TABLE 2.0-1
SUMMARY OF SIGNIFICANT PROJECT IMPACTS

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
LAND USE AND PLANNING		
Land Use-1 Impacts on Existing Character		
The Master Plan could result in impacts on the character of the vicinity due to the increased intensity of use of the Main Campus and the more built-up character of the area west of Phelan Avenue.	**Land Use-1a:** CCSF shall implement the transportation demand management (TDM) measures identified in **Sections 4.3** and **4.5**.	Significant.
	Land Use-1b: CCSF shall assist residents of the area north and northeast of the Main Campus to petition the City and County of San Francisco to extend the permit parking area. This assistance could include holding an educational meeting, providing information on the petition process, and arranging for a meeting between a representative of the San Francisco Department of Parking and Traffic and campus neighbors. CCSF shall also formally request that the City enforce residential permit parking requirements in all applicable areas near the campus.	
	Land Use-1c: CCSF shall formally designate a Neighborhood Liaison to serve as a contact person for the residents of the adjacent neighborhoods and to work with them to address their concerns, comments, and complaints related to the daily operations of CCSF.	
	Land Use-1d: CCSF shall work with the City and other organizations (e.g., community service and environmental groups) to establish litter pick-up and beautification efforts on and around the Ocean Avenue Campus.	
	Land Use-1e: As individual Master Plan buildings are designed, the designers shall adopt a set of building design guidelines that ensure that new buildings are respectful of existing neighborhood scale and character.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
VISUAL QUALITY AND SHADOW		
Visual-2 Impacts to Scenic Resources		
Depending on the siting and design of individual buildings, some mature trees could be removed as the result of the project. The extent of actual tree removal is not known at this time, and construction adjacent to or near existing mature trees could result in the potential loss of additional trees.	**Visual-2a:** Prior to the final design of each project, a landscape architect shall review the construction footprint of the project. All feasible measures, such as changes to the building footprint, shall be used to preserve and protect healthy mature trees.	Less than significant.
	Visual-2b: If the removal of healthy mature trees is required, a certified arborist shall evaluate the trees and determine their "value" using the criteria developed by the Council of Tree and Landscape Architects. CCSF shall relocate the trees, to the extent feasible, based on recommendations from a qualified arborist. The trees shall be moved to locations consistent with the College landscape plan.	
	Visual-2c: CCSF shall replace mature trees that cannot be saved (as the result of Measures a or b above) with new trees of the same species at a ratio of at least 1 to 1 (or higher if recommended by the arborist). A different species may be planted if the arborist believes it would serve a more valuable aesthetic and/or biological function. The sizes of replacement trees shall be determined by a qualified arborist. The locations of the replacement trees shall be selected by the College landscape architect to be consistent with the landscape plan, but the visibility and scenic benefits of the existing trees shall be considered. All replacement trees shall be monitored for at least five years to ensure the success of the new tree plantings. If a tree dies during this period, the tree shall be replaced and the replacement tree shall be monitored for an additional five years.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Visual-2d: CCSF shall implement measures to minimize impacts to trees adjacent to or near project construction. The measures shall be developed by a qualified arborist, and shall consider the value of the trees to be preserved and their relationship to the functions of the individual Master Plan projects. The measures may include: • Identification of a "protection zone" (based on accurate plots of trunk locations and driplines) for all trees to be preserved adjacent to or near proposed development areas. • Prohibition of any soil disturbance or change in grade within the protection zone. • Protective measures for any excavation that must occur within the protection zone. • Use of special foundation, footing and pavement designs to minimize interference with any structures built within the protection zone. • Limits on placement of irrigation lines and application of irrigation. • Requirement that new plantings be compatible with the water and nutrient requirements of the existing trees. • Design of drainage improvements to maintain or improve the current water conditions for existing trees.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Visual-3 Impacts to Visual Character		
The general effect of Master Plan buildout would be to extend the mass and scale of campus buildings to the west of Phelan Avenue. The resulting visual character could also be perceived as less open, more built-up, and larger scale. Depending on the ultimate design, mass and placement of the proposed buildings, they could contrast substantially with the generally smaller, finer-scale character of development in the area. Changes in visual character would not necessarily constitute a "substantial degradation" of the visual character of the area, but could be perceived as such. In the absence of specific design information, the potential impact to visual character would be significant.	**Visual-3a:** As individual Master Plan buildings are designed, the designers shall employ the following guidelines from the Master Plan to reduce the perceived scale of the structures. • Respect the proportions and scale of existing buildings. • Break larger building masses into several, smaller volumes to enhance human scale. • Avoid large horizontal patterns and elements, which can accentuate building mass. • Design well-recessed window openings and changes in depth of exterior walls to delineate building form through the use of shadow and light. • Design all new buildings forms with either a flat or low-pitched roof. • Integrate exhaust and plumbing stacks as architectural design features. Where applicable, employ articulation to reduce larger-scale elements. • Use building materials that are visually compatible with the existing character of the campus. • Using building colors that fall within the range of beige tones that existing on the campus. • Use public art to diminish the impacts of a blank building façade at a pedestrian level.	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Visual-3b: CCSF shall establish a Design Review Committee, to consist of an outside architect, an outside planner, an architect from staff, and staff and faculty representing the project being reviewed, to review the design of all major structures on the Main Campus. The review shall consider compliance of the design with the Master Plan principles and design guidelines and the mitigation in this EIR. The review shall be open to the public.	
TRANSPORTATION AND CIRCULATION		
Traffic-9 Internal Circulation and Campus Access		

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Some vehicles could use Havelock Street to access the parking garage in the eastern part of the campus, and others could use Havelock as an alternate entry into the campus. An increase in traffic on this road could create localized congestion and annoyance to campus neighbors and could lead to hazardous conditions for vehicles and pedestrians. In addition, the analysis in this EIR is based on the assumption that access to the reservoir parking would be provided from Phelan Avenue only. Use of one access to a parking area of that size would lead to back-ups along Phelan Avenue. In addition, conflicts between the northbound left turn into the reservoir parking and the southbound left turn onto Cloud Circle would still occur. These impacts could interfere with the transportation system along the campus frontage and could contribute to additional traffic and pedestrian hazards.	**Traffic-9a:** CCSF shall work with the City to improve conditions along Havelock Street. Possible improvements include the installation of a sidewalk or path. Consideration shall be given to the extent of public right-of-way, land ownership and use, location of utilities, and presence of physical opportunities or obstacles. **Traffic-9b:** CCSF shall design the eastern parking garage in such a way as to discourage access to the garage from the north. Possible measures include (but are not limited to) placing entrances and exits near the southern end of the garage only, and installing signage directing people to the Ocean/Howth entrance. **Traffic-9c:** CCSF shall commit to implementation of the TDM program outlined in the Master Plan (to the extent feasible and in compliance with State law) in order to reduce the number of vehicles traveling to and from the Ocean Avenue Campus. The goal of the TDM program shall be to reduce the number of auto trips to and from the campus by at least 15 percent from the number currently observed. The components of the TDM program are outlined below. • Assist residents of the area north and northeast of the Main Campus to petition the City and County of San Francisco to extend the permit parking area. This assistance could include holding an educational meeting, providing information on the petition process, and arranging for a meeting between a representative of the San Francisco Department of Parking and Traffic and campus neighbors. Encourage the City and County of San Francisco to enforce parking restrictions and permits in the adjacent neighborhood;	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
(continued)	• Designate a Campus Transportation Coordinator to develop and implement the TDM program; • Implement free transit passes (e.g., MUNI/BART Class Pass) to full-time faculty, staff and students provided agreements can be reached with the transit providers and to the extent financially feasible; • Establish carpool match database for CCSF faculty, staff and students, and designate preferential parking spaces (closest to campus buildings) for carpool parking spaces; • Consider vanpool or shuttle bus service from off-campus sites, including the Balboa Park BART Station and other CCSF campuses; • Implement "guaranteed ride home" program for faculty or staff to utilize a taxi service, free of charge, in the event of emergencies, to encourage transit usage; • Establish a car-sharing program and offer preferential parking for car share cars; • Consider options for providing faculty housing on campus or in adjacent future developments; • Provide additional services on campus (restaurants, banks, etc.); • Provide a bicycle station or improved provisions for bicyclists on campus; • Conduct annual monitoring of automobile trips to and from the campus to evaluate the effectiveness of the TDM programs; • Increase parking fees to recover a portion of the cost of construction and maintenance of structured parking; • Use parking revenue to fund implementation of TDM programs.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Traffic-9d: CCSF shall monitor the effectiveness of the TDM Program. The monitoring activities shall establish a baseline (pre-program level) for trips to and from the campus, and shall provide a quantitative measurement of future trips on at least a yearly basis. The monitoring activities may include, but would not be limited to, regular surveys and the use of trip counters at CCSF entrances. If the measures are found not to be effective (that is, if they do not meet at least the minimum level of trip reduction estimated), CCSF shall consider and implement corrective actions (to the extent feasible and consistent with State law).	
	Traffic-9e: In addition to the measures identified above, CCSF shall not expand its parking supply beyond existing levels without the implementation of all feasible TDM measures (see above) and an assessment of parking demand in order to minimize traffic related to parking lots and garages.	
	Traffic-9f: CCSF shall coordinate with the City and County of San Francisco to encourage use of public transit, improve pedestrian and bicycle access and reduce vehicle trips in the Ocean Avenue Campus area. In particular, CCSF shall adopt a resolution to work with the City toward reducing vehicle trips, employing relevant policies and objectives from the *Balboa Park Station Area Plan* (if approved).	
	Traffic-9g: CCSF shall work with the City to extend Lee Avenue from Ocean Avenue to the Balboa Reservoir along the western edge of the reservoir development. This extension would provide a second exit onto Ocean Avenue.	
	Traffic-9h: CCSF has proposed to relocate the entrance/exit to the reservoir parking from Phelan Avenue to help minimize traffic congestion on Phelan Avenue and reduce potential conflicts with traffic using Cloud Circle. The relocated driveway, which would be located approximately halfway between Riordan High School and Ocean Avenue, is currently being designed, but the preliminary concept includes two lanes of ingress and two lanes of egress, a traffic signal, and a pedestrian crosswalk. The driveway would be designed in such a way as to accommodate expected future traffic and operate acceptably (so as to avoid exceeding any traffic thresholds identified in the EIR).	
	Traffic-9i: CCSF shall design the access points for the parking garage in such a way as to promote efficient and non-conflicting traffic flows.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Traffic-9j: CCSF shall commit to a process to address existing and potential future congestion issues on the neighborhood roads adjacent to the campus. The process would include working with stakeholders (including, but not limited to, College neighbors and the City), development of a list of proposed improvements to present to the City for implementation, and CCSF contribution of its fair share of the cost of those improvements. This process shall be initiated and major alternatives identified prior to construction of the eastern parking garage or the eastern internal campus road.	
	Traffic-9k: CCSF shall work with Riordan High School and the City of San Francisco regarding improvements to the intersection of Phelan and Judson Avenues. These improvements could include but would not be limited to installation of a signal at the intersection.	
Traffic-11 Cumulative Impacts		
Under cumulative-plus-project conditions, three intersections in the area would experience degradation of LOS levels and increases in average delay times.	**Traffic-11a:** CCSF shall request that the City and County of San Francisco increase the cycle length at the intersection of Phelan Avenue and Ocean Avenue. This measure would be within the purview of the City and County of San Francisco**.** The intersection currently operates with a cycle length of 70 seconds. If the cycle length were increased to 80 seconds (similar to the other time periods) the intersection would operate at LOS D with an average delay of 44.7 seconds. CCSF shall coordinate with the City and County of San Francisco regarding signal coordination issues.	
	Traffic-11b: CCSF shall request that the City and County of San Francisco re-stripe the intersection of I-280 Northbound On and Off-ramps and Geneva Avenue to accommodate a through lane and a left turn lane and change the signal phasing to accommodate protected eastbound left turns. This measure would be within the purview of the City and County of San Francisco and Caltrans**.** With these improvements, the intersection would operate at LOS C with an average delay of 31.2 seconds.	
	Traffic-11c: CCSF shall request that the City and County of San Francisco re-stripe the westbound approach the intersection of I-280 southbound On and Off-ramp and Geneva Avenue to accommodate a through lane and a left turn lane, and change the signal phasing to accommodate protected eastbound left turns. This measure would be within the purview of the City and County of San Francisco and Caltrans**.** With these improvements, the intersection would operate at LOS C with an average delay of 26.2 seconds.	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
NOISE		
Noise-1 Construction Noise		
Construction and grading activities and equipment would generate both steady and episodic noise that would be heard both on and off the project site(s) and could primarily affect existing uses on the campus, nearby residences, and the adjacent Riordan High School and Lick-Wilmerding High School. Multiple projects would be constructed over the next 11 years. The number of projects and length of time involved would make the impact feel more "permanent" (and thus more annoying and disruptive). Typical construction activities would occur during daytime hours, but some activities might need to occur at night to meet the overall construction schedule.	**Noise-1a:** To the extent feasible, CCSF shall limit construction activity to the hours of 7:00 AM to 6:00 PM on weekdays, and 7:00AM to 5:00 PM on Saturdays and Sundays. If nighttime construction is required, CCSF shall apply for, and abide by the terms of, a permit from the San Francisco Department of Public Works. CCSF shall require contractors to comply with the City Noise Ordinance.	Significant.
	Noise-1b: Construction contractors shall implement appropriate additional noise reduction measures that include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, shutting off idling equipment, and notifying adjacent residences and businesses in advance of construction work. In addition, CCSF shall require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints.	
	Noise-1c: For any construction activities that involve the use of pile driving, CCSF shall notify nearby residents in advance of the construction work.	
	Noise-1d: If feasible based on the soils present and other considerations, CCSF shall require the use of predrilled holes for pile driving, to minimize the noise and vibration from pile driving.	
	Noise-1e: In the event that construction activities would occur for an extended period of time adjacent to classrooms, or that construction noise could not be attenuated to an acceptable level inside classrooms, CCSF shall consider the temporary relocation of classes to a different location on campus.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Noise-1f: CCSF shall coordinate with Riordan High School and Lick-Wilmerding High School prior to starting all construction and prior to construction on any major Master Plan project. CCSF shall work with representatives of the high schools to implement measures to minimize potential noise impacts to teachers and students (including, but not limited to, the other noise measures identified herein).	
	Noise-1g: CCSF shall designate suitable routes for truck access to and from the campus. To the extent possible, these routes shall include major streets (such as Ocean Avenue) and shall avoid residential streets (such as Marston Avenue).	
	Noise-1h: CCSF shall incorporate building deconstruction and recycling techniques where and when feasible.	
Noise-2 Groundborne Noise and Vibration		
Groundborne vibrations related to construction activities would be above the significance threshold for impacts to people.	**Noise-2a:** CCSF shall provide notification to the closest receptors, at least two days in advance, of construction activities that could cause vibration levels above the threshold (i.e., 0.1 inches per second RMS).	Significant.
	Noise-2b: [deleted: determined to be infeasible]	
	Noise-2c: CCSF shall require construction contractors to, where possible, select demolition methods to minimize vibration (e.g., sawing masonry into sections rather than demolishing it by pavement breakers)	
	Noise-2d: CCSF shall require construction contractors to operate earthmoving equipment on the construction site as far away from vibration-sensitive sites as possible.	
	Noise-2e: If pile driving is required for a specific project, the project contractor may demonstrate (through the use of indicator piles) that the pile driving would not create vibrations exceeding 0.1 inches/second at nearby residences. If the campus can demonstrate that the expected vibration would not exceed the threshold, no further mitigation for pile driving is required.	
	Noise-2f: The construction contractor shall implement feasible methods to reduce vibration, including, but not limited to, sound attenuation barriers, cut-off trenches and the use of smaller hammers.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Noise-8 Cumulative Impacts		
Construction of the library would occur in 2005 and 2006, during the same time that construction of the Community Health & Wellness Center and practice field relocation is occurring. The library site, Health & Wellness Center site, and new practice field site would be separated from each other, but there could be combined construction impacts from construction vehicles traveling the same routes.	See Mitigation Measures **Noise-1a through –1e** for the cumulative construction noise impact.	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
AIR QUALITY AND WIND		
Air Quality-1 Construction Emissions		
During the construction phase of development of individual Main Campus Master Plan projects, emissions would be generated by on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use. In addition, fugitive dust would be generated during grading and construction activities. Although much of this airborne dust would settle out on, or near, the individual project sites, smaller particles would remain in the atmosphere, increasing existing particulate levels within the surrounding area. Although the project's construction-related emissions would be temporary in duration, in the absence of control measures, they could be substantial.	**Air Quality-1:** The College District shall require all construction contractors working on new construction projects for the Master Plan to implement a dust control plan. The dust control plan shall include the following measures from Table 2 of the *BAAQMD CEQA Guidelines* as applicable and feasible, and would reduce the impact to a less-than-significant level. The program shall be applied to all construction activities involving grading, excavation, use of unpaved areas for staging, extensive hauling of materials, or building demolition. **Basic Control Measures (for all construction sites)** • If necessary, water all active construction areas at least twice daily (with recycled water, if possible). • Cover all trucks hauling soil, sand, and other loose materials. • Apply water two times daily to all unpaved access roads, parking areas, and staging areas at construction sites. • Sweep daily all paved access roads, parking areas, and staging areas at construction sites. • Sweep streets daily if visible soil material is carried onto adjacent public streets.	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
(continued)	**Enhanced Control Measures (for individual or combined construction sites of larger than four acres)** • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). • Limit vehicle speeds on unpaved roads and over disturbed soils to 15 miles per hour during construction. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. **Optional Measures (to be implemented at the discretion of the District)** • Wash off the tires or tracks of all trucks and equipment leaving the site. • Install wind breaks, where necessary, at the windward side(s) of construction areas. • Suspend excavation and grading activity when sustained winds exceed 25 miles per hour.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Air Quality-2 Daily Operational Emissions		
With Master Plan buildout, the project operational emissions would exceed the BAAQMD-recommended thresholds for ROG and PM_{10}.	**Air Quality-2a:** CCSF shall commit to implementation of the TDM program outlined in the Master Plan (to the extent feasible and in compliance with State law) in order to reduce operational emissions related to vehicles traveling to and from the Ocean Avenue Campus. The goal of the TDM program shall be to reduce the number of auto trips to and from the campus by at least 15 percent from the number currently observed. The components of the TDM program are outlined below. • Encourage the City and County of San Francisco to impose and enforce parking restrictions and permits in the adjacent neighborhood; • Designate a Campus Transportation Coordinator to develop and implement the TDM program; • Implement free transit passes (e.g., MUNI/BART Class Pass) to full-time faculty, staff and students provided agreements can be reached with the transit providers and to the extent financially feasible; • Establish carpool match database for CCSF faculty, staff and students, and designate preferential parking spaces (closest to campus buildings) for carpool parking spaces; • Consider vanpool or shuttle bus service from off-campus sites, including the Balboa Park BART Station and other CCSF campuses; • Implement "guaranteed ride home" program for faculty or staff to utilize a taxi service, free of charge, in the event of emergencies, to encourage transit usage; • Establish a car-sharing program and offer preferential parking for car share cars;	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
(continued)	• Consider options for providing faculty housing on campus or in adjacent future developments; • Provide additional services on campus (restaurants, banks, etc.); • Provide a bicycle station or improved provisions for bicyclists on campus; • Conduct annual monitoring of automobile trips to and from the campus to evaluate the effectiveness of the TDM programs; • Increase parking fees to recover a portion of the cost of construction and maintenance of structured parking; • Use parking revenue to fund implementation of TDM programs.	
	Air Quality-2b: CCSF shall monitor the effectiveness of the TDM Program. The monitoring activities shall establish a baseline (pre-program level) for trips to and from the campus, and shall provide a quantitative measurement of future trips on at least a yearly basis. The monitoring activities may include, but would not be limited to, regular surveys and the use of trip counters at CCSF entrances. If the measures are found not to be effective (that is, if they do not meet at least the minimum level of trip reduction estimated), CCSF shall consider and implement corrective actions (to the extent feasible and consistent with State law).	
	Air Quality-2c: In addition to the measures identified above, CCSF shall not expand its parking supply beyond existing levels without the implementation of all feasible TDM measures (see above) and an assessment of parking demand in order to minimize emissions related to parking lots and garages.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Air Quality-2d: CCSF shall coordinate with the City and County of San Francisco to encourage use of public transit, improve pedestrian and bicycle access and reduce vehicle trips in the Ocean Avenue Campus area. In particular, CCSF shall adopt a resolution to work with the City toward reducing vehicle trips, employing relevant policies and objectives from the *Balboa Park Station Area Plan* (if approved). In addition, CCSF shall consider and incorporate relevant policies from the Plan to the extent feasible when designing and siting individual Master Plan projects. A list of relevant objectives and policies from the draft Plan is provided in **Table 4.5-4, Relevant Policies, Draft Balboa Park Station Area Plan**.	
Air Quality-8 Impacts of Citywide Master Plan Development		
Although the improvements at the other campuses will not accommodate enough growth to cause campus-specific air quality impacts, the improvements would combine with the proposed Main Campus Master Plan to accommodate increases in enrollment system wide. The resulting vehicle trips would generate regional air pollutant emissions.	**Air Quality-8:** 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.	Significant.
Air Quality-9 Cumulative Impacts		
Any project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.	The mitigation measures identified to reduce operational emissions of the proposed project would help to reduce the project contribution to cumulative air quality impacts.	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
PUBLIC SERVICES AND UTILITIES		
Service-1 Construction of Facilities to Maintain Adequate Fire Services		
For the Fire Department to provide the same level of service with Master Plan buildout as it currently maintains, an increase in equipment and staff would be required. A substantial demand for fire services in itself could be considered a significant impact. In this context, the increase in demand caused by Master Plan buildout, and the associated need for new facilities, would be significant.	**Service-1:** When the population of the CCSF Main Campus generates calls for fire service in excess of the capacity of the existing fire station, CCSF shall coordinate with the SFFD to determine any appropriate "fair share" contribution toward the cost of construction of a new fire station, to be built by SFFD. Construction of a new fire station could result in significant environmental impacts, which cannot be identified at this time. (SFFD would conduct the required environmental review for a new station at the time one is proposed, in accordance with CEQA.)	Significant.
Service-3 Construction or Expansion of Wastewater/Storm Drainage Facilities/ Adequacy of Storm Drainage Facilities		
Master Plan development would contribute wastewater to nearby wastewater/stormwater lines inadequate to withstand a 5-year design storm.	The needed mitigation for the impact (upgrading of the undersized sewers around the Main Campus) is the responsibility of the SFDPW; as noted above, SFDPW does not currently have adequate funds to upgrade the system. Therefore, the mitigation is under the jurisdiction of another agency. The following measure is intended to minimize the potential increase in combined wastewater/stormwater flows from the Main Campus. **Service-3:** Individual Master Plan projects shall incorporate features to minimize the generation of wastewater and stormwater runoff. Measures to minimize wastewater generation include waterless urinals, low-flow toilets and showers and use of motion sensors for toilets and sinks. Measures to minimize stormwater runoff include the use of drought-tolerant landscaping and the use of pervious pavements (such as in plazas).	Significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Service-8 Cumulative Impacts		
The cumulative impact to fire services and the wastewater/stormwater lines would be significant for the reasons identified with respect to the project-specific impact.	See Mitigation Measure **Service-1** for the impact to fire services. See Mitigation Measure **Service-3** for the impact to wastewater and stormwater runoff. The needed mitigation for the impact to the wastewater/stormwater system (upgrading of the undersized sewers around the Main Campus) is the responsibility of the SFDPW; as noted above, SFDPW does not currently have adequate funds to upgrade the system. Therefore, the mitigation is under the jurisdiction of another agency.	Significant.
GEOLOGY, SEISMICITY, AND SOILS		
Geology-2 Seismic-Related Ground Failure		
Geotechnical studies indicate the potential for liquefaction at the site of the Community Health & Wellness Center and in the one remaining area of the embankments of the reservoir – the external embankment on the west side. In the absence of specific design information for development on the reservoir and without conclusive information regarding hazard potential, the potential effects involving liquefaction are considered to be significant. Likewise, the Community Health & Wellness Center could be subject to loss of foundation support and settlement during an earthquake.	**Geology-2:** CCSF shall conduct a site-specific geotechnical investigation prior to construction of each Main Campus building project. The geotechnical investigation shall consider the potential for liquefaction hazards, in particular for the Community Health & Wellness Center and development on the Balboa Reservoir. CCSF shall implement all feasible measures identified in the geotechnical investigation to avoid or minimize liquefaction potential. The measures could include, but would not be limited to, minor shifting of the building footprint to avoid areas of identified liquefaction hazard, the use of piles supported in the underlying bedrock, in-situ soil improvement, and overexcavation of liquefiable soils. The use of piles and overexcavation could result in construction noise and air quality impacts. These potential impacts are addressed elsewhere in this EIR.	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Geology-3 Landslides (Slope Failure)		
The non-engineered condition of the site fill slopes suggests that they may be susceptible to failure. Failure could also be induced by improper grading. For these reasons, Master Plan development could expose people or structures to substantial adverse hazards related to slope failure; the potential impacts are significant for the site as a whole. Due to the absence of specific design information and the identified possibility of slope failure under certain conditions, the potential for slope failure at the reservoir is a significant impact.	**Geology-3:** CCSF shall conduct a site-specific geotechnical investigation prior to construction of each Main Campus building project. The geotechnical investigation shall consider the potential for slope failure hazards, in particular for projects in areas of the campus with non-engineered fill slopes or sandy material and the reservoir. CCSF shall implement all feasible measures identified in the geotechnical investigation to avoid or minimize slope failure potential. The measures could include, but would not be limited to, strengthening embankments by soil improvement techniques, and constructing a retaining wall system around the side of berms (between the berm and the structure).	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Geology-4 Soil Erosion		
During the construction phase of individual Main Campus Master Plan projects, construction activities would disturb or remove existing vegetation, thereby increasing potential erosion from certain parts of the campus. Under current site conditions, the potential for ongoing erosion is high. The potential impacts related to erosion, including construction erosion and ongoing erosion, would be significant.	**Geology-4:** Prior to development of any of the proposed Main Campus Master Plan projects, CCSF shall develop an erosion control plan. During each individual project, construction personnel shall implement all relevant and feasible measures of the plan during earthmoving and other construction activities. The plan shall include, but shall not be limited to, the following measures: • To the extent feasible, restricting earth moving activities to the dry season and providing erosion protection measures for each project prior to the onset of winter rains; • Minimizing the amount of soil exposed at any one time (through scheduling, prompt completion of grading, and use of staged stabilization); • Preserving existing vegetation to the extent feasible (through marking and protection); • Designating soil stockpile areas on the construction plans and covering and protecting soil stockpiles by a plastic membrane during the rainy season; • Revegetating disturbed areas, utilizing such measures as planting of native grasses, plants and shrubs and the installation of jute netting and hydroseeding in areas of more difficult revegetation; and • Implementing the dust control measures identified in **Section 4.5, Air Quality and Wind**.	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Geology-5 Expansive Soils		
The shrinking and swelling caused by expansive clay-rich soil often results in damage to overlying structures. Given the presence of expansive soils (including clayey soil within colluvium, Colma Formation sediments and fill at the Main Campus) and bedrock that may be locally expansive, the potential impact from expansive soils would be significant.	**Geology-5**: For individual Main Campus Master Plan projects in areas of expansive soils, CCSF shall implement feasible measures to minimize the effects of expansive soils on new buildings, slabs and pavements. The measures shall be based on the recommendations of site-specific geotechnical investigations. These measures could include, but would not be limited to: deepening of foundations below the expansive soil zone; soil subgrade and fill moisture treatment to achieve a soil moisture content of two percent or greater above optimum; excavation and removal of expansive soils under slabs and buildings; or the use of drilled pier and grade beam foundation systems that obtain support below the zone of soil expansion and contraction. In addition, positive surface gradients shall be provided adjacent to building foundations to minimize saturation and soil volume changes in this area.	Less than significant.
HAZARDS		
Hazards-2 Potential Exposure to Contamination		
Implementation of the proposed Main Campus Master Plan could result in the exposure of construction workers, students, faculty, staff, and visitors to sources of contamination, including exposure to hazardous building materials (such as asbestos, lead-based paint) and to soil and groundwater contamination.	**Hazards-2a:** If evidence of contamination (e.g., odors, stained soil, or a sheen on surface water or groundwater) is encountered during excavation, the San Francisco Department of Public Health and the State Department of Health Services shall be notified and excavation shall be halted until soil and/or groundwater samples can be collected and analyzed for contaminants if required. The project sponsor shall conduct a soil and/or groundwater sampling survey(s) of the area of suspected contamination, as required by these agencies, to ensure that all areas of suspected surface and subsurface contamination subject to ground disturbance during site development activities are sampled. Sampling shall extend at least to depths proposed for excavation. The samples shall be analyzed to identify and quantify any contamination.	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Hazards-2b: If the sampling conducted pursuant to Mitigation Measure **Hazards-2a** identifies surface and/or subsurface contamination in areas subject to ground disturbance, the area shall be remediated in accordance with the standards, regulations, and determinations of local, state, and federal regulatory agencies. The project sponsor shall coordinate with the Department of Public Health and any other applicable regulatory agencies to adopt contaminant-specific remediation target levels. The hazardous substances shall be removed and disposed of at an approved site, or other appropriate actions such as in-situ remediation shall be taken.	
	Hazards-2c: All reports and plans prepared in accordance with Mitigation Measures **Hazards-2a** and **–b** shall be provided to the San Francisco Department of Public Health, the State Department of Health Services, and any other appropriate agencies identified by these agencies. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the San Francisco Department of Public Health and the State Department of Health Services (and any other agencies identified by these agencies) a report stating that the applicable mitigation measure(s) has (have) been implemented. The report shall describe the steps taken to comply with the mitigation measure(s) and include all verifying documentation. The report shall be certified by an REA or similarly qualified individual who states that all necessary mitigation measures have been implemented, and specifying those mitigation measures that have been implemented.	
	Hazards-2d: Prior to the development of the Community Health & Wellness Center, CCSF shall conduct a soil-gas survey that evaluates the presence of methane gas to determine whether methane gas has collected beneath paved areas over the identified fill area. CCSF shall further delineate fill materials if required by the San Francisco Department of Public Health based on the results of this survey.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
	Hazards-2e: If fill material is removed as part of the development of the Community Health & Wellness Center, the recommendations and required procedures of the San Francisco Department of Public Health regarding worker safety shall be implemented during the removal process. The fill material shall be sampled and analyzed for pesticides, lead, and other contaminants as required by the San Francisco Department of Public Health. If contamination is detected above regulatory limits, the fill may require disposal as hazardous waste.	
	Hazards-2f: If construction of the Community Health & Wellness Center does not include removal of all fill material, the following steps shall be taken: if needed based on the results of the soil gas survey, the building foundation design shall include an impervious gas barrier, ventilation systems, or other devices sufficient to prevent buildup of landfill gases above regulatory limits in the building. The project sponsor shall perform landfill gas monitoring as required by the San Francisco Department of Public Health. This effort may include installation of additional methane gas monitoring wells in or near the Community Health & Wellness Center and methane gas-detection equipment in all below-grade structures in the vicinity of the fill area.	

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
CULTURAL RESOURCES		
Cultural-1 Disturbance to Archaeological Resources		
The general area of the campus has a moderate sensitivity to prehistoric resources. Unknown archaeological deposits could be discovered during construction activities and parts of the campus could contain historic archaeological features and artifacts associated with the early history of CCSF or earlier structures on the site. Depending on the nature of the resource, disturbance of unknown deposits could be a significant impact.	**Cultural-1:** Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged cultural resources. CCSF shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of CCSF. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to CCSF for review and comment, and shall be considered draft reports subject to revision until final approval by CCSF. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of CCSF, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c). In-depth details about the specific measures required to be undertaken - (1) Archaeological Testing Program, (2) Archaeological Monitoring Program, (3) Archaeological Data Recovery Program, (4) Human Remains and Associated or Unassociated Funerary Objects, and (5) Final Archaeological Resources Report - are discussed fully in **Section 4.9, Cultural Resources**.	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
Cultural -2 Disturbance to Historic Architectural Resources		
Although the Creative and Visual Arts Complex buildings are currently less than 45 years old and are not currently considered "historic resources" under CEQA, it is not possible to determine whether they will be considered historic resources once they reach 50 years of age. By the time these buildings are renovated as part of the Master Plan, they could be significant historic resources.	**Cultural-2:** If renovation of the Creative Arts building occurs while it is less than 50 years old (prior to 2011), no mitigation is required. If renovation occurs in 2011 or later, CCSF shall have a qualified professional re-evaluate the significance of the building to determine if it is eligible for the NRHP or CRHP and if the building is considered a historic resource under CEQA. If the re-evaluation determines that the Arts Complex is not a historic resource under CEQA, no other mitigation is required. If the re-evaluation determines that the Arts building is a historic resource under CEQA, all renovations to the building shall be designed to comply with The Secretary of Interior's Standards. The professional hired by CCSF shall prepare a list of character-defining features to be used when considering the extent of renovations. The renovations shall respect the principles of material repair over replacement, or if repair is not feasible, replacement in kind with matching form and materials. Assuming that the renovations would follow these principles and would not result in major changes to the building exterior, compliance with the Secretary of Interior's Standards would be feasible.	Less than significant.

Significant Impacts	Mitigation Measures	Level of Significance after Mitigation
BIOLOGICAL RESOURCES		
Construction-related activities and tree removal could result in the direct loss of active nests or the abandonment of active nests by breeding birds.	1. A qualified biologist would conduct nest surveys on the site prior to construction or site preparation activities occurring during the nesting/breeding season of native bird species (typically February through August). The surveys would be conducted no earlier than 14 days prior to commencement of construction activities. 2. If active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the construction or within 200 feet of these areas, a fence would be erected at a minimum of 50 feet around the nest site. This temporary buffer may be greater depending on the bird species and construction activity, as determined by the biologist. 3. At the discretion of the biologist, clearing and construction within the fenced area would be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist would serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.	Less than significant.

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