

E. SAN FRANCISCO PLANNING DEPARTMENT

- E-1. Please see the topical response **Other, City and County of San Francisco Jurisdiction**, in **Section 10.0, Topical Responses**.
- E-2. **Section 3.0** of the Draft EIR has been revised to include a discussion of project components requiring discretionary actions by the City, to the extent known at this time (see **Section 12.0, Revisions to the Draft EIR**).
- E-3. **Section 4.1** of the Draft EIR has been revised to include a discussion of project consistency with the City's Priority Policies (see **Section 12.0, Revisions to the Draft EIR**).
- E-4. This comment concerns the Master Plan, rather than the content of the EIR. It is noted for the record, and has been forwarded to the CCSF Master Plan team for consideration.
- E-5. The mode split that was used in the analysis was based on the City and County Guidelines. Although the City College of San Francisco – Ocean Avenue Campus does have a higher mode share in favor of transit, the mode shares from the City Traffic Guidelines were chosen as a more conservative approach to ensure that the EIR did not underestimate traffic impacts. The more conservative approach in terms of mode share was chosen since transit options to the campus are more limited in the evenings, and it was also assumed that many people attending evening classes would either drive or would come from locations that may not be as well served by public transportation.
- E-6. Please see the topical response **Transportation and Circulation, Transportation Demand Management**, in **Section 10.0, Topical Responses**.
- E-7. Please see the topical response **Transportation and Circulation, Parking Fees**, in **Section 10.0, Topical Responses**.
- E-8. Mitigation Measure **Air Quality-8** states: "CCSF shall apply its TDM program for the Main Campus to all campuses within the CCSF system, to the extent feasible and in accordance with State law." (Draft EIR, p. 4.5-31)
- E-9. Please see the topical response **Transportation and Circulation, Use of PM Peak Hour**, in **Section 10.0, Topical Responses**.
- E-10. **Section 4.1** of the Draft EIR has been revised to include a mitigation measure that requires CCSF to adopt a set of building design guidelines to ensure that new buildings are respectful of existing neighborhood scale and character (see **Section 12.0, Revisions to the Draft EIR**).

- E-11. Mitigation Measure **Visual-3b** in the Draft EIR (**Sections 2.0** and **4.2**) has been revised to require inclusion of an architect and planner on the design committee (see **Section 12.0, Revisions to the Draft EIR**).
- E-12. The proposed project includes both a street with curb parking and a parking lot in the area around the Wellness Center. Specifically, directly in front of the Wellness Center, there would be a street with a drop-off area and parallel parking. In addition, a 27-car parking lot would be located to the east/southeast of the building (See Draft EIR **Figures 3.0-5** and **3.0-9**).
- E-13. Please see the topical response **Transportation and Circulation, Improvements to Phelan Avenue**, in **Section 10.0, Topical Responses**.
- E-14. The language on p. 3.0-23 of the Draft EIR has been clarified to reflect that improvements at the North Beach/Chinatown and Mission campuses have been approved by CCSF only (see **Section 12.0, Revisions to the Draft EIR**). As stated in that same paragraph of the Draft EIR, issues specific to the North Beach/Chinatown and Mission campuses are addressed in the certified environmental documents for those projects.
- E-15. See the response to Comment E-2.
- E-16. **Section 4.1** of the Draft EIR has been revised to include a discussion of project consistency with the City's Priority Policies (see **Section 12.0, Revisions to the Draft EIR**).
- E-17. See the response to San Francisco Department of Parking and Traffic Comment C-2.
- E-18. The EIR preparers have verified the headways reported in the EIR.
- E-19. Please see the topical response **Transportation and Circulation, Improvements to Phelan Avenue**, in **Section 10.0, Topical Responses**.
- E-20. See the response to Comment E-5.
- E-21. The discussion of historic structures that would be affected by development at the Chinatown/North Beach Campus can be found in the impacts analysis of citywide Master Plan development in **Section 4.9**, Cultural Resources of the Draft EIR (pg. 4.9-29). **Section 4.9** of the Draft EIR has been revised to include a discussion of historic structures affected by development at the Mission Campus (see **Section 12.0, Revisions to the Draft EIR**).