated individual projects at the Main Campus would not create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations. (*Less than Significant*)**

The Updated FMP and associated individual projects at the Main Campus would not include any changes to the transportation network adjacent to the Main Campus. Specifically, there would not be any changes to the design or location of existing campus roadways, changes to sidewalks on Frida Kahlo Way, Judson Avenue, or Ocean Avenue, changes to bicycle facilities on Frida Kahlo Way or Judson Avenue, or changes to transit facilities on Frida Kahlo Way, Ocean Avenue, Geneva Avenue or Judson Avenue. Within the campus, the Updated FMP program includes upgraded and new pathways and sidewalks, reconfiguration of parking lots, and removal of faculty/staff parking from Cloud Circle. The new sidewalks and pathways would be designed consistent with State standards and designed to

accommodate people walking and bicycling. Thus, the Updated FMP and associated individual projects would not include any design features that would cause potentially hazardous conditions.

Impacts Related to Walking and Bicycling

The proposed project would increase the number of students, faculty and staff traveling to and from the campus, and within the campus east and west of Frida Kahlo Way throughout the day. As shown on **Table 4.2-12** during the a.m. peak hour, the proposed project would generate about 1,015 walk and bicycle trips (including 311 walk or bike only, 528 walk-to-transit, and 175 walk-to-off-site parking), while during the p.m. peak hour, the proposed project would generate 915 walk and bicycle trips (including 274 walk or bike only, 466 walk to transit, and 175 walk to off-site parking).

The trips by walking and bicycling would use the existing sidewalks and bicycle facilities adjacent to the campus and on Frida Kahlo Way. As described under existing conditions, there are bicycle lanes in each direction of Frida Kahlo Way and four signalized pedestrian crossings (at Riordan High School/North Access Road, midway between Judson and Ocean avenues at the existing entrance/exit to the upper reservoir parking lot, at Cloud Circle South, and at Ocean/Geneva avenues). The greatest increase in the number of campus-related pedestrian trips would be south of Cloud Circle as students, faculty and staff walk between the campus and the transit stops and stations. On Frida Kahlo Way, the 43 Masonic has three bus stops on each side of the road. The ongoing SFMTA Frida Kahlo Way/Ocean Avenue/Geneva Avenue Intersection Improvement Project is developing design changes to this intersection to improve safety, accessibility and comfort for people traveling through this intersection.

Within the campus, Cloud Circle and Science Circle provide primary pedestrian connections, and sidewalks are provided on one (Science Circle) or both (Cloud Circle) sides of these street. In addition, numerous sidewalks, pathways and stairs connect the buildings, sports facilities and parking lots. As part of the Updated FMP, the internal network of pathways would be improved and new pathways and sidewalks would be provided to better connect existing, renovated and new (i.e., Student Success Center) building, taking into account the existing buildings that would be demolished or decommissioned. In addition, faculty/staff parking would be removed from Cloud Circle (about 33 spaces) and the curbside would be reserved for passenger loading and service vehicles, thereby enhancing conditions for people walking and bicycling by reducing interactions with vehicles.

The Updated FMP program would reduce the number of parking spaces that would be accessed from Frida Kahlo Way, including 33 spaces on Cloud Circle and at the new Student Success Center (i.e., the new Student Success Center would remove the existing 153-space surface parking lots A and C and provide 25 parking spaces), but would increase the parking spaces (by approximately 200 spaces) that

would primarily be accessed via Howth Street from the south and Havelock Street from the east due to the demolition of the 600s and 700s bungalows. Therefore, the number of vehicles accessing the campus via Havelock Street would increase by about 157 vehicles during the a.m. peak hour and 85 vehicles during the p.m. peak hour, compared to the baseline condition. This increase in vehicles is not expected to create potentially hazardous conditions for bicyclists or people walking. As noted in under baseline conditions, the SFMTA and public works are currently completing final design of a raised crosswalk at the intersection of Circular Avenue and Havelock Street to provide an accessible path between the pedestrian bridge and the campus, and installation is expected to occur in 2021.

Campus vehicle access via Howth Street would occur at the signalized intersection of Howth Street/Ocean Avenue and the number of vehicles accessing the campus via Howth Street would increase by about 324 vehicles during the a.m. peak hour and 316 vehicles during the p.m. peak hour, compared to the baseline conditions. Pedestrian crosswalks and signals are provided at this intersection, and the increase in vehicles is not expected to create potentially hazardous conditions for bicyclists or people walking.

Therefore, for the reasons described above, the Updated FMP and associated individual projects at the Main Campus would not create potentially hazardous conditions for people walking or bicycling.

Impacts Related to Driving and Public Transit Operations

The changes to parking supply within the campus and associated changes to vehicle movements into and out of the campus would not introduce any unusual or unsafe vehicle maneuvers that could create potentially hazardous conditions for people driving or transit operations. As part of SFMTA's ongoing K Ingleside Quick Build Project, the SFMTA will be implementing the near-term set of improvements of the full Muni Forward project on the corridor to reduce delays on the K Ingleside light rail line.

The additional vehicles generated by the proposed project would increase traffic volumes on the transportation study area streets and would increase vehicle delays and queues at intersections. However, queues would be accommodated within the travel lanes and the increase in vehicle delays would not create potentially hazardous conditions. Therefore, the Updated FMP and associated individual projects at the Main Campus would not create potentially hazardous conditions for people driving or transit operations.

Overall, the Updated FMP program and associated individual projects at the Main Campus would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations, and the project's impacts related to potentially hazardous conditions would be less than significant.

Impact TR-3: **The Updated FMP program and associated individual projects at the Main Campus would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access. (*Less than Significant*)**

The Updated FMP program and associated individual projects at the Main Campus do not involve any changes to the roadway or sidewalk network adjacent to the Main Campus, or include any design features that would interfere with accessibility of people walking or bicycling to or from the campus and adjoining areas, or result in inadequate emergency access. The Updated FMP program includes features within the campus that would upgrade existing paths, provide a new multi-use path that connects Judson Avenue with Cloud Circle, provide elevators within or outside buildings to facilitate access between various levels within the campus (e.g., adding elevator towers to the east side of the renovated Cloud Hall building to improve access between the middle and upper levels of the campus), and provide wayfinding signage. These changes would enhance accessibility for people walking and bicycling within the campus. New paths would be designed to be compliant with the Americans with Disability Act

Impacts Related to Walking and Bicycling

Pedestrian and bicycle access to and from the campus would remain similar to baseline conditions. Signalized pedestrian crossings are provided across Frida Kahlo Way at Cloud Circle South, midblock between the Diego Rivera Theater and the STEAM building (at the existing Center Access Road to the Upper Reservoir parking lot), and at the North Access Road near Riordan High School. Pedestrian and bicycle access would also be provided from Judson Avenue at the Child Care Center, and via Havelock Street. As described under baseline conditions, the SFMTA will construct a raised crosswalk across Havelock Street between Edna Street and Circular Avenue to improve pedestrian safety and to provide an accessible path between the campus and the Havelock Street pedestrian bridge across I-280.

As part of the Updated FMP, the internal network of pathways would be improved and new pathways and sidewalks would be provided to better connect existing, renovated and new (i.e., Student Success Center) building, taking into account the existing buildings that would be demolished or decommissioned. Pedestrian access to the Student Success Center would be via a new path and staircase connecting with Frida Kahlo Way to the east, the pedestrian overpass across Ocean Avenue (and connecting with Geneva Avenue) to the south, and from Cloud Circle via the existing path between Smith Hall and the new Student Success Building to the north. Bicycle access would also be possible via these pathways, as well as via the access road connecting with the bicycle lanes on Frida Kahlo Way.

The projected increase in students, faculty and staff would increase trips by all modes (see **Table 4.2-12**), which would be accommodated within the existing and proposed transportation network for the campus. Given the circulation network within and adjacent to the campus, this increase in person and vehicle trips would not interfere with accessibility of people walking or bicycling to and from the campus.

Overall, the Updated FMP program and associated individual projects' on-site circulation changes would enhance accessibility for people walking and bicycling compared to baseline conditions. For the reasons described above, the proposed project would not interfere with accessibility of people walking or bicycling to and from the project site and adjoining areas.

Impacts Related to Emergency Access

The Updated FMP program and associated individual projects would not make any changes to city streets adjacent to the campus or include elements that would conflict with adopted codes regarding street widths and turning movements. Furthermore, the Updated FMP program and associated individual projects would not include any design features that would hinder or preclude emergency access, particularly at the existing fire department station 15 which is located on Ocean Avenue east of Frida Kahlo Way (i.e., south of the campus). Emergency access routes to the project area and within the Main Campus would remain similar to baseline conditions.

Although there would be a general increase in vehicle travel to the campus and surrounding streets, additional vehicles would not materially affect emergency vehicle response out of the station. Ocean Avenue contains multiple travel lanes that permit vehicles to maneuver out of the path of emergency vehicles and yield the right-of-way to the emergency vehicle, as required by the California Vehicle Code.

Overall, because the Updated FMP program and associated individual projects would promote accessibility for people walking and bicycling within the campus over baseline conditions and would not interfere with emergency access, the proposed project's impacts related to accessibility would be less than significant.

Impact TR-4: The Updated FMP program and associated individual projects at the Main Campus would substantially delay public transit. (*Significant and Unavoidable*)

As described above under "Approach to Analysis", the assessment of the transit delay impacts associated with implementation of the Updated FMP program and associated individual projects at the Main Campus was conducted using available information on the transit delay analysis prepared for the Balboa

Reservoir project[183], travel demand associated with implementation of the proposed project, and a comparison of the vehicle and transit travel demand for the proposed project and the Balboa Reservoir project for the a.m. and p.m. peak hours.

In San Francisco, the quantitative analysis of transit delay is based on increases in transit travel times associated with traffic congestion along a route (i.e., delays at intersections), transit re-entry delay (i.e., the amount of time required *for transit vehicles to merge back from a stop into the adjacent travel lane), and passenger boarding delay (i.e., the amount of time a transit vehicle has to stop to pick up and drop off passengers).* For individual routes, if the project would result in transit delay greater than or equal to four minutes, then it might result in a significant impact. Qualitative criteria also considered in determining whether additional delay would result in significant impacts include potential for a substantial number of people riding transit switching to riding in private or for-hire vehicles, transit service headways and ridership, origins and destinations of trips, availability of other transit and modes, and competitiveness with private vehicles.

As documented in the Balboa Reservoir Project Supplemental EIR, the Balboa Reservoir project is projected to generate 249 vehicle and 153 transit trips during the a.m. peak hour and 318 vehicle and 195 transit trips during the p.m. peak hour. As a result of the addition of these vehicle and transit trips to Ocean and Geneva avenues, transit travel times for the K Ingleside light rail line and the 29 Sunset and the 43 Masonic bus routes were estimated to increase by slightly less than two minutes; transit delay for other routes were substantially less. The majority of the transit delay increase associated with the Balboa Reservoir project was due to increases in passenger boarding delay.

The proposed project would increase the number of students at the Main Campus by 12,410 (to a total headcount of 36,750 by 2030) and the number of faculty/staff would increase by about 260 (to 2,000 total faculty/staff by 2030). On a typical day, there would be an additional 8,070 students (65 percent of the forecasted increase in headcount) and 225 faculty/staff (88 percent of the forecasted increase) traveling to and from the campus. This increase in students and faculty/staff would result in an additional 764 vehicles and 528 transit trips during the a.m. peak hour and 675 vehicle and 466 transit trips during the p.m. peak hour traveling to and from the campus. Thus, during the peak hours, the number of vehicle and transit trips would be more than double the number analyzed for the Balboa Reservoir project. The additional vehicles would contribute to increased delays at intersections along Ocean and Geneva avenues and Frida Kahlo Way, increasing transit travel times and transit vehicle reentry delay. The additional transit trips would increase the amount of time a transit vehicle stays at a stop to board

[183] Balboa Reservoir Project, Case No.: 2018-007883ENV. Transit Assessment Final Memorandum, prepared by Kittelson & Associates, Inc. for the San Francisco Planning Department, June 25, 2019.

passengers. Based on the combined effect of additional vehicles and transit riders, it is conservatively determined that travel associated with the additional students and faculty/staff under the Updated FMP would increase transit delay and exceed the four-minute threshold of significance during the a.m. and/or p.m. peak hours. Therefore, the proposed project would result in a significant impact on the K Ingleside light rail line and the 29 Sunset and 43 Masonic bus routes.

It is noted that this determination is conservative, as it assumes the existing travel mode share reported for students and faculty/staff in 2018 when the parking supply was generally not constrained, with about 2,890 parking spaces available to CCSF students and staff, compared with 1,381 parking spaces that would be available under baseline plus Updated FMP conditions. For example, as discussed above in "Project Travel Demand Methodology and Results", the travel modes for new students were assumed to be 44.5 percent auto/taxi/TNC, 34 percent transit, and 21.5 percent walking and bicycling. Constraints in parking supply in areas well served by transit, such as the Main Campus, would typically result in a shift over time from auto usage to travel by transit and other non-auto modes. In addition, the increase in student population at the Main Campus is expected to occur gradually over a period of about ten years, during which time CCSF as part of its TDM program would continue to monitor on-campus parking utilization and travel characteristics, and modify TDM measures to encourage walking, bicycling and transit, and discourage auto use to access the campus.

Because CCSF cannot commit to future funding appropriations to implement physical capital improvements such as transit-only lanes on Ocean Avenue and uncertainty regarding SFMTA's ability to increase transit service or implement projects to reduce transit delay, no feasible mitigations are available for the project's transit delay impacts. As described above, the Updated FMP includes implementation of TDM measures at the Main Campus to discourage auto use to access the campus, which would reduce the project generated vehicle trips and would minimize but not eliminate the proposed project's transit delay impacts. Therefore, implementation of the Updated FMP program and associated individual projects at the Main Campus would substantially delay transit, and transit delay impacts would be significant and unavoidable.

Impact TR-5: **The Updated FMP program and associated individual projects at the Main Campus would not cause substantial additional vehicle miles traveled or substantially induce automobile travel. (*Less than Significant*)**

As presented in **Table 4.2-7,** the existing average daily VMT per capita for office-type uses applicable to institutional uses for the transportation analysis zones in which the Main Campus is located (i.e., TAZ 65 to the east of Frida Kahlo Way and which includes the new Student Success Center and other individual

project sites), and TAZ 915 to the west of Frida Kahlo Way) is below the existing regional average daily VMT. Specifically:

- For the office use (including post-secondary education facilities) in TAZ 65, the average daily VMT per capita is 12.8, which is about 33 percent below the existing regional average daily work-related VMT per employee of 19.1.
- For the office use (including post-secondary education facilities) in TAZ 915, the average daily VMT per capita is 13, which is about 32 percent below the existing regional average daily work-related VMT per employee of 19.1.

As described above under "VMT Analysis Methodology," the campus is within an area of the city where the existing VMT is more than 15 percent below the regional VMT thresholds. The proposed project would meet the City's map-based screening and therefore the Updated FMP's land uses would not generate a substantial increase in VMT. Furthermore, the campus site meets the proximity to transit stations screening criterion, which also indicates that the Updated FMP's uses would not cause substantial additional VMT.

The Updated FMP does not include any features that would alter the transportation network adjacent to the project site, however, would include changes to the circulation network within the campus. Therefore, as described above under "VMT Analysis Methodology," the VMT impact assessment entailed a review of the proposed project features that would alter the transportation network to determine whether they would induce automobile travel. The features that would alter the circulation network within the network include new and reconstructed sidewalks, new multi-use paths, reconfigured on-street vehicular parking, and curbside passenger loading zones. These features fit within the active transportation/rightsizing and minor transportation types of projects that would not substantially induce automobile travel. Furthermore, the Updated FMP would not increase physical roadway capacity in congested areas or add new roadways to the network.

As described in **Section 3.0, Project Description** the Updated FMP includes expansion of the current TDM program to include hiring of a TDM coordinator, subsidized transit passes, mobility hubs, marketing/communications including wayfinding and real-time information for Muni and BART, additional bicycle parking, and improved paths that connect the campus with the surrounding streets.

For the reasons described above, the impacts of the Updated FMP program and associated individual projects at the Main Campus related to VMT and induced automobile travel would be less than significant.

Impact TR-6: The Updated FMP program and associated individual projects at the Main Campus would not result in a loading deficit. (*Less than Significant*)

The Updated FMP does not include any changes to curbside parking regulations or on-street commercial or passenger loading zones on Ocean Avenue, Frida Kahlo Way, or Judson Avenue.

With implementation of the Updated FMP program the total square footage of buildings would decrease by about 10 percent from baseline conditions. Within the campus, accommodation of freight and service vehicles would remain similar to baseline conditions and would continue to occur within or adjacent to buildings in off-street surface lots, or at the curb on campus roadways such as Science Drive and Cloud Circle. The five buildings proposed to be renovated (i.e., Cloud Hall, Creative Arts Extension, Science Hall, Student Union and Batmale Hall) would all include on-site facilities to accommodate freight deliveries and trash storage and loading operations would continue similar to existing conditions. Buildings that would be demolished or decommissioned would no longer generate freight loading demand. The overall freight loading demand at the Main Campus is anticipated to increase somewhat due to projected increases in the number of students, and this loading demand would be accommodated within the existing and proposed on-site and curbside loading facilities and would not result in a freight loading deficit.

The projected increase in students, faculty and staff would also increase the passenger loading demand. The additional students, faculty, and staff would generate 116 trips by taxi/TNC during the a.m. peak hour and 102 trips by taxi/TNC during the p.m. peak hour. This corresponds to an additional passenger loading demand of four spaces during the peak 15 minutes of the peak hour. These trips would be accommodated within existing curbside locations within the campus, at the planned porte-cochere along Frida Kahlo Way between the Diego Rivera Theater and the STEAM building (three spaces), within parking lots, and at new curbside passenger loading zones on Cloud Circle. The distribution of the passenger loading zones throughout the campus would accommodate the demand, and would not result in a passenger loading deficit.

Both freight and passenger loading for the new Student Success Center would be accommodated within the adjacent parking lot south of the new building, and access would be from Frida Kahlo Way via the existing driveway (i.e., the driveway to the existing A and H parking lots).

For the reasons described above, the Updated FMP program and the associated individual projects at the Main Campus would not result in a loading deficit, and loading impacts would be less than significant.

Impact TR-7: The Updated FMP program and associated individual projects at the Main Campus would result in a vehicle parking deficit, and the secondary effects

would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility of people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit. (*Less than Significant*)

Summary of Main Campus Vehicle Parking Changes

With implementation of the Updated FMP program and associated individual projects, the number of vehicle parking spaces within the Main Campus would increase from baseline conditions by 39 parking spaces, for a total of 1,381 vehicle parking spaces within the campus. Under baseline plus project conditions there would be 595 parking spaces located onsite west of Frida Kahlo Way and 747 parking spaces east of Frida Kahlo Way. The total 1,381 vehicle parking space supply includes the following changes to campus parking supply as part of the Updated FMP program and associated individual projects:

- Construction of the new Student Success Center, which would eliminate parking lots A and H, a reduction of 153 parking spaces, while providing 25 new parking spaces.
- Demolition of the Bungalows 600s and 700s would provide about 200 additional parking spaces near the N and D parking lots.
- Restricting the Cloud Circle curbside spaces to accessible parking and passenger loading only, removing 33 general vehicle parking spaces.

Main Campus Vehicle Parking Demand versus Supply

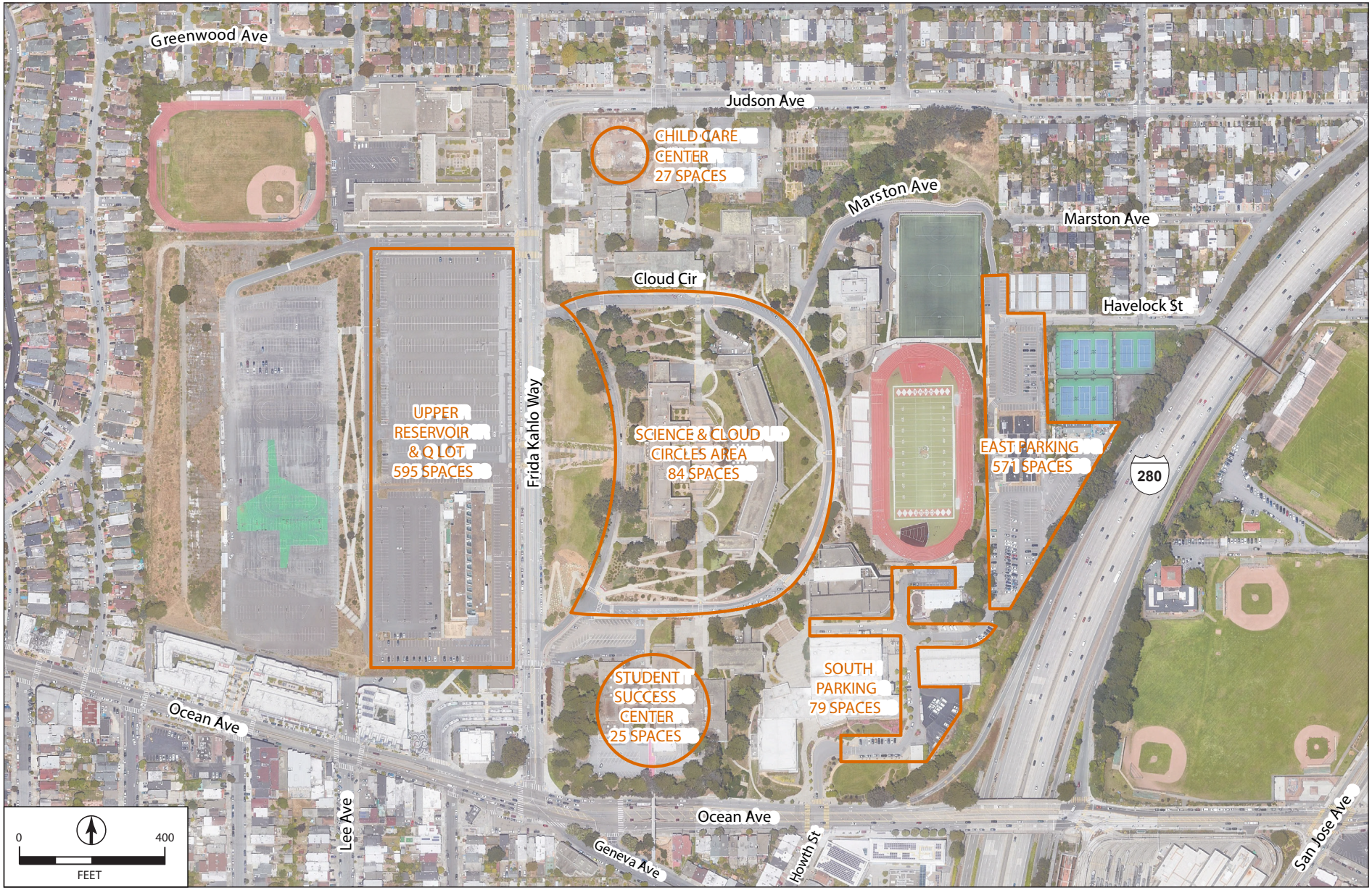
As described in **Section 4.2.2** under baseline conditions, campus parking within the upper reservoir lot would be modified as a result of construction of the previously approved Diego Rivera Theater and the STEAM building. As previously analyzed in the 2004 EIR Addendum No. 2, the parking supply within the upper reservoir will decrease by 569 spaces from existing conditions. The previously approved new Child Care Center on the east side of Frida Kahlo Way will provide 27 vehicle parking spaces, for a net reduction of 542 vehicle parking spaces within the campus from existing conditions. In addition, construction activities outside the control or jurisdiction of CCSF at the Balboa Reservoir project site will remove 1,007 parking spaces within the lower reservoir under baseline conditions. These spaces are currently available to CCSF students, faculty and staff, and will be eliminated as part of the initial site-wide grading phase of the Balboa Reservoir project. Thus, assuming no change in travel mode by students, faculty, or staff as a result of the reduction in the number of available off-street parking spaces (e.g., shift from driving to transit or other non-auto modes), there will be a parking deficit of 829 parking spaces under baseline conditions.

Table 4.2-17, Baseline and Baseline plus Project Off-Street Parking Supply, Demand and Utilization for the Main Campus, summarizes the parking supply and demand associated with implementing the Updated FMP program and associated individual projects at the Main Campus. The additional students, faculty and staff would generate a peak hourly parking demand for an additional 674 spaces, for a total Main Campus parking demand of 2,845 spaces. Thus, comparison of the Main Campus baseline plus project parking demand of 2,845 parking spaces to the supply of 1,381 parking spaces results in a parking deficit of 1,464 spaces, an increase of 635 spaces over baseline conditions. (See **Figure 4.2-6**.)

The SF Guidelines states that parking deficits of fewer than 600 spaces would not result in secondary impacts due to the availability of transit and density of land uses in San Francisco. Implementation of the Updated FMP program and associated individual projects would increase the deficit from baselineconditions by 635 spaces, which, as noted above, is a conservative estimate that does not account for reduction in available parking supply or changes in travel modes likely to occur due to the reduction in supply. The 635-space project-generated shortfall in parking spaces would exceed the 600-space threshold identified in the SF Guidelines, and it would be considered a substantial parking deficit warranting an assessment of secondary effects of the deficit.

There are no large public parking facilities in the vicinity of the Main Campus, and therefore, under baseline plus project conditions, the parking deficit would primarily be accommodated on-street in neighborhoods surrounding the campus. However, only a fraction of the parking deficit could be accommodated given high utilization of on-street parking. In addition, streets to the south and northeast of the campus are subject to SFMTA RPP "V" and "D" regulations, which limit parking without a permit during daytime hours. Considering the Main Campus is served by multiple light rail and bus routes within a 0.5-mile radius, it is likely that students, faculty, and staff, faced with a known constrained parking supply, would switch modes to transit, bicycling, or walking.

In addition, because the number of students at the Main Campus would increase gradually over a ten-year period (i.e., a growth in the number of students of about 12,410 students between 2019 and 2030), the parking deficit increase from baseline conditions would also increase gradually over time. Campus parking is subject to permitting and is monitored and it is anticipated that monitoring and continued implementation of the TDM measures that focus on promoting walking, bicycling and transit use, while discouraging private automobile use, would further reduce the parking deficit.



SOURCE: Advant Consulting, CCSF, 2020

FIGURE **4.2-6**

IMPACT SCIENCES

Baseline Plus 2019 FMP Parking Supply

1330.004•01/21

Table 4.2-17
Baseline and Baseline Plus Project Off-Street Parking Supply, Demand and Peak Utilization for the Main Campus

	Baseline Conditions [a]				Baseline plus Project Conditions			
	Staff & Faculty	Student and General Parking	ADA/ Reserved [c]	Total	Staff & Faculty	Student and General Parking	ADA/ Reserved [c]	Total
Supply (spaces)	532	639	171	1,342	446	739	196	1,381
Demand [b] (spaces)	623	1,408	140	2,171	704	1,951	190	2,845
Peak Utilization [b]	117%	220%	82%	162%	158%	264%	97%	206%
Surplus / Deficit (spaces)	-91	-769	31	-829	-258	-1,212	6	-1,464

Source: Adavant Consulting/LCW Consulting 2020.

a See Table 4.2-9.

b Peak demand and utilization is reached between 10 a.m. and noon on a typical school day.

c Spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, College Police, etc.

If residents in adjacent residential areas to the north perceive an increased challenge in finding on-street parking in their neighborhoods, residents can request to establish a new or expand existing RPP Area "V" and/or "D" through the SFMTA. They may also explore other possible parking management strategies with the College to address spillover parking in residential areas. The extent of spillover into the nearby residential neighborhoods to the north could be minimized by extending the RPP regulations to a larger area, reducing all non-residential on-street parking to two hours, adding parking meters at key locations, and increasing weekday midday enforcement.

Impacts Related to Potentially Hazardous Conditions for People Walking, Bicycling, and Driving and Accessibility for People Walking and Bicycling and Emergency Access

Secondary effects of the substantial parking deficit at the Main Campus include increased traffic volumes within adjacent residential neighborhoods as students, faculty, and staff seek on-street parking. Because residential streets to the south and northeast of the campus are subject to RPP Area "V" and "D" regulations which limit parking without a permit to a two-hour period on weekdays, the streets to the north would primarily experience the greatest increase in traffic volumes as a result of the search for on-street parking as well as increased parking utilization and an increase in the number of people walking between the on-street parking spaces and the campus throughout the day. Because drivers searching for parking would drive slower than those passing through the area, these additional vehicles distributed over a broad area throughout the day would not result in potentially hazardous conditions with respect to travel speeds.

Because students, faculty and staff would be at the campus for an extended period of time (e.g., not quick double or illegal parking to run an errand), it is not likely that they would park long-term within active travel lanes, transit-only lanes, bicycle lanes, or on sidewalks or within crosswalks. The streets to the north of the campus are generally flat and without unusual features where increased parking utilization would impact sightlines. Therefore, the Main Campus parking deficit would not create potentially hazardous conditions or impact accessibility for people walking or bicycling or emergency vehicles.

Within the campus, parking monitoring and enforcement is conducted by the City College Police Department under the authority of the California Vehicle Code by approval of the District. Per the California Vehicle Code section 21113(a), no person shall stop, parking, or leave standing any vehicle whether attended or unattended, upon the driveways, paths, parking facilities, or the grounds of any public school, except with permission of, and upon subject to any condition or regulation which may be imposed by the legislative body of the governing board or officer of the public school, or educational institution. Therefore, similar to existing and baseline conditions, the campus police would enforce parking permits within the parking lots and curbside regulations so that the potential for unmet parking demand to occur within red zones, crosswalks or sidewalks within the campus, or zones designated for emergency service providers would be low.

Therefore, the projected parking deficit is unlikely to create potentially hazardous conditions for people walking or bicycling or interfere with accessibility for people walking or bicycling or impede emergency access.

Impacts Related to Public Transit Delay

In the vicinity of the campus, on-street parking is not provided on Ocean Avenue (29 Sunset and 49 Mission/Van Ness bus routes), and on Geneva Avenue (8 Bayshore, 8BX Bayshore "B" Express, 43 Masonic, 54 Felton bus routes). The K Ingleside light rail line operates on a transit-only median of Ocean Avenue east of Frida Kahlo Way and within center mixed-traffic travel lanes west of Frida Kahlo Way. It is not likely that people seeking parking would park within the active travel lanes or within the median transit-only lanes, and therefore would not delay transit.

Adjacent to the campus, on-street parking is provided on streets that the 43 Masonic bus route travels, including on Frida Kahlo Way (64 spaces total on both sides of the street) and on Judson Avenue (14 spaces total on both sides between Frida Kahlo Way and Gennessee Street). However, the total number of on-street parking spaces is limited, and unlikely to result in people driving their vehicles for extended periods of time looking for parking on these two streets. Therefore, the projected parking deficit is

unlikely to create conditions that would delay the Muni light rail line and bus routes in the vicinity of the campus.

For the reasons described above, the parking deficit associated with implementation of the Updated FMP program and associated individual projects at the Main Campus would not result in secondary effects that would create potentially hazardous conditions for people walking, bicycling, or driving, interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles, or substantially delay transit, and the proposed project's parking impacts would be less than significant.

Impact TR-8: The Updated FMP program at the centers would not result in transportation impacts. (*Less than Significant*)

Impacts Related to Construction

As described in **Section 3.0, Project Description**, the Updated FMP program at the seven centers does not include any individual development projects that would require new construction, expansion or exterior modification of existing facilities, and the overall square footage of all College facilities at the centers would remain the same as existing. Therefore, there would be no significant construction-related impacts associated with the Updated FMP at the centers.

Impacts Related to Operations

Vehicular, bicycle, and pedestrian access, vehicle and bicycle parking, and commercial and passenger loading facilities at the seven centers would remain the same as under existing conditions. Therefore, operational impacts at the centers would be primarily associated with increases in the number of students and faculty/staff. As shown on **Table 4.2-10**, between 2019 and 2030, the total number of students at the seven centers is projected to increase by about 6,845 while the number of faculty/staff is projected to increase by 160. On a daily basis, the greatest increase in population (students plus faculty/staff) at the centers would be at the Mission (1,234), Chinatown/North Beach (1,038), John Adams (732), and Downtown (717) centers. Approximately 1,500 additional students are expected to take their courses online on a daily basis.

In addition, as shown on **Table 4.2-12,** the number of person trips to and from the seven centers would increase by between five and 231 trips during the a.m. or p.m. peak hours, with the greatest increase at the Mission and Chinatown/North Beach centers (approximately 200 person trips during each peak hour, respectively). Similar to the Main Campus, the travel demand during the a.m. peak hour would be higher (about 13 percent) than during the p.m. peak hour.

The majority of the new trips (about 67 percent) would be by transit, walking, and bicycling. As shown on **Table 4.2-13,** the proposed project would result in an increase in vehicle trips from existing conditions of between three and 74 vehicle trips during the a.m. or p.m. peak hours. The greatest increases in peak hour vehicle trips would be at the John Adams, Mission and Evans centers (i.e., between 51 and 74 vehicles traveling to and from the centers during the peak hours).

Potentially hazardous conditions and accessibility – The Updated FMP would not change any sidewalk or street configuration or affect any intersection, or introduce any incompatible uses to the transportation network at or in the vicinity of the seven centers. Emergency vehicle access to and in the vicinity of the seven centers would remain the same as under existing conditions. The additional trips associated with the projected increases in students and faculty/staff at the centers would be accommodated within the existing transportation network and would not result in a substantial change in vehicular, pedestrian, bicycle or transit travel in the vicinity of the centers. The magnitude of the additional trips by all modes would not result in potentially hazardous conditions. Thus, the proposed project would not result in hazardous conditions for people driving, bicycling or walking, or for public transit operations. Additionally, the projected increases in trips by all modes at the seven centers would not be expected to result in significant impacts or unsafe pedestrian or bicycle conditions, or impede pedestrian or bicycle circulation, or interfere with emergency vehicle access in the vicinity of the seven centers.

Transit delay – The additional vehicle trips during the a.m. and p.m. peak hours at any one center would be less than the department's screening criteria for a quantitative analysis of transit delay of 300 peak hour project-generated vehicle trips (i.e., the number of vehicle trips that could result in delays for transit and exceed the 4-minute threshold of significance). The project would add traffic to local streets in the vicinity of the centers (i.e., between three and 74 inbound and outbound trips during the a.m. or p.m. peak hours), but not in volumes sufficient to result in substantial conflicts with or delays to transit vehicle operations. In addition, the Updated FMP program would not relocate any existing transit amenities or service in the vicinity of the centers. Therefore, the Updated FMP program at the centers would not result in any substantially transit delays.

VMT and induced automobile travel – The seven centers are located in transportation analysis zones where the existing average daily VMT per capita is more than 15 percent below the regional VMT thresholds. **See Appendix D, Transportation Supporting Information**. The proposed project would meet San Francisco's map-based screening for office (including post-secondary institutional) uses, and the existing centers include similar features to other developments in the area in terms of density. As such, the proposed project would not generate a substantial increase in VMT. Furthermore, all of the seven centers meet the proximity to transit stations screening criterion, which also indicates that the Updated FMP uses would not cause substantial additional VMT.

The Updated FMP program at the seven centers does not include any changes to the existing facilities' transportation features (e.g., driveways, off-street or on-street loading spaces, off-street parking) or adjacent transportation network, and therefore, the Updated FMP program at the centers would not substantially induce automobile travel.

Loading – The additional travel demand would result in minimal increase in commercial vehicle and passenger loading demand at any one center, and these activities would be accommodated similar to existing conditions, either within the existing onsite or on-street passenger or commercial vehicle loading facilities currently serving the centers. Thus, the Updated FMP program at the centers would not result in a loading deficit**.**

Parking – The additional students and faculty/staff traveling to the centers by auto would result in an increase in vehicle parking demand that would range from an additional six vehicles during the peak hour of parking demand at the Southeast Center to an additional 85 vehicles at the Evans Center (see **Appendix D, Transportation Supporting Information**). The additional parking demand would be accommodated onsite and/or on-street in the vicinity of the centers. The Evans, John Adams and Southeast centers have off-street parking available within or adjacent to the site, while the Chinatown, Downtown and Mission centers have SFMTA-managed public parking facilities located nearby (e.g., Portsmouth Square Garage, Fifth & Mission Garage, and Mission Bartlett Garage).

It is anticipated that implementation of the Updated FMP's TDM program would reduce access by auto and decrease parking demand over time, and increase access by walking, bicycling and transit use (all centers are accessible by public transit). Thus, the additional parking demand would not result in parking deficit or secondary effects that would create potentially hazardous conditions for people walking, bicycling or driving, or interfere with accessibility of people walking or bicycling or inadequate access for emergency vehicles, or substantially delay public transit.

Therefore, for the above reasons, implementation of the Updated FMP at the centers would not result in transportation impacts, and impacts would be less than significant.

Cumulative Conditions

The geographic context for the analysis of cumulative transportation impacts generally includes the sidewalks and roadways adjacent to the project site, and the local roadway and transit network within the transportation study area shown on **Figure 4.2-1.** This section discusses the cumulative impacts to transportation that could result from the project in combination with cumulative projects. Additional discussion of the land use development projects and transportation network changes is provided above under "Cumulative Conditions".

Impact C-TR-1: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not result in significant construction-related transportation impacts. (*Less than Significant*)

Project construction activities within the Main Campus as part of the Updated FMP projects (i.e., demolition, renovation and new construction) is expected to begin in 2021 and end in 2027, and construction activities would occur in the same time frame and vicinity as other planned and proposed projects that would use the same roadways for access to work sites (e.g., Ocean Avenue, Geneva Avenue). These projects may result in increases in construction worker vehicles and construction trucks, may use the same or similar construction access routes to regional facilities, and may result in temporary travel lane closures.

On the basis of the schedule information for the cumulative projects presented in Section 4.0-1, Approach to Cumulative Analysis the construction schedules of the Updated FMP individual projects would overlap with the Balboa Reservoir mixed-use residential development (adjacent to the campus), the 2340 San Jose Avenue mixed-use residential development (approximately one third of a mile to the south of the campus), 1601-1631 Ocean Avenue/1271 Capital Avenue mixed-use residential development (about half a mile to the west of the campus), and the 350 Ocean Avenue mixed-use residential development (about one third of a mile to the east of the campus). Only the Balboa Reservoir project is located in the immediate vicinity of the campus and could contribute to cumulative transportation and circulation conditions. In addition to these development projects, the CCSF Ocean Avenue (Main) Campus Infrastructure Upgrade project would overlap with the individual projects under the Updated FMP program.

Project sponsors and construction managers of the cumulative projects would be required to comply with City requirements and the blue book, and coordinate any temporary sidewalk, bicycle route, and travel lane closures with various city departments, such as SFMTA and public works. A traffic control plan may need to be prepared to would address construction-related vehicle routing, traffic control, and pedestrian and bicyclist movements adjacent to the construction area for the duration of construction overlap. The traffic control plans would help maintain the safety of public streets for vehicles, bicyclists, and people walking. In addition, the project sponsor for the Balboa Reservoir project and CCSF have agreed to coordinate future construction at their respective sites.[184]

184 Balboa Reservoir Development Agreement, Exhibit J; as amended and approved by the San Francisco Board of Supervisors on August 18, 2020.

Given the limited number of projects in the immediate vicinity of the project site that would overlap with project construction and the requirements contained within the SFMTA blue book that would be applicable to all cumulative projects, construction activities of cumulative projects would not result in significant cumulative construction-related transportation impacts.

Impact C-TR-2: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations. (*Less than Significant*)

The majority of the future cumulative projects are relatively smaller development projects that would not change the transportation network. The exception is the Balboa Reservoir project that would extend Lee Avenue into the Balboa Reservoir project site and modify the intersections of Brighton Avenue/Ocean Avenue and Plymouth Avenue/Ocean Avenue. In addition, the Balboa Reservoir project will relocate the existing North Access Road that provides access to the Upper and Lower Reservoir parking lots approximately 200 feet to the south. The new street, North Street within the Balboa Reservoir project site, will intersect Frida Kahlo Way directly across from Cloud Circle North. This modified intersection would be signalized and would include a two-stage turn queue box[185] for bicycles, new curb ramps on the east side of Frida Kahlo Way, continental crosswalks and pedestrian signals. The traffic signal at the existing intersection of Frida Kahlo Way/North Access Road will be removed, and the sidewalks on both sides of Frida Kahlo Way will be extended and reconstructed. Other nearby transportation network projects include SFMTA projects on Ocean and Geneva avenues, and the Balboa Park Station Circulation Improvements, and these projects would be implemented to improve safety for all road users. CCSF projects under the Updated FMP and the Main Campus Infrastructure Upgrade Project would not change the transportation network adjacent to the campus.

Under cumulative conditions, trips by people walking, bicycling or driving on the surrounding street network would increase due to implementation of the Updated FMP and the nearby Balboa Reservoir project, other cumulative projects in the vicinity, as well as growth elsewhere in the city and region. This would be expected to lead to an increase in the potential for conflicts between people driving and people walking, bicycling, and public transit operations. However, a general increase in cumulative travel by all modes, in and of itself would not be considered a potentially hazardous condition. Furthermore, the effects of increased traffic would be balanced by cumulative transportation network projects such as the SFMTA Frida Kahlo/Ocean Avenue/Geneva Avenue Intersection Improvement Project, the SFMTA K

185 Two-stage turn queue boxes offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right side cycle track or bicycle lane, or right turns from a left side cycle track or bicycle lane.

Ingleside Quick Build Project and Muni Forward projects on Ocean Avenue, Balboa Park Station Circulation Improvements, and the I-280 Interchange Modifications at the Balboa Park Station project that would include design features that would enhance safety and promote walking, bicycling and transit use.

Transportation features of cumulative projects would be designed consistent with City policies, including the Better Streets Plan and Vision Zero, and therefore would not create potentially hazardous conditions. As described in **Impact TR-2**, the Updated FMP program includes projects within the campus that would encourage use of non-vehicle modes of transportation, includes design features that would enhance safety and promote walking, bicycling, and transit use, and would increase connections for people walking and bicycling within the campus.

For these reasons, the cumulative projects would not create conditions or generate activities that would create potentially hazardous conditions for people walking, bicycling, driving or public transit operations. Therefore, no significant cumulative impacts related to potentially hazardous conditions would occur.

Impact C-TR-3: **The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access. (*Less than Significant*)**

Overall, cumulative development and transportation projects described in **Section. 4.0-1, Approach to Cumulative Analysis** would enhance the transportation network for all modes and would promote accessibility for people walking and bicycling within and through the study area by conforming to the requirements of the Better Streets Plan, Transit First Policy, and Vision Zero, and by adhering to planning principles that emphasize providing convenient connections and safe routes for people walking and bicycling. With the exception of the Balboa Reservoir project which would extend Lee Avenue and relocate the existing North Access Road (North Street within the Balboa Reservoir project site) 200 feet to the south, to align with Cloud Circle North, none of the known cumulative development projects would change vehicular, pedestrian or bicycle circulation in the project vicinity. The SFMTA modifications at the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue and the Balboa Park Station Circulation Improvements would enhance accessibility for people walking and bicycling. None of the cumulative projects would interfere with emergency access. In addition, prior to finalizing the design and dimensions of any proposed transportation network changes, the City's fire department and police department staff would review and approve streetscape modifications, as required through the SFMTA's Transportation Advisory Staff Committee review process, so that emergency vehicle access is acceptable.

Under cumulative conditions, there would be a projected increase in vehicles on study area streets; however, the increase would not impede travel for people walking or bicycling, or emergency vehicles. Thus, no significant cumulative impacts related to accessibility would occur.

Impact C-TR-4: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would substantially delay public transit, and the Updated FMP would contribute considerably to those impacts. (*Significant and Unavoidable*)

As described in **Impact TR-4**, the Updated FMP program and associated individual projects at the Main Campus would result in substantial transit delay for the K Ingleside light rail line and the 29 Sunset and 43 Masonic bus routes under baseline plus project conditions, and this impact would be significant and unavoidable. Under cumulative conditions, the Updated FMP would combine with other nearby projects, and in particular, the Balboa Reservoir project and would result in cumulative transit impacts. This determination is based on the cumulative transit impact identified in the *Balboa Reservoir Project Supplemental EIR*, and the vehicle and transit trips generated by the proposed project during the a.m. and p.m. peak hours. The Main Campus would generate almost 50 percent more vehicle trips and transit trips than under existing conditions during the a.m. and p.m. peak hours. The proposed project would generate 110 to 210 percent more vehicle trips than the Balboa Reservoir project and 140 to 245 percent more transit trips than the Balboa Reservoir project.

Cumulative transportation network projects, including modifications to the intersections of Frida Kahlo Way/Ocean Avenue/Geneva Avenue, Plymouth Avenue/Ocean Avenue, Lee Avenue/Ocean Avenue, the realignment of the north access road to the intersection of Frida Kahlo Way/Cloud Circle, and the I-280 interchange changes would facilitate travel for transit vehicles through the transportation study area. The planned new boarding island on southbound Frida Kahlo Way north of the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue would reduce transit delay by eliminating the need for southbound buses to merge from the curb into the southbound travel lane. However, under cumulative conditions, the projected increase in transit trips associated with the proposed project and the Balboa Reservoir project and associated increases in passenger boarding delay would remain a substantial component of the cumulative transit delay. Given the uncertainty of SFMTA approval of the proposed and planned capital improvements on Ocean and Geneva avenues and on Frida Kahlo Way, these improvements were not assumed to offset the cumulative transit delay increase. Thus, for purposes of a more conservative analysis, the addition of vehicles and transit trips generated by the proposed project, in combination with the Balboa Reservoir project and other cumulative developments, is expected to increase transit delay and would exceed the four-minute threshold of significance for the K Ingleside light rail line and the 29 Sunset and 43 Masonic bus routes. These Muni routes serve a substantial number of people and connect

the neighborhood with many other San Francisco neighborhoods. The transit delay could make transit less competitive compared to private or for-hire vehicles. As a result, the Updated FMP program and associated individual projects, in combination with cumulative projects, would result in significant cumulative project transit delay impacts.

Based on the review of project-generated vehicle and transit trips generated by the Updated FMP program and associated individual projects at the Main Campus, the contribution of the proposed project to the cumulative delay for the K Ingleside light rail line and the 29 Sunset, and 43 Masonic bus routes would be cumulatively considerable.

As discussed in Impact TR-4, no mitigation measures have been identified to mitigate the Updated FMP's significant impacts or mitigate the project's contribution to the cumulative transit delay impacts. Therefore, the Updated FMP program and associated individual projects' impact related to transit delay would remain significant and unavoidable.

Impact C-TR-5: **The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not cause substantial additional vehicle miles traveled or substantially induce automobile travel. (*Less than Significant*)**

VMT by its very nature is largely a cumulative impact. As discussed in Impact TR-5, the project would not exceed the project-level quantitative thresholds of significance for VMT. In addition, Plan Bay Area meets greenhouse gas reduction targets set by the California Air Resources Board. Furthermore, as shown in **Table 4.2-18, 2040 Average Daily VMT Per Capita**, for the two transportation analysis zones in which the Main Campus is located, projected 2040 average daily VMT per capita is below the projected 2040 regional average daily VMT for office-type projects. Post-secondary institutional uses are treated as office for screening and analysis; for both TAZ 65 (east of Frida Kahlo Way) and TAZ 915 (west of Frida Kahlo Way), the projected 2040 average daily VMT per capita for the office-type uses is 12.6, which is 26 percent below the 2040 projected regional average daily VMT per capita of 17.1.

Table 4.2-18
2040 Average Daily VMT Per Capita

Land Use	Bay Area Regional Average	TAZ 65 [a]	TAZ 915 [b]
Households (residential)	16.1	10.4	10.6
Employment (office) [c]	17.1	12.6	12.6
Visitors (Retail)	14.6	2.8	2.2

Source: San Francisco Planning Department, Transportation Information Map, http://www.sftransportationmap.org.
a TAZ 65 is bounded by Staples and Judson avenues to the north, Ocean Avenue to the south, Edna Street and the I-280 freeway to the east, and Frida Kahlo Way to the west.
b TAZ 915 is bounded by Wildwood Way, Greenwood Avenue, and Judson Avenue to the north, Ocean Avenue to the south, Frida Kahlo Way to the east, and Miramar Avenue to the west.
c Employment for cultural, institutional, educational, medical, retail and office uses.

Thus, no significant cumulative VMT impacts would occur.

Impact C-TR-6: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would result in significant loading impacts, but the proposed project would not contribute considerably to those impacts. (*Less than Significant*)

Cumulative development projects nearby the project site are listed in **Section 4.0-1, Approach to Cumulative Analysis** and include the Balboa Reservoir project as well as smaller development projects to the east and west of the campus. Under cumulative conditions, freight and passenger loading activities on study area streets would increase as a result of these development projects; however, these activities would be in the vicinity of their respective sites and would not likely combine with the proposed project's loading demand or use the commercial and/or passenger loading spaces within the campus or on Frida Kahlo Way.

The adjacent Balboa Reservoir project would provide adequate freight and passenger loading spaces to meet its project-generated demand; however, the Balboa Reservoir project would extend Lee Avenue into the Balboa Reservoir site and would alter Lee Avenue's current status as a dead-end street and existing function as a loading zone for the Whole Foods Market and deliveries and passenger loading activity related to other nearby businesses along Ocean Avenue. With buildout of the Balboa Reservoir project, on-street loading would no longer be accommodated on Lee Avenue which could result in a loading deficit if truck drivers were not able to locate convenient replacement loading spaces (e.g., on Ocean Avenue). Drivers attempting loading operations on Lee Avenue by double-parking within either the northbound or southbound lanes could result in secondary effects on people bicycling and public transit delay. Thus, cumulative loading impacts would be significant.

As discussed under Impact TR-6, the freight and passenger loading demand associated with the Updated FMP program and the associated individual projects would be accommodated within the existing and proposed commercial and passenger loading facilities within the campus, and would not result in a loading deficit. Thus, the Updated FMP program and the associated individual projects would not contribute considerably to the significant cumulative loading impacts. Therefore, the Updated FMP

program and the associated individual projects' impact related to cumulative loading impact would be less than significant.

Impact C-TR-7: The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would not result in significant vehicle parking impacts. (*Less than Significant*)

As discussed in Impact TR-7, with implementation of the Updated FMP program and associated individual projects, the parking deficit under baseline conditions would increase by about 675 spaces, for a total parking deficit of 1,464 spaces at the Main Campus under baseline plus project conditions. Cumulative parking conditions in the vicinity of the campus would primarily be affected by buildout of the Balboa Reservoir project within the lower reservoir.

The Balboa Reservoir project includes on-site residential parking supply (550 spaces), as well as up to 450 parking spaces in one or more facilities that would be available to the general public at market rates. The residential parking supply would accommodate the Balboa Reservoir project residential parking demand, while the public parking spaces would accommodate the Balboa Reservoir project's retail and childcare visitor and employee parking demand (about 47 spaces), with the remaining spaces available for use by the general public, including CCSF students, faculty and staff. Thus, under cumulative conditions the total parking deficit identified under baseline plus Updated FMP conditions would decrease by about 400 spaces (i.e., from 1,464 to 1,064 spaces). The availability of the 450 public parking spaces would reduce the number of CCSF students, faculty and staff searching for parking within the adjacent neighborhoods.

In addition, as part of the Balboa Reservoir project's conditions of approval, the Balboa Reservoir project sponsor is required to work with CCSF to provide continuity of parking availability for the CCSF community, particularly during peak parking demand period in the first two weeks of school semesters. The agreed upon items of collaboration include:

- **"Pinch Point" Parking**. Due to the necessity of grading the Balboa Reservoir project site, and of building the Phase 2 buildings, there may be times during the Balboa Resrvoir project construction process when interim parking cannot be made available. In the event that one of these times coincides with the first two weeks of a CCSF's fall or spring semesters, the project sponsor will fund the reasonable cost for CCSF to use a valet service to expand the capacity of its other parking lots on campus during this period.

- **Dedicated College parking spaces**. The Balboa Reservoir project sponsor and CCSF will collaborate to develop a program by which a portion of the new public parking spaces can be reserved for members of the CCSF community at certain days of the week and times of day. The intent of this program will

be to ensure parking availability for the CCSF community at times of primary school activity, while also allowing for spaces to be utilized to serve other populations at off-peak times.

- **College Parking Pricing**. The Balboa Reservoir project sponsor and CCSF will collaborate to develop a pricing program and enforcement mechanism that recognizes the need for parking pricing to be affordable to the College students. The maximum amount charged to a College student under this program will be no more than the greater of: (i) the basic daily rate charged for daily parking in College campus lots, or (ii) $6 per day, increasing annually by no more than the Consumer Price Index.

- **Transportation Benefits for CCSF Students**. The Balboa Reservoir project sponsor will provide a one-time contribution to CCSF, in the amount of $400,000, to help support the implementation and effectiveness of a new CCSF Transportation Demand Management (TDM) program to benefit student transportation needs and planning.

As described in Impact TR-7, the parking deficit associated with increase in the number of students, faculty, and staff would not result in parking on sidewalks or in crosswalks, within transit-only lanes on Ocean Avenue, mixed-flow lanes or bicycles, or within red curb zones, or obstruct sightlines. Thus, a smaller parking deficit at the Main Campus under cumulative conditions than under baseline plus project conditions in Impact TR-7 would also not result in secondary effects that would create potentially hazardous conditions for people walking, bicycling or driving, or interfere with accessibility of people walking or bicycling or inadequate access for emergency vehicles, or substantially delay public transit.

In addition, because the number of students at the Main Campus would increase gradually over a ten-year period (i.e., a growth in the number of students of about 12,410 students between 2019 and 2030), it is anticipated that continued implementation of the TDM measures that focus on promoting walking, bicycling and transit use, while discouraging private automobile use, would further reduce the parking deficit. In addition, the Balboa Reservoir project includes a TDM plan to reduce vehicle trips and encourage sustainable modes.

Thus, no significant cumulative vehicle parking impacts would occur.

Impact C-TR-8: **The Updated FMP program at the centers, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative transportation impacts. (*Less than Significant*)**

As discussed in Impact TR-8, the Updated FMP program at the centers does not include any new construction or rehabilitation projects, and therefore the proposed project would not contribute to any potential construction-related transportation impacts (no impact). In addition, given the relatively small magnitude of the additional trips associated with the centers, and similar to the existing plus project conditions, no significant operational impacts related to transportation would result from the Updated

FMP at the seven centers. Thus, the Updated FMP at the centers would not contribute to any potential cumulative operational transportation impacts and this impact would be less than significant.

5.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines state that an Environmental Impact Report (EIR) must include a discussion of the following three topics:

- significant environmental effects which cannot be avoided if the proposed project is implemented,
- significant irreversible environmental changes which would be involved in the proposed project should it be implemented, and
- growth-inducing effects of the proposed project.

In addition, Section 15128 of the State CEQA Guidelines requires a brief statement of the reasons that various possible effects of a project have been determined not to be significant and, therefore, are not evaluated in the EIR. The following sections address each of these topics.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT

Table 1.0-1, Summary of Impacts and Mitigation Measures, which is contained in Section 1.0 of this Draft EIR, the Initial Study (included as **Appendix B** to the Draft EIR), and Sections 4.1 and 4.2 of this Draft EIR provide a comprehensive identification of the environmental effects of the proposed Updated Facilities Master Plan (FMP), including the level of significance both before and after mitigation.

5.2 SIGNIFICANT AND UNAVOIDABLE EFFECTS OF THE PROJECT

An EIR must identify significant impacts associated with a proposed agency action that could not be mitigated to a less than significant level. As part of the certification process, the Board of Trustees of the City College of San Francisco will make a final decision as to the significance of impacts and the feasibility of mitigation measures in this Draft EIR. As detailed in Section 4.0, implementation of the proposed Updated FMP would result in the following significant impacts that could not be mitigated to a less than significant level.

4.1 Cultural Resources

Impact HIST-1: **Demolition of Conlan Hall, Smith/Statler Building and the theater portion of the Creative Arts building would result in a significant impact to the Modern Architecture Historic District**

Impact C- HIST-1: **The Updated FMP would significantly contribute to cumulative impacts on historic resources**

4.2 Transportation

Impact TR-4 **The Updated FMP program and associated individual projects at the Main Campus would substantially delay public transit.**

Impact C-TR-4 **The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would substantially delay public transit, and the Updated FMP would contribute considerably to those impacts.**

All other environmental impacts (project-specific and cumulative) are either less than significant or can be mitigated to a less than significant level.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *State CEQA Guidelines* states that an EIR must include a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, a project would result in significant irreversible environmental changes if:

- the primary and secondary impacts would generally commit future generations to similar uses;
- the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy);
- the project would involve a large commitment of nonrenewable resources; or
- the project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.

Development of the proposed Updated FMP would result in the continued commitment of the project site to CCSF-related uses, thereby precluding any other uses for the lifespan of the campus. CCSF's ownership of the campus represents a long-term commitment of the campus lands to CCSF use. As with the restoration of the campus as a whole to pre-developed conditions, restoration of the project site and related project sites would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and other fossil fuels used in the generation of electricity. In addition,

construction activities related to the proposed projects would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil, natural gas, and gasoline) for automobiles and construction equipment. However, the consumption of these resources during construction and operation of College facilities would not represent unnecessary, inefficient, or wasteful use of resources.

All construction and operation activities under the Updated FMP would be designed to meet provisions of the *City College Sustainability Plan*, aims to achieve Zero Net Energy campus-wide, and Environmental Design (LEED) certification at a Silver level for individual buildings using the framework of the LEED rating system.

With respect to operational activities on campus, compliance with all applicable building codes, as well as the CCSF's continued commitment to the *City College Sustainability Plan* would ensure that all natural resources are conserved to the maximum extent feasible. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce CCSF's reliance on nonrenewable natural resources. Overall, the consumption of natural resources would increase at a lesser rate than the projected increase due to the variety of energy conservation measures that CCSF has and will continue to implement.

As previously discussed, under the *City College Sustainability Plan* CCSF has instituted lighting and other energy conservation measures and has been replacing in-building lighting systems with up-to-date energy-saving equipment when appropriate. Lighting conservation efforts in new construction include installation of occupancy sensors to automatically turn off lights when not in use, lighting reflectors, electronic ballasts, and energy efficient lamps. In addition, CCSF would implement the Updated FMP in accordance with specifications contained in Title 24 of the California Building Code. Through the efficient use of electricity on campus, the use of natural gas on the campus would also be reduced.

The *State CEQA Guidelines* also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. While the CCSF campus uses, transports, stores, and disposes of hazardous wastes, as described in **Section 3.9, Hazards and Hazardous Materials in the Initial Study (Appendix B)**, CCSF complies with all applicable State and federal laws and existing campus programs, practices, and procedures related to hazardous materials, which reduces the likelihood and severity of accidents that could result in irreversible environmental damage. In the history of CCSF operations at the campus and College centers, there have been no accidents resulting in irreversible environmental damage, indicating that current practices with respect to hazardous materials handling are adequate, and thus the potential for the proposed projects and related projects to cause irreversible environmental damage from an accident or upset of hazardous materials is considered low

5.4 GROWTH INDUCEMENT

This section evaluates the potential for the Updated FMP to induce growth in the City of San Francisco area. Section 15126.2(d) of the *State CEQA Guidelines* requires that an EIR include a discussion of the potential for a proposed project to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The *State CEQA Guidelines* do not provide specific criteria for evaluating growth inducement and state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Growth inducement is generally not quantified, but is instead evaluated as either occurring or not occurring with implementation of a project. The identification of growth-inducing impacts is generally informational, and mitigation of growth inducement is not required under CEQA. It must be emphasized that the *State CEQA Guidelines* require an EIR to "discuss the ways" that a project could be growth inducing and to, "discuss the characteristics of some projects that may encourage […] activities that could significantly affect the environment." However, the *State CEQA Guidelines* do not require an EIR to predict or speculate specifically where such growth would occur, in what form it would occur, or when it would occur.

For the purposes of this analysis, the Updated FMP would be considered growth-inducing if it met either of the following criteria:

- Implementation of the Updated FMP causes economic expansion and population growth through employment expansion and/or the construction of new housing, or
- Implementation of the Updated FMP removes an obstacle to population growth (for example, through the expansion of public services or utilities into an area that does not presently receive these services), or through the provision of new access to an area, or a change in a restrictive zoning or General Plan land use designation.

An evaluation of the proposed Updated FMP against these criteria is provided below.

5.4.1 Economic Expansion

Direct Growth

The CCSF Updated FMP provides a framework for future development to support the goals and strategies of CCSF's Education Master Plan.[186] The Updated FMP is a long-range plan, designed to guide future development through the year 2030. The framework encompasses modernized and efficient space use

186 City College of San Francisco. *Education Master Plan Update 2018-2025*. May 2019.

through renovation of existing facilities and construction of new facilities. The Updated FMP would support enhanced student experience on campus and sets the framework for improvements to indoor and outdoor student gathering and learning spaces, campus infrastructure, accessibility, and paths of travel. The Updated FMP would also support the sustainability and resilience measures of the campus.

The Updated FMP was prepared in compliance with CCSF Board Policy 7.02 which calls for maintaining a current Facilities Master Plan. CCSF's eligibility for State Capital Outlay funds and local general obligation bonds is contingent upon having a current, approved Facilities Master Plan in effect.

The proposed Updated FMP includes the demolition, decommission, renovation, and construction of various projects within the Main Campus. The proposed Updated FMP is intended to meet the needs of projected campus enrollment through 2030 and would not, in itself, increase the enrollment at CCSF. New employment opportunities generated by the Updated FMP would not be considered sufficient to include employment generating uses that would result in unplanned population growth due to the small number of jobs (**approximately 282**) added. Between 2020 and 2030, the number of employees is expected to increase by approximately 13 percent with a projected employee number of 2,501 by 2030.[187]

Indirect Economic Growth

The Updated FMP would not result in growth inducement as a result of economic expansion or population growth. The addition of population in an area has the potential to increase the amount of spending, thereby stimulating the economic activity of the area. Increased future employment generated by resident and employee spending can ultimately result in the physical development of space or the need for services to accommodate additional employees to serve the new population. However, the additional on-campus population associated with the Updated FMP would create minimal demand for additional goods and services. Therefore, apart from the direct jobs on the campus, the Updated FMP would result in minimal creation of new indirect and induced jobs. (Indirect jobs are those that are created or sustained when CCSF purchases goods and services from businesses in the region, and induced jobs are created or sustained when wage incomes of those employed in direct and indirect jobs are spent on the purchase of goods and services in the region.)

Indirect Population Growth

The indirect and induced employment that would result from growth in direct employment on campus could in turn result in additional population growth as individuals move into the study area to fill these jobs. However, the proposed Updated FMP would create a small number of new jobs on the campus, and

187 Alma Strategies. 2019. City College of San Francisco – Enrollment and Staff Projections. November.

these have already been accounted for in CCSF's Education Master Plan and regional growth forecasts. The indirect population growth that could be generated in association with the Updated FMP would not be substantial.

5.4.2 Removal of Impediment to Growth or Urbanization in a Remote Location

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include non-existent or inadequate access to an area or the lack of essential public services (e.g., water services), and planning impediments may include restrictive zoning and/or general plan designations.

As discussed in **Section 3.19, Utilities** in the **Initial Study**, the necessary infrastructure currently exists adjacent to the Main Campus and other College centers to serve all phases of the Updated FMP, and all utility connections would be made within the campus and centers boundaries. In addition, all aspects of the proposed Updated FMP are located within the existing developed areas of the campus, and not in a remote location where the provision of new infrastructure could enable additional development.

5.4.3 Precedent Setting Action

A decision by the Board of Trustees of the City College of San Francisco to approve the Updated FMP would not be considered a precedent-setting action. Approval of campus projects would continue to be considered on a case-by-case basis.

Due to the limited increase in population and employment and the fact that major infrastructure extensions would not occur, the proposed Updated FMP is not considered growth-inducing. While the City of San Francisco as a whole could exceed the Association of Bay Area Governments (ABAG) projections for the City (based on the *Plan Bay Area 2040*[188]), any growth occurring under the Updated FMP is expected to be accommodated by existing or planned facilities and services.

188 Association of Bay Area Governments, *Plan Bay Area 2040* http://projections.planbayarea.org/ accessed October 29, 2020.

5.5 MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT EFFECTS OF THE PROPOSED PROJECT

Table 1.0-1, Summary of Impacts and Mitigation Measures, which is contained in **Section 1.0** of this EIR, provides a comprehensive identification of the environmental effects of the Updated FMP, along with proposed mitigation measures.

5.6 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the *State CEQA Guidelines* requires an EIR to briefly describe any potential environmental effects that were determined not to be significant during the Initial Study and EIR scoping process and were, therefore, not discussed in detail in the EIR. All impacts found to be less than significant are described in the **Initial Study** (included as **Appendix B** to this Draft EIR) or in **Sections 4.1** and **4.2** of this EIR.

5.7 ALTERNATIVES TO THE PROPOSED PROJECT

Alternatives to the proposed projects are presented in **Section 6.0, Alternatives** of this EIR.

6.0 ALTERNATIVES

6.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process under the California Environmental Quality Act (CEQA). Public Resources Code Section 21002 states, in part, that the environmental review process is intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives which could avoid or substantially lessen such significant effects; and that in the event that specific economic, social, or other conditions make infeasible such alternatives, individual projects may be approved despite of one or more significant effects.

The CEQA Guidelines require that EIRs include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the Proposed Project while still meeting the general project objectives. The CEQA Guidelines also set forth the intent and extent of alternatives analysis to be provided in an EIR. Those considerations are discussed below.

Alternatives to the Project

Section 15126.6(a) of the CEQA Guidelines states: "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the 'rule of reason."

Purpose

Section 15126.6(b) of the CEQA Guidelines states: "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly."

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states: "The range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

Assumptions and Methodology

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the proposed project, and assumes that all applicable mitigation measures proposed for the Proposed Project would apply to each alternative. Impacts associated with the alternatives are compared to project-related impacts and are classified as greater, less, or essentially similar to (or comparable to) the level of impacts associated with the Proposed Project.

Level of Detail

The CEQA Guidelines do not require the same level of detail in the alternative analysis as in the analysis of the Proposed Project. Section 15126.6(d) of the CEQA Guidelines reads, "The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed".

6.2 PROJECT OBJECTIVES

The Updated FMP is intended as a long-range plan that would direct the development of the College through the year 2030 and support the goals and strategies of the College's Education Master Plan. The

Updated FMP provides a strategy for facilities improvement, renovation, replacement, and new construction to modernize the College's facilities and maximize space utilization to serve the community for the next 10 years and beyond.

While the Updated FMP focuses primarily on the Main Campus, it provides a comprehensive strategy that covers all CCSF locations and describes improvement potential at the CCSF centers. The Updated FMP planning framework focuses on improving or replacing the CCSF facilities to provide an equitable and consistent level of quality and space assignment at all District locations that support educational goals. Updated FMP framework supports the following objectives:

- Modernize and maximize space utilization of CCSF facilities to serve the community and meet the students' needs for the next 10 years and beyond
- Repurpose, replace, or decommission spaces as appropriate
- Provide built-in flexibility for future reorganization to meet changing needs
- Support modern instructional methodologies, program delivery, and appropriate capacity
- Ensure all spaces have adequate technology capabilities to support current and future needs
- Provide new and expanded opportunities for organizational development and effective innovation
- Build a sense of community by supporting collaborative and collegial relationships with comfortable places for study, professional development, events, and informal gathering.
- Enhance student experience and prioritize ease of access to critical resources at the Main Campus with improvement of campus operations
- Provide an in-person learning environment that fosters the well-being and mental health of students and staff
- Coordinate educational programs between all CCSF locations to efficiently address transportation and programs' scheduling issues
- Incorporate the City College Sustainability Plan by implementing the following:
  - Expand the incorporation of sustainable practices into day-to-day operations and environmentally friendly transportation practices.
  - Continue to expand the use of sustainable practices in the planning, design and construction of all new facilities and retrofitting of existing facilities.

- Modernize and extend the useful life of existing facilities where possible, as they may best support the Educational Master Plan.
- Develop, as possible, multi-story replacement facilities to reduce building footprints and site disruption.
- Upgrade site lighting to provide safety and limit the impact of development on nocturnal environments.
- Include water-efficient plumbing and energy-efficient systems in renovated or new buildings.
- Replace utility infrastructure to reduce negative impact on water and air quality by increasing on-site infiltration, minimizing storm-water runoff, and reducing contaminants during and after construction.
- Extend the life cycle of existing building stock to conserve resources, retain cultural resources, reduce waste and reduce environmental impacts of new buildings as they relate to materials manufacturing and transportation.
- Prioritize renovations and avoid demolitions.
- Coordinate College efforts to support local "Transit First" policies with City and County of San Francisco and regional agencies.
- Encourage the use of public transit, bikes, pedestrian access, and shared car programs.

6.3 RANGE OF ALTERNATIVES CONSIDERED

The range of alternatives studied in the EIR must be broad enough to permit a reasoned choice by decision-makers when considering the merits of the project. The analysis should focus on alternatives that are feasible, i.e., that may be accomplished in a successful manner within a reasonable period of time, and that take economic, environmental, social, and technological factors into account. Alternatives that are remote or speculative need not be discussed. Furthermore, the alternatives analyzed for a project should focus on reducing or avoiding significant environmental impacts associated with the project as proposed.

Implementation of the Updated FMP would result in potentially significant project-level and cumulative environmental impacts to cultural (historical) resources. The Updated FMP would also result in project-level and cumulative impacts to transit delay during operation. These impacts cannot be reduced to a less than significant level through incorporation of mitigation measures, and would remain significant and unavoidable.

Alternatives that would reduce the Updated FMP significant impacts are evaluated in detail in this chapter. As required by the *State CEQA Guidelines*, a No Project Alternative is also analyzed. Each

alternative that was evaluated in detail was examined for feasibility of implementation, ability to meet project objectives, and ability to reduce significant environmental impacts of the proposed projects.

6.4 ALTERNATIVES EVALUATED IN DETAIL

This section presents an evaluation of the following alternatives to the proposed Updated FMP project: No Project Alternative, Preservation Alternative, and Attendance Relocation Alternative. For each alternative, a brief description is first presented, followed by a summary impact analysis relative to each alternative, and an assessment of the degree to which the alternative would meet project objectives.

6.4.1 Alternative 1: No Project

Description

Under the No Project Alternative, the Updated FMP program, which would encompass modernized and efficient space use of the College facilities would not be implemented. The forecasted growth of students for the next 10 years would not occur. In addition, the associated individual projects under the Updated FMP that would include demolition, decommission, renovations, and new construction of facilities at the Main Campus would not be implemented.

Impact Analysis

Aesthetics

The No Project Alternative would avoid the less than significant aesthetic impacts identified in **Section 3.1, Aesthetics** of the Initial Study included in this EIR, because no changes would be made on either the CCSF Main Campus or Centers and the sites would remain in their existing physical condition.

Agricultural and Forest Resources

The College Main Campus and centers are all located in the City of San Francisco, in urbanized areas. No important farmland is located on any of the sites, and the sites are not currently used or designated for agriculture. As with the Updated FMP, the No Project Alternative would not affect agricultural resources and there would be no impact. Similarly, there would be no impact on forest lands or timberland.

Air Quality

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.2, Air Quality** of the Initial Study included in this EIR, because the College Main Campus and centers would

remain in their existing physical condition. There would be no construction, or new or increased operational emissions.

Biological Resources

The No Project Alternative would avoid the less than significant impacts to biological resources identified in **Section 3.4, Biological Resources** of the Initial Study included in this EIR, because the College's Main Campus would remain in its currently existing physical condition.

Cultural Resources

The No Project Alternative would avoid the significant impacts to cultural resources identified in **Section 3.5, Cultural Resources** of the Initial Study included in this EIR, and **Section 4.1, Cultural Resources** of the Focused EIR, because the College facilities at the Main Campus would remain in their existing physical condition.

Energy

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.6, Energy** of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no construction or new or increased operational energy consumption.

Geology and Soils

The No Project Alternative would avoid the less than significant impacts related to geology and soils identified **Section 3.7, Geology and Soils** of the Initial Study included in this EIR, because the Main Campus would remain in its existing physical condition. There would be no changes to the existing buildings and no ground-disturbing activities.

Greenhouse Gas Emissions

The No Project Alternative would avoid the significant greenhouse gas emission impacts identified in **Section 3.8, Greenhouse Gas Emissions** of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no construction or new operational GHG emissions.

Hazards and Hazardous Materials

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.9, Hazards and Hazardous Materials** of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition, including some aging and deteriorating buildings. There would be no construction or new operational impacts. However, under this alternative, because the aging and deteriorating buildings would remain, the existing impacts related to hazards and hazardous materials could therefore be greater under the No Project Alternative than under the proposed project.

Hydrology and Water Quality

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.10, Hydrology and Water Quality** of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no ground-disturbing activities or construction of new facilities.

Land Use

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.11, Land Use and Planning**, of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition.

Mineral Resources

The College Main Campus and centers are not designated as a mineral resource zone, and no known or potential mineral resources are located on the Campus. As identified in **Section 3.12, Mineral Resources**, of the Initial Study included in this EIR, with the Updated FMP, the No Project Alternative would not affect mineral resources and there would be no impact.

Noise

The No Project Alternative would avoid the less than significant construction noise and vibration impacts identified in **Section 3.13, Noise** of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no construction or new uses on the project sites and thus no increase in construction or operational noise and vibration.

Population and Housing

The No Project Alternative would avoid the less than significant impacts related to population and housing identified in **Section 3.14, Population and Housing**, of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no increase in College students or staff.

Public Services

The No Project Alternative would avoid the less than significant impacts related to public services identified **Section 3.15, Public Services**, of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no new construction, or College employment.

Recreation

The No Project Alternative would avoid the less than significant impacts related to recreation identified in **Section 3.16, Recreation**, of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. Recreational activities and facilities would remain available on the Main Campus and off-site recreational facilities would not experience substantial deterioration due to an increase in use.

Transportation

The No Project Alternative would avoid the significant impacts identified in **Section 4.2, Transportation** of this EIR because the College Main Campus and centers would remain in their existing physical condition. There would be no construction at the College's Main Campus or centers. In addition, there would be no increase in operations associated with the forecasted increase of students and staff.

Tribal Cultural Resources

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.18, Tribal Cultural Resources**, of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no demolition or new construction at any of the College facilities.

Utilities and Service Systems

The No Project Alternative would avoid the less than significant impacts identified in **Section 3.19, Utilities and Service Systems** of the Initial Study included in this EIR, because the College Main Campus and centers would remain in their existing physical condition. There would be no demolition or new construction and the current College operations would be unchanged.

Wildfire

The College Main Campus and centers are all located in the City of San Francisco, in urbanized areas. There are no wildlands located in the vicinity of the project areas. The City does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones.[189] Therefore, as with the proposed project, there would be no impact related to wildfire under the No Project Alternative.

Ability to Accomplish Project Objectives

The No Project Alternative would not achieve any of the project objectives. Under this alternative, the modernization and efficient space use through renovation of existing facilities and construction of new facilities would not take place. The goals of enhancing the student experience at the College facilities and improvements to indoor and outdoor student gathering and learning spaces would not occur.

6.4.2 Alternative 2: Preservation Alternative

Description

The Preservation Alternative would retain and renovate Conlan Hall, the Smith Hall/Statler building and the theater portion of the Creative Arts Building. The renovated Conlan Hall and Smith Hall/Statler building would be used to house the College functions currently planned under the Updated FMP to be located in a new Student Success Center; therefore, construction of this facility would not be implemented under this alternative. Renovation of Cloud Hall, the Creative Arts Building Extension, Science Hall, Student Union, and Batmale Hall would be implemented as described for the proposed project. Decommission of the Creative Arts and Visual Arts buildings would be implemented as described for the proposed project. Demolition/removal of the EOPS, 600, and 700 series bungalows would also take place. Refer to **Figure 6.0-1, Preservation Alternative Site Plan**.

189 California Department of Forestry and Fire Protection. Draft Fire Hazard Severity Zone Viewer. Available at: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414

Renovation of Conlan Hall and the Smith Hall/Statler Building would follow the Secretary of the Interior's standards for rehabilitation. The buildings would continue to be used for academic-related purposes. Distinctive building materials ('historic fabric') would be retained, and the spatial relationship of the buildings to the historic district would be maintained. The renovated buildings would continue to be recognized as a physical record of their time, place, and use. Features that characterize the properties would be retained. Any exterior alterations would be implemented without damaging the historic features, materials, and spatial relationships that characterize the building's contribution to the historic district. Currently the two buildings are connected by an exterior colonnade. Using similar materials, design, color, and texture, the colonnade would be enclosed to further combine the two buildings to serve the single proposed purpose.

All applicable project design features, sustainability and energy saving measures proposed for implementation under the Updated FMP would be implemented under this alternative.

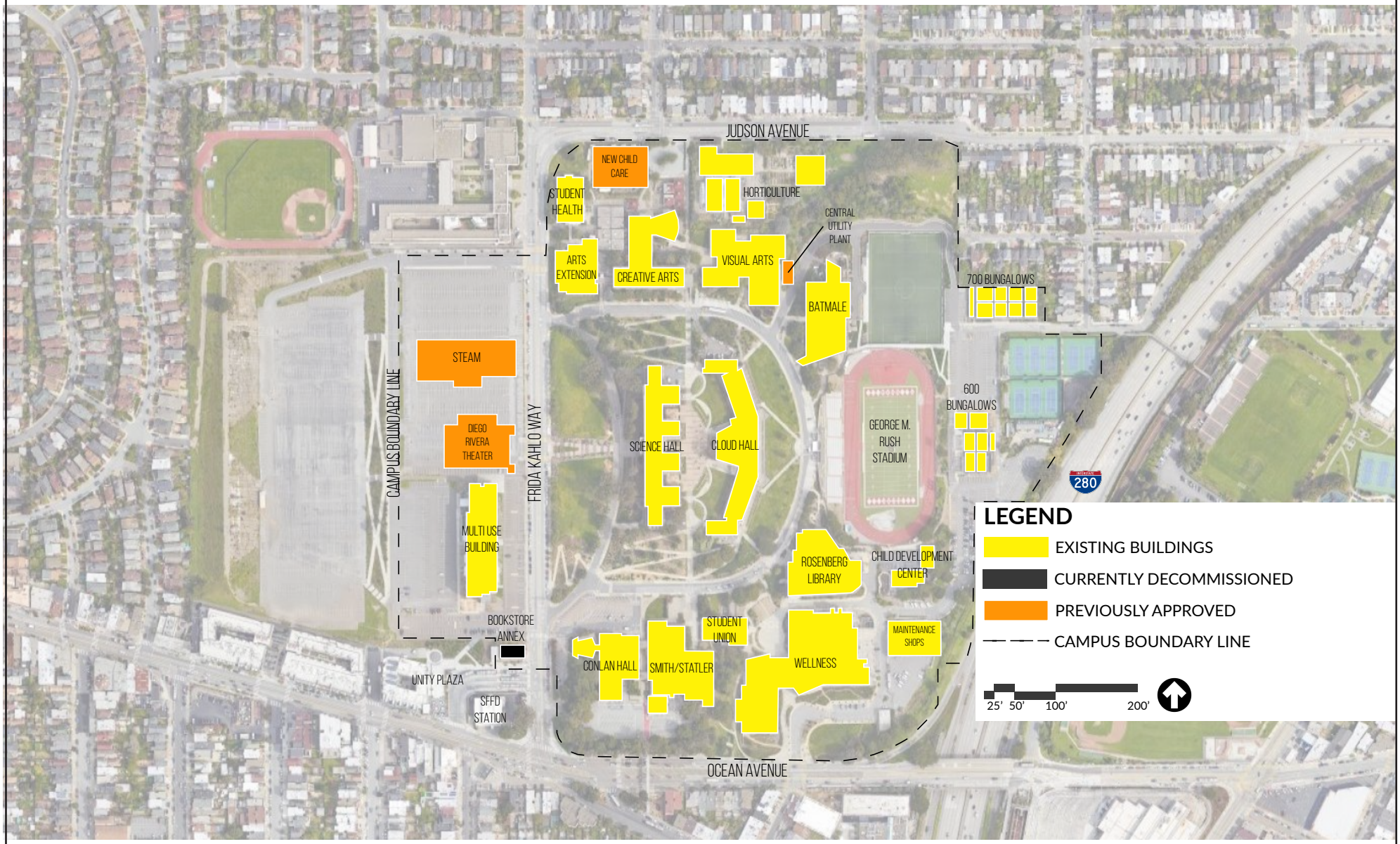
Impact Analysis

Aesthetics

Implementation of the Preservation Alternative would result in fewer changes to the visual character on the Main Campus as it would not result in the demolition of Conlan Hall, the Smith Hall/Statler Building and the theater portion of the Creative Arts Building. However, similar to the proposed project, Alternative 2 would include the demolition/removal of Campus bungalows, the renovation of several key buildings, as well as upgrades to exterior lighting on the Main Campus. **MM HIST-3b** and **MM AES-4a** identified for the Updated FMP would apply to Alternative 2. As the proposed project, this alternative would have similar, less than significant impacts to Aesthetics, including impacts to scenic vistas, scenic resources, visual quality, and light and glare impacts.

Agricultural and Forest Resources

Similar to the Updated FMP, development of the Preservation Alternative would not result in the conversion of Agricultural and Forest Resources to non-agricultural uses or forestry resources, and there would be no impact.



SOURCE: Kitchell, 2020

FIGURE **6.0-1**

IMPACT SCIENCES

Preservation Alternative Site Plan

Air Quality

Alternative 2 would involve demolition, construction and operational emissions similar to those of the Updated FMP. The less than significant air quality impacts of the proposed project, including impacts related to compliance with applicable air quality plans, exposure of sensitive receptors to substantial pollutant concentrations, or the creation of objectionable odors would be similar to the Updated FMP. **MM AQ-2** identified for the Updated FMP would still apply to this alternative and impacts related to air quality would be less than significant.

Biological Resources

As with the Updated FMP, Alternative 2 would have less than significant impacts to biological resources, including impacts related to special status species, riparian habitat or sensitive natural communities, wetlands, wildlife migration, or conflicts with policies protecting biological resources or with a habitat conservation plan. Implementation of Alternative 2 may also involve the removal of a number of mature trees; however, similar to the Updated FMP every effort would be made to preserve as many existing on-site trees as possible. **MM BIO-1** identified for the proposed project would also apply to this alternative. Similar to the proposed project, impacts related to biological resources would be less then significant under this alternative.

Cultural Resources

As with the proposed project, Alternative 2 would have less than significant impacts to cultural resources related to archaeological resources and human remains, and **MM CR-1** identified for the Updated FMP would apply to this alternative.

Alternative 2 would preserve Conlan Hall, the Smith Hall/Statler Building and the theater portion of the Creative Arts Building on the Main Campus. The retention of these buildings is intended to preserve the historic district identified in the Historic Resources Evaluation Report (HRER) included in **Appendix C** of this EIR. The renovated Conlan Hall and Smith Hall/Statler building would be used to house the College functions currently planned under the Updated FMP to be located in a new Student Success Center. The buildings would continue to be used for academic-related purposes. Distinctive building materials ('historic fabric') would be retained, and the spatial relationship of the buildings to the historic district would be maintained. The renovated buildings would continue to be recognized as a physical record of their time, place, and use. Features that characterize the properties would be retained. Any exterior alterations would be implemented without damaging the historic features, materials, and spatial relationships that characterize the building's contribution to the historic district. Currently the two

buildings are connected by an exterior colonnade. Using similar materials, design, color, and texture, the colonnade would be enclosed to further combine the two buildings to serve the single proposed purpose.

All applicable project design features, sustainability and energy saving measures proposed for implementation under the Updated FMP would be implemented under this alternative. In addition, **MM HIST-3a** identified for the renovation of buildings contributing to the historic districts under the Updated FMP would apply to the Conlan Hall and Smith/Statler building. With implementation of **MM HIST-3a**, which ensures following the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (SOIS), potential impacts associated with the renovation of Conlan Hall and Smith/Statler building and related to historical resources would be reduced to a less than significant level. **MM HIST-1a**, **HIST-1b**, and **HIST-1c** identified for the proposed project would not apply to this alternative.

Decommission of Creative Arts building would still occur under this alternative while retaining the theater portion of the building. **MM HIST-2a and HIST-2b** would still apply for this building. **MM HIST-2a** would require preparing and implementing a mothballing plan that follows the steps described in the National Parks Service's Technical Preservation Services Preservation Brief 31, Mothballing Historic Buildings. **MM HIST-2b** would require assessing the conditions of the buildings at the end of the 10-year period and implementing any identified measures to preserve the building from deterioration or vandalism. With implementation of **MM HIST-2a and HIST-2b**, impacts to historical resources at the Creative Arts building under this alternative would be less than significant.

Similar to the proposed project, other proposed decommission and renovation activities, as well as improvements to the circulation and open spaces within the Main Campus would still occur under this alternative and **MM HIST-2a, HIST-2b, HIST-3a,** and **HIST-3b** would still apply and would reduce the impact to historic resources to a less than significant level.

Energy

Under Alternative 2, there would be decommissioning, renovation and construction of new buildings similar to that under the proposed project. Alternative 2 would result in similar less than significant impacts as identified in **Section 3.6, Energy** of the Initial Study included with this EIR, because this alternative would implement all of the project design features, sustainability and energy saving measures considered under the Updated FMP.

Geology and Soils

Under Alternative 2, the Student Success Center would not be developed and therefore no new construction would occur. Renovation activities under Alternative 2 would be subject to compliance with the Division of the State Architect requirements, the State of California Uniform Building Code (CBC), and other applicable regulations as controlled by the permitting process. Alternative 2 would have similar, less than significant impacts related to geology and soils, including impacts related to seismic activity, ground failure, landslides, erosion, unstable soils, expansive soils, or septic systems.

Greenhouse Gas Emissions

Implementation of Alternative 2 would generate greenhouse gas (GHG) emissions, either directly or indirectly. These would be similar to those of the Updated FMP and the impact would likewise be less than significant. Under Alternative 2, operations would be the same as those under the Updated FMP and there would be no change to the less than significant GHG impacts identified for the proposed project.

Hazards and Hazardous Materials

Alternative 2 would include the renovation of Conlan Hall, the Smith Hall/Statler building, as well as Cloud Hall, the Creative Arts Building Extension, Science Hall, Student Union and Batmale Hall. Decommission of the Creative Arts and Visual Arts buildings would be implemented as described for the proposed project; however, the theater portion of the Creative Arts building would be retained. Demolition/removal of the EOPS, 600, and 800 series bungalows would also take place.

The main concern associated with hazards and hazardous materials at the Main Campus is related to the presence of contaminated building materials in some of the older buildings on the campus that would be demolished, decommissioned, or renovated. There is also some use and storage of hazardous chemicals on the Campus for research, building maintenance, and landscape.

All potential impacts related to hazards and hazardous materials would remain unchanged under Alternative 2 as compared to the Updated FMP. Under Alternative 2, the operations at the Main Campus would be the same as those discussed in **Section 3.9, Hazards and Hazardous Materials** of the Initial Study included in this EIR. Further, Alternative 2 would implement all of the applicable regulatory requirements. Similar to the proposed project, **MM HAZ-2a** and **HAZ-2b** would apply to this alternative. There would be no change to the less than significant hazards and hazardous materials impacts.

Hydrology and Water Quality

The same regulatory controls and requirements, compliance with the NPDES Phase I and Phase II requirements such as preparation of a SWPPP required for the proposed project and compliance with the City's Stormwater Management Ordinance, would apply to Alternative 2 and would avoid potentially significant water quality impacts.

Further, Alternative 2 would implement all of the Project Design Features, Sustainability and Energy Saving Measures, and Mitigation Measures proposed for the Updated FMP. Alternative 2 would therefore, like the Updated FMP, result in less than significant impacts with respect to hydrology and water quality issues, including water quality impacts and groundwater deficits and there would be no change to the less than significant hydrology and water quality impacts.

Land Use

Alternative 2 would remain consistent with applicable land use plans and policies because it would retain the Updated FMP land use designations.

Development of under Alternative 2 would not divide an established community. Similar to the proposed project, land use impacts from this alternative would be less than significant with regard to this criterion. Under Alternative 2, the operations would be the same as those discussed in **Section 3.11, Land Use and Planning** of the Initial Study included in this EIR and there would be no change to the less than significant land use impacts.

Mineral Resources

No mineral resources are known to be located at the College Main Campus or centers. As with the Updated FMP, Alternative 2 would not affect mineral resources and there would be no impact.

Noise and Vibration

Alternative 2 would not involve the demolition of Conlan Hall, Smith/Statler building, and the theater portion of the Creative Arts building. In addition, this alternative would not include the construction of a new building. Renovation activities proposed under the Updated FMP would still occur. Additional renovation activities would occur at Conlan Hall and Smith/Statler building. However, with less demolition and construction activities compared to the proposed project, this alternative would result in less noise impacts during construction. However, increase in operational traffic under this alternative would be similar to the proposed project, due to the forecasted enrollment increases. Therefore, like the

Updated FMP as discussed in **Section 3.15, Noise and Vibration,** of the Initial Study included in this EIR, Alternative 2 would cause less than significant impacts related to operational noise and vibration.

Population and Housing

Similar to the Updated FMP, forecasted increase in student and staff would occur under Alternative 2, which could cause an increase in students or employees living closer to the school. However, future students and employees likely already live near the campus and therefore, the anticipated growth for the City and County of San Francisco from Plan Bay Area already takes the increase in population into account. As such, similar to the proposed project, implementation of Alternative 2 would not induce substantial population growth in the area, either directly or indirectly and population and housing impacts would remain less than significant.

Public Services

Alternative 2 would not demolish Conlan Hall, Smith/Statler building, and the theater portion of the Creative Arts building. However, this alternative would involve the decommissioning and renovation activities at the Main Campus similar to the Updated FMP. In addition, forecasted increase in students and staff would still occur under this alternative. Therefore, like the Updated FMP as discussed in **Section 3.15, Public Services,** of the Initial Study included in this EIR, Alternative 2 would cause less than significant impacts related to the provision of fire and law enforcement services. Similar to the Updated FMP, this alternative would not increase the primary or secondary school age population or contribute to a need for the provision of new or altered fire or police protection facilities, schools, or libraries and there would be no change to the less than significant public services impacts.

Recreation

Alternative 2 would include improvements to open spaces similar to the proposed project. Therefore, like the Updated FMP as discussed in **Section 3.16, Recreation,** of the Initial Study included in this EIR, would cause less than significant impacts related to recreation facilities.

Transportation

Although construction of the Student Success Center would not occur under this alternative. Renovation of the Conlan Hall and Smith/Statler building would result in traffic impact during construction similar to that identified for the Updated FMP. Alternative 2 would involve the same number of new operational vehicle trips as the Updated FMP; therefore, this alternative would not reduce the significant unavoidable

impacts related to transit delay under the project and cumulative conditions identified under the Updated FMP.

Tribal Cultural Resources

As with the proposed project, Alternative 2 would have less than significant impacts to Tribal Cultural Resources, as all applicable consultation requirements and mitigation measures proposed for the Updated FMP would apply.

Utilities and Service Systems

As with the Updated FMP, Alternative 2 would implement all of the project design features, sustainability and energy saving measures considered for the Updated FMP. Impacts related to the provision of utilities would be less than significant similar to those of the proposed project.

Under Alternative 2, operations would be the same as those discussed in in **Section 3.19, Utilities and Service Systems** of the Initial Study included in this EIR, and there would be no change to the less than significant utilities impacts identified for the proposed project.

Wildfire

As with the Updated FMP, the College Main Campus and centers are all located in the City of San Francisco, in urbanized areas. There are no wildlands located in the vicinity of the project areas. The City does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones.[190] Therefore, as with the proposed project, there would be no impact related to Wildfire.

Ability to Accomplish Project Objectives

Alternative 2 would meet the objectives of the Updated FMP related to prioritizing renovation and avoiding demolition and incorporating the College's Sustainability Plan strategies. It would also provide comfortable places for study, professional development, events, and informal gathering. It would also prioritize renovations and avoid demolitions. However, this alternative would not consolidate administrative student affairs departments and offices under one roof and improve access to student affairs programs. Also, it would not enhance the southern gateway "front door" of the campus and provide a highly visible and welcoming front door to the Ocean Campus. Although this alternative

190 California Department of Forestry and Fire Protection. Draft Fire Hazard Severity Zone Viewer. Available at: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414.

would modernize and maximize space utilization, renovating Conlan Hall and Smith/Statler building instead of building a new student success center would not fully provide the built-in flexibility for future reorganization to meet future needs. In addition, it would not fully provide a modernized space that support current and future needs and enhance students experience.

Alternative 2 would not reduce all significant impacts identified in this EIR. This alternative would still result in significant unavoidable impacts related to transit delay on the project and cumulative level.

6.4.3 Alternative 3: Attendance Relocation Alternative

Description

The Attendance Relocation Project Alternative is intended to reduce the significant transportation impact of the Updated FMP related to transit delay at the CCSF Main Campus to a level below the significance threshold.

Based on current enrollment data, approximately 11 percent of the total College headcount attend classes online. The proposed project assumes that similar percentage of the total headcount would continue to attend classes online under the Updated FMP timeline. As presented in **Table 6.0-1** below, of the total forecasted growth of 21,558 students between 2019 and 2030 under the Updated FMP, approximately 2,385 additional students (11 percent) would be attending classes online, 12,410 (58 percent) additional students would be physically attending classes at the Main Campus, and 6,763 (31 percent) additional students would be attending classes at the other College centers. Approximately, 4,232 students are currently attending classes online. Under the proposed project a total of 6,617 students would be attending classes online by 2030. This would represent approximately 56 percent increase in online attendance compared to existing conditions.

Under the proposed Attendance Reallocation Alternative, online lecture classes would be offered to approximately 60 percent (7,446) of the anticipated additional students assumed to attend the Main Campus in person under the proposed project. Lecture classes for the remaining 40 percent (4,964) new students would be provided at the Main Campus. It is assumed that classes requiring the use of laboratories or music and arts studios would still take place on campus.

As presented include classes reconfiguration and optimization of space use would still occur under the alternative. In addition, all proposed individual projects that include demolition, decommission, renovation activities and in **Table 6.0-1** below, approximately 24 percent (14,063) of the total number of students in 2030 would be attending lecture classes online under this alternative. All proposed

improvements of the Updated FMP framework which would the construction of the Student Success Center, would still occur under this alternative.

Table 6.0-1
Online Attendance Configurations
Proposed Project and Attendance Reallocation Alternative

	Total Headcount					Forecasted Growth			
	2019	2030	Online	Main Campus	Centers	Total	Online	Main Campus	Centers
Proposed Project	38,256	59,814	6,617 (11%)	36,754 (61%)	16,443 (27%)	21,558	2,385 (11%)	12,410 (57%)	6,763 (31%)
Attendance Relocation Alternative	38,256	59,814	14,063 (24%)	29,308 (49%)	16,443 (27%)	21,558	9,831 (45%)	4,964 (23%)	6,763 (31%)

Source: Adavant, 2020

As with the Updated FMP, under the Attendance Reallocation Alternative, all demolition, decommissioning, renovation and construction of new buildings would occur. Further, all applicable project design features, sustainability and energy saving measures, and mitigation measures proposed for the Updated FMP would be implemented under this alternative.

Impact Analysis

Aesthetics

Implementation of the Attendance Reallocation Alternative would result in the same changes to the visual character on the proposed site as it would include the demolition of Conlan Hall, the Smith Hall/Statler Building, the theater portion of the Creative Arts Building, and the bungalows, the renovation of several key buildings, the construction of three new buildings as well as of upgrades to exterior lighting on the Main Campus. **MM HIST-3b** and **MM AES-4a** identified for the Updated FMP would apply to Alternative 3. As the proposed project, this alternative would have similar, less than significant impacts to Aesthetics, including impacts to scenic vistas, scenic resources, visual quality, and light and glare impacts.

Agricultural and Forest Resources

Similar to the Updated FMP, development of Alternative 3 would not result in the conversion Agricultural and Forest Resources to non-agricultural uses or forestry resources, and there would be no impact.

Air Quality

Alternative 3 would involve construction emissions similar to those of the Updated FMP. Under Alternative 3, less students would commute on a daily basis to the Main Campus than under the proposed project. Therefore, air emissions during operations would be reduced under this alternative.

The less than significant air quality impacts of the Updated FMP, including impacts related to compliance with applicable air quality plans, exposure of sensitive receptors to substantial pollutant concentrations, or the creation of objectionable odors would be similar to the Updated FMP, and less than significant.

Biological Resources

As with the Updated FMP, Alternative 3 would have less than significant impacts to biological resources, including impacts related to special status species, riparian habitat or sensitive natural communities, wetlands, wildlife migration, or conflicts with policies protecting biological resources or with a habitat conservation plan. Implementation of Alternative 3 may also involve the removal of a number of mature trees; however, similar to the Updated FMP every effort would be made to preserve as many existing on-site trees as possible.

Cultural Resources

As with the proposed project, demolition of the Conlan Hall, Smith/Statler building and the theater portion of the Creative Arts building would still occur under this alternative. Therefore, the significant unavoidable impact to historic resources under the proposed project would not be reduced under this alternative.

Energy

Under Alternative 3, there would be demolition, decommissioning, renovation, and construction of new buildings similar to that under the Updated FMP. Similar to the proposed project, Alternative 3 would have less than significant impacts as identified in **Section 3.6, Energy** of the Initial Study included in this EIR because this alternative would implement all of the project design features, sustainability and energy saving measures, and mitigation measures proposed for the Updated FMP.

Geology and Soils

Under Alternative 3, there would be grading and construction activities similar to those under the Updated FMP. Any earth-disturbing activities for new construction under Alternative 3 would be subject to compliance with the same seismic safety code requirements, project design features, sustainability and energy saving measures, and mitigation measures proposed for the Updated FMP. Alternative 3 thus would have similar, less than significant impacts associated with geology and soils, including impacts related to seismic activity, ground failure, landslides, erosion, unstable soils, expansive soils, or septic systems. Under Alternative 3, operations would be the same as those under the Updated FMP and there would be no change to the less than significant geology and soils impacts identified for the proposed project.

Greenhouse Gas Emissions

Implementation of Alternative 3 would generate greenhouse gas (GHG) emissions, either directly or indirectly. These would be similar to those of the Updated FMP and the impact would likewise be less than significant. Under Alternative 3, less students would commute on a daily basis to the Main Campus than under the proposed project. Therefore, GHG emissions during operations would be reduced under this alternative.

Hazards and Hazardous Materials

Alternative 3 would include demolition, decommissioning, renovation, and construction of new buildings similar to the program proposed under the Updated FMP.

None of the CCSF campus or centers are located within an area covered by an airport land use plan, within 2 miles of a public airport or a public use airport, or in the vicinity of a private airstrip; nor is the project site located adjacent to wildlands. Therefore, as with the Updated FMP, these topics are not applicable to the project.

The main concern relative to hazards and hazardous materials at the Main Campus is related to the presence of contaminated building materials in some of the older buildings on the campus that would be demolished, decommissioned, or renovated. There is also some use and storage of hazardous chemicals on the Campus for research, building maintenance, and landscape.

All potential impacts related to hazards and hazardous materials would remain unchanged under Alternative 3. Under Alternative 3, the proposed program for redevelopment, and operations at the Main Campus would be the same as that discussed in **Section 3.9, Hazards and Hazardous Materials** of the

Initial Study included with this EIR. Further, Alternative 3 would implement all of the regulatory requirements, Project Design Features, Sustainability and Energy Saving Measures, and Mitigation Measures proposed for the Updated FMP, and there would be no change to the less than significant hazards and hazardous materials impacts.

Hydrology and Water Quality

The same regulatory controls and requirements, compliance with the NPDES Phase I and Phase II requirements such as preparation of a SWPPP, would apply to Alternative 3 and would avoid potentially significant water quality impacts.

Further, Alternative 3 would implement all of the Project Design Features, Sustainability and Energy Saving Measures, and Mitigation Measures proposed for the Updated FMP. Alternative 3 would therefore, like the Updated FMP, result in less than significant impacts with respect to hydrology and water quality issues, including water quality impacts and groundwater deficits and there would be no change to the less than significant hydrology and water quality impacts.

Land Use

Alternative 3 site would remain consistent with applicable land use plans and policies because it would retain the Updated FMP land use designations.

Development of under Alternative 3 would not divide an established community and land use impacts from this alternative would, like those of the Updated FMP, be less than significant with regard to this criterion. Under Alternative 3, the operations would be the same as those discussed in **Section 3.11, Land Use and Planning** of the Initial Study included with this EIR and there would be no change to the less than significant land use impacts.

Mineral Resources

No mineral resources are known to be located on any of the Alternative 3 sites. As with the Updated FMP, Alternative 3 would not affect mineral resources and there would be no impact.

Noise and Vibration

Alternative 3 would involve the demolition, decommissioning, renovation, and construction of new buildings similar to that under the Updated FMP. In addition, there would be a modest increase in operational traffic, due to enrollment increases, however, these traffic increases would be less than those under the proposed project. Alternative 3 would implement all of the Project Design Features,

Sustainability and Energy Saving Measures, and Mitigation Measures proposed for the Updated FMP. Therefore, like the Updated FMP as discussed in **Section 3.15, Noise and Vibration,** of the Initial Study included with this EIR, Alternative 3 would cause less than significant impacts related to both construction and operational noise and vibration.

Population and Housing

Similar to the Updated FMP, implementation of Alternative 3 could cause an increase in student enrollment which could cause an increase in students or employees living closer to the school. However, future students and employees likely already live near the campus and therefore, the anticipated growth for the City and County of San Francisco from Plan Bay Area already takes the increase in population into account. As such, implementation of Alternative 3 would not induce substantial population growth in the area, either directly or indirectly and population and housing impacts would remain less than significant.

Public Services

Alternative 3 would involve the demolition, decommissioning, renovation, and construction of new buildings similar to that under the Updated FMP. Therefore, like the Updated FMP as discussed in **Section 3.15, Public Services,** of the Initial Study included with this EIR, would cause less than significant impacts related to the provision of fire and law enforcement services. Similar to the Updated FMP, this alternative would not increase the primary or secondary school age population or contribute to a need for the provision of new or altered fire or police protection facilities, schools, or libraries and there would be no change to the less than significant public services impacts.

Recreation

Alternative 3 would involve the demolition, decommissioning, renovation, and construction of new buildings similar to that under the Updated FMP. Therefore, like the Updated FMP as discussed in **Section 3.16, Recreation,** of the Initial Study included with this EIR, would cause less than significant impacts related to recreation facilities.

Transportation

Compared to the proposed project, the Attendance Reallocation Alternative would reduce the significant impact of the proposed project related to transit delay to a level below significance threshold under baseline plus proposed project conditions. However, similar to the proposed project, under cumulative conditions, this alternative would still contribute considerably to significant cumulative impacts related to transit delay. Cumulative impact to transit delay under the proposed project or the Attendance

Reallocation Alternative would be reduced below the significance threshold in the event mitigation measures to reduce cumulative transit delay identified in the Supplemental Environmental Impact Report for the Balboa Reservoir Project were implemented. These measures are not assumed in the cumulative analysis of the Updated FMP. These measures, not accounted for to in the cumulative analysis, are pending further review and approval by the San Francisco Municipal Transportation Agency.

Tribal Cultural Resources

As with the proposed project, Alternative 3 would have less than significant impacts to Tribal Cultural Resources, as all applicable consultation requirements and mitigation measures proposed for the Updated FMP would apply.

Utilities

Alternative 3 would require provision of new utility connections, similar to that of the Updated FMP. As with the Updated FMP, Alternative 3 would implement all of the Project Design Features, Sustainability and Energy Saving Measures, and Mitigation Measures proposed for the Updated FMP. and impacts related to the provision of utilities would be less than significant.

Under Alternative 3, operations would be the same as those discussed in in **Section 3.19, Utilities of the Initial Study included with this EIR**, and there would be no change to the less than significant utilities impacts.

Wildfire

As with the Updated FMP, all project sites under Alternative 3 are all located in the City of San Francisco, in urbanized areas. There are no wildlands located in the vicinity of the project areas. The City does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones.[191] Therefore, as with the proposed project, there would be no impact related to **Wildfire**.

Ability to Accomplish Project Objectives

Alternative 3 would meet all the Updated FMP objectives of modernizing and maximizing space utilization. It would also provide built-in flexibility for future space reorganization and support modern instructional methodologies. Although this alternative would build suitable spaces to enhance a sense of

[191] California Department of Forestry and Fire Protection. Draft Fire Hazard Severity Zone Viewer. Available at: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414.

community and collaborative environment, it would not fully allow for an in-person learning environment that fosters the well-being and mental health of student and staff. In addition, this alternative would not reduce all significant and unavoidable impacts identified for the Updated FMP. Under this alternative, the significant and unavoidable impact to historic resources would still occur. In addition, cumulative traffic impact related to transit delay would still occur under this alternative in the event that SFMTA would not implement the mitigation measures related to road improvements and identified for the Balboa Reservoir project.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6.0-2, Summary Comparison of Significant Impacts of Project Alternatives, presents a summary comparison of the significant impacts of the alternatives as compared with the proposed projects with the purpose of highlighting whether the alternative would result in similar, greater, or lesser environmental impacts than the proposed projects**.**

The No Project Alternative would avoid the significant environmental impacts of the Updated FMP related to historical resources because it would not result in the demolition of Conlan Hall, the Smith Hall/Statler Building and the theater portion of the Creative Arts Building on the Main Campus. This alternative would therefore be the environmentally superior alternative. However, it would not meet any of the Updated FMP objectives.

If the No Project Alternative is the environmentally superior alternative, *State CEQA Guidelines* Section 15126(d)(2) requires that an EIR identify an environmentally superior alternative from amongst the other alternatives evaluated in the EIR.

Alternative 3 (the Attendance Reallocation Alternative) would reduce the proposed projects' significant impacts related to transit delay. However, it would have significant and unavoidable impacts on historical resources. Further, Alternative 3 would not meet CCSF's objective of building a sense of community by supporting collaborative and collegial relationships with comfortable places for study, professional development, events, and informal gathering. For this reason, and because Alternative 2 would meet most, but not all, of the Updated FMP's objectives, it would be the environmentally superior alternative.

Table 6.0-2
Summary Comparison of Significant Impacts of Project Alternatives

Impact	Proposed Project Impact (Significant)	No Project Alternative	Preservation Alternative	Attendance Relocation Project Alternative
Impact HIST-1	**The Updated FMP would significantly contribute to cumulative impacts on historic resources**	Impact Less than Proposed Project	Impact Less than Proposed Project	Impact Equal to Proposed Project
Impact C- HIST-1	**The Updated FMP would significantly contribute to cumulative impacts on historic resources**	Impact Less than Proposed Project	Impact Less than Proposed Project	Impact Equal to Proposed Project
Impact TR-4	**The Updated FMP program and associated individual projects at the Main Campus would substantially delay public transit**	Impact Less than Proposed Project	Impact Equal to Proposed Project	Impact Less than Proposed Project
Impact C-TR-4	The Updated FMP program and associated individual projects at the Main Campus, in combination with past, present, and reasonably foreseeable future projects, would substantially delay public transit, and the Updated FMP would contribute considerably to those impacts	Impact Less than Proposed Project	Impact Equal to Proposed Project	Impact Less than Proposed Project

Source Impact Sciences, December 2020.

7.0 LIST OF ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
AMT	Aircraft Maintenance Technology
ARPP	archeological resource preservation plan
BART	Bay Area Rapid Transit
CBC	State of California Uniform Building Code
CCSF	City College of San Francisco
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
CSU	California State University
DRT	Diego Riviera Theater
DSA	Division of the State Architect
EIR	Environmental Impact Report
EOPS	Extended Opportunity Program and Services
ESL	English as a Second Language
FAP	Federal Art Project
FMP	Facilities Master Plan
GHG	greenhouse gas
GSF	gross square feet
HABS	Historic American Building Survey
HRER	Historic Resources Evaluation Report
LEED	Leadership in Energy and Environmental Design
LGBT	Lesbian, Gay, Bisexual and Transgender
LiDAR	light detecting and ranging

LOS	level of service
MLD	most likely descendant
MMRP	Mitigation Monitoring and Reporting Program
msl	mean sea level
MUB	Multi-Use Building
Muni	San Francisco Municipal Railway
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
NPS	National Parks Service
NRHP	National Register of Historic Places
PRC	Public Resources Code
PWA	Public Works Administration
ROW	right of way
RPP	Residential Permit Parking
SamTrans	San Mateo County Transit District
SB	Senate Bill
SEIR	Subsequent Environmental Impact Report
SFCTA	San Francisco County Transportation Authority
SF Guidelines	San Francisco Transportation Impact Analysis Guidelines
SFMOMA	San Francisco Museum of Modern Art
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SFPW	San Francisco Public Works
SHPO	State Historic Preservation Office

SOIS	Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings
SSC	Student Success Center
STEAM	Sciences, Technology, Engineering, Arts, and Math
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TNC	transportation network company
UC	University of California
USC	University of Southern California
VMT	vehicle miles traveled
WPA	Works Progress Administration

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