City College of San Francisco

Master Plan Final Environmental Impact Report

John Adams Campus EIR Addendum

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EIP ASSOCIATES
A division of
PBS&J

City College of San Francisco
John Adams Campus EIR Addendum

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I. INTRODUCTION AND SUMMARY

JOHN ADAMS CAMPUS PLANNING

The City College of San Francisco Master Plan (Master Plan) approved on June 10, 2004 included among its many constituent elements the seismic retrofit of the John Adams Campus at 1860 Hayes Street. The Master Plan Final EIR (Final EIR) certified June 10, 2004 considered the environmental impacts of the retrofit work. Part of the John Adams Campus must be closed during the phased retrofit work and some of its programs must therefore be relocated in order to serve its students. Now that the retrofit aspect of the Master Plan is to be implemented, this Addendum has been prepared to consider the potential environmental impacts of relocating those programs to a nearby alternative site..

To implement the retrofit, CCSF will temporarily lease, for approximately 18 to 24 months, William De Avila Elementary School at 1351 Haight Street from the San Francisco Unified School District (SFUSD). When the seismic retrofit work is completed, the John Adams Campus programs will relocate back to the John Adams Campus.

The California Environmental Quality Act (CEQA) recognizes that after an Environmental Impact Report (EIR) for a project is certified, one or more of the following events may occur: (1) changes to the project may be proposed; (2) changes may occur to the circumstances under which the project is undertaken; and/or (3) information that could not have been known before the EIR was certified may come to light. CEQA requires a Supplemental or Subsequent EIR only when such changes require major revision of the existing EIR due to the involvement of new or substantially increased significant environmental effects, or the possibility that impacts of the project could be lessened by new or previously infeasible mitigation measures that the project proponent declines to adopt. (CEQA Guidelines § 15162). However, if post-certification changes do not result in new or more severe significant impacts and no new mitigation is proposed to address any previously identified significant impacts, an Addendum to the existing EIR stating these conclusions may be prepared instead. (CEQA Guidelines § 15164).

This Addendum evaluates the implementation of the John Adams Campus seismic retrofit project, which involves the temporary relocation of a portion of John Adams Campus classes to the De Avila site (Temporary Relocation) during the seismic retrofit work. As currently planned, some programs will remain at the John Adams Campus during the retrofit. Because the Final EIR considered the retrofit itself, this Addendum considers the environmental impacts of the Temporary Relocation.

Based on the analysis of potential impacts described below, it has been determined that the temporary relocation of the John Adams Campus programs to the De Avila site would not create any new or significant environmental impacts that were not already evaluated in the Final EIR, nor would it make previously identified significant impacts more severe. Likewise, no new mitigation measures have been suggested to address any previously identified significant impacts. Therefore, preparation of this Addendum to the Final EIR is appropriate and satisfies the District's obligations under CEQA as the lead agency.

SUMMARY OF EFFECTS

As discussed in Chapter III of this Addendum, Environmental Setting and Impacts, the Temporary Relocation would not result in impacts related to Land Use and Planning, Visual Quality and Shadows, Public Services and Utilities, Geology, Hazards, Cultural Resources, and Wind. The Temporary Relocation would not cause significant effects on Transportation and Circulation, Noise, or Air Quality, as summarized below. As such, implementation of the Temporary Relocation would not change any Final EIR conclusions regarding significant effects.

TRANSPORTATION

The Temporary Relocation would not significantly worsen levels of service at intersections, nor would it adversely affect transit capacity, overcrowd sidewalks or create hazards for pedestrians or bicyclists. The traffic discussion concludes that the Temporary Relocation would not introduce any significant impacts to traffic and transportation that were not

considered in the 2004 FEIR, nor would it increase the severity of any previously identified impacts

NOISE

The Temporary Relocation would not create any significant construction or operational noise effects because the Temporary Relocation would not include changes to the structure of the existing building. The Temporary Relocation would not change traffic conditions on nearby streets and traffic effects would not exceed acceptable levels of service. Therefore, the Temporary Relocation would not result in significant vehicle-related noise impacts.

AIR QUALITY

The Temporary Relocation would not create any significant construction or operational air quality effects because the Temporary Relocation would not include changes to the structure or usage of the existing building. The Temporary Relocation would not change traffic conditions on nearby streets and traffic effects would not exceed acceptable levels of service. Therefore, the Temporary Relocation would not result in significant vehicle-related air quality impacts.

CONCLUSION

Having carefully considered the effects of the Temporary Relocation, the San Francisco Community College District has prepared this Addendum to the 2004 Final EIR in accordance with Title 14 of the California Code of Regulations, Chapter 3, §15164(a). Substantial evidence, presented below, supports the District's conclusion that none of the conditions requiring a subsequent or supplemental EIR under 14 California Code of Regulations §15162 has occurred. No new or more severe significant impacts would result from the Temporary Relocation; no new information or changed circumstances indicate the potential for new or more severe significant impacts than those discussed in the Final EIR; and no new or previously infeasible mitigation measures have been proposed to address any previously identified significant impacts. Accordingly, no Supplemental or Subsequent EIR is required. The District will consider this Addendum together with the 2004 Master Plan Final EIR before making final approvals regarding the Temporary Relocation.

II. PROJECT DESCRIPTION

The City College of San Francisco Master Plan (Master Plan) includes among its constituent college-wide projects the seismic retrofit of the John Adams Campus at 1860 Hayes Street. The Addendum considers the temporary relocation of a portion of the John Adams Campus programs during the seismic retrofit. To implement the seismic retrofit, CCSF will temporarily lease William De Avila Elementary School at 1351 Haight Street from the San Francisco Unified School District. CCSF expects to occupy De Avila for approximately 18 to 24 months. When the retrofit work is completed, CCSF will relocate back to the John Adams Campus. As currently planned, some programs will remain at the John Adams Campus during the retrofit.

The Master Plan and the Master Plan Final EIR (Final EIR) discuss the seismic retrofit at the John Adams Campus. Now that the retrofit aspect of the Master Plan is to be implemented, this Addendum has been prepared to consider the potential impacts of the Temporary Relocation. No physical changes to the structure of the buildings or site are proposed for the De Avila Site, and the proposed classroom and administrative uses are essentially the same as the site's present uses. This analysis focuses on transportation impacts, along with transportation-related air quality and noise impacts.

A. CITY COLLEGE OBJECTIVES

The objective of the Temporary Relocation is to implement the seismic retrofit of the John Adams Campus through the temporary relocation of John Adams Campus programs during the seismic retrofit work.

The selection of De Avila Elementary School as the relocation site was based on the following criteria:

- Location –Site must be conveniently accessible by public transportation (MUNI); on-site parking should be provided where feasible.
- Size – Site must be large enough to accommodate programs displaced from the John Adams Campus by the seismic retrofit.

- Availability – Site must be available for CCSF to begin a lease in September 2006. The Temporary Relocation must be implemented by December 2006 for the January 15, 2007 start of the winter term at the De Avila site.

CCSF reviewed a number of potential temporary relocation sites proposed by members of the community and identified through internal discussions:

- Former University of California Berkeley Extension campus at Haight Street and Laguna Street
- Unspecified site at the Presidio
- Unspecified sites at Treasure Island
- Unspecified sites in Hunters Point
- Presidio Middle School at 30th Avenue and Geary Boulevard
- Benjamin Franklin Middle School at 1430 Scott Street at Geary Boulevard
- Vacant Toys R Us space at Masonic Avenue and Geary Boulevard
- The former Conservatory of Music on 19th Avenue and Ortega Street
- Cala Store at 4041 Geary Boulevard
- Newcomer High School at Jackson Street and Webster Street

UC Berkeley Extension was rejected because the University informed the District that the physical plant was not in adequate condition for occupation; also, the parking area at the site had already been leased . No specific facilities were identified at the Presidio, Treasure Island, or Hunters Point. Moreover, The Presidio was not pursued further because many CCSF students rely on public transportation and public transit to The Presidio is limited. Treasure Island sites were also rejected due to inadequate public transit. Hunters Point was rejected because CCSF currently serves the neighborhood with two campuses.

Presidio Middle School and Franklin Middle Schools are active SFUSD sites and were not available during the day. The vacant Toys R Us space was not available because the building owners were interested only in leasing to retail operations. The former Conservatory of Music was has been sold and is not available. The Cala Store site has been either leased or

purchased by the adjacent Toyota Dealership. Newcomer High School was not selected because of community opposition to the CCSF's use of the site.

B. PROJECT LOCATION AND SETTING

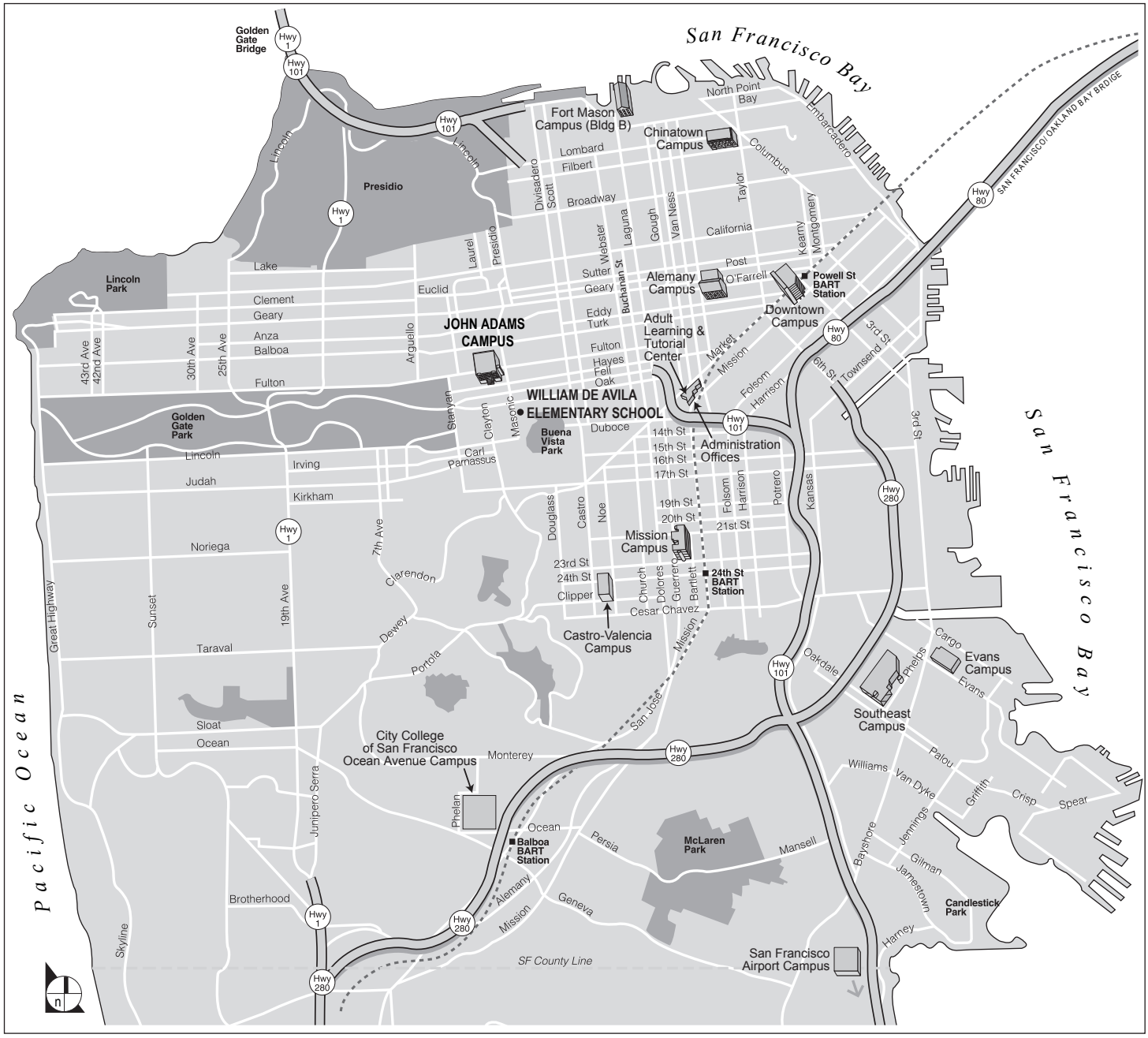
The William De Avila Elementary School site is at 1351 Haight Street, between Masonic Avenue and Central Avenue in the Haight-Ashbury District of San Francisco, with frontage along Haight Street and Waller Street (see Figure 1). Land uses near the site include residential, retail, and open space. The De Avila Site is adjacent to a grocery store to the east, commercial properties to the north, and residential properties to the west and south. The site is approximately one half block east of Masonic Avenue on Haight Street, an active retail and commercial corridor with small shops and individual businesses. Buena Vista Park is about a block east of the site, on Haight and Baker Streets.

The De Avila Site is within a P (Public) Use District under the San Francisco Planning Code. For classroom uses such as those proposed for the De Avila Site, CCSF may exempt itself from City zoning ordinances. The zoning designation does, however, provide important context in which to evaluate the proposed uses. The P (Public) Use District allows public uses, such as the educational services provided by CCSF. Thus, the Temporary Relocation is consistent with the City's zoning for the site.

As of the 2005 school year, the De Avila School housed about 300 students. The effects of the Temporary Relocation are generally compared to this level of enrollment at the De Avila Site. (The traffic analysis conservatively does not compare the Temporary Relocation effects to the level of activity during the school year, but assumes no level of activity since the school was closed in June 2006.). The maximum capacity at De Avila is approximately 805 students.

C. PROJECT CHARACTERISTICS

The De Avila Site would temporarily accommodate some of the programs currently housed on the John Adams Campus. The relocation of the John Adams Campus programs to the De Avila Site would not include physical changes to the structure of the De Avila buildings or site.



SOURCE: SOM

FIGURE 1

CCSF Citywide Campus Locations

BUILDINGS AND USE

John Adams Campus Building

The John Adams Campus includes approximately 37 classrooms, 13 computer labs, nine medical and other labs, 34 offices, and 11 general purpose rooms within 151,397 gross square feet (gsf). The campus operates from 7:30 AM to 10 PM Monday through Thursday, and 7:30 AM to 5 PM on Fridays. Over the period of a year, the campus serves approximately 3,299 credit students and 15,879 noncredit students. The seismic retrofit work at the John Adams Campus would be phased so that some classes could continue to be conducted at the campus.

Existing parking at the John Adams site would continue to serve employees who would work at the De Avila site, four blocks away.

De Avila Site

The De Avila Site would provide approximately 54,356 gsf of space.[1] The John Adams Disabled Students Programs & Services (DSPS), the Nutritional Assistant program, Licensed Vocational Nursing (LVN), transitional studies, Medical Assisting, and Health Information Technology classes would be housed at the De Avila Site. DSPS classes average 15 students and Nutritional Assistant classes average 28 students. The LVN classes would average about 35 students per course; however, these students would only be on campus on Mondays and Tuesdays after the first four weeks of the semester. Transitional Studies averages approximately 17 students per class. Health Information Technology and Medical Assisting classes average 30 students.

De Avila would also house some Administrative Staff; Admission and Enrollment; Counseling; Financial Aid; Matriculation; DSPS Staff; a General Education Diploma (GED) Center; a bookstore; and a library.

[1] S.F.U.S.D. School Profiles 2001-02 (Fall 2001), William De Avila Elementary School, http://orb.sfusd.k12.ca.us/profile/pf01/pf01-509.htm, Accessed May 22, 2006.

The De Avila Site would operate on a truncated schedule, 7:30 to 9 PM Monday through Thursday, and 7:30 AM through 5 PM on Friday. CCSF would use all 23 available De Avila classrooms.

D. PROJECT SCHEDULE

If the District approves the Temporary Relocation, it would lease the De Avila site beginning in September 2006 and would move into the site by January 15, 2007. The District would likely lease the De Avila Site until the seismic retrofit work at the John Adams Campus is complete; the seismic retrofit work is expected to take approximately 18 to 24 months.

III. ENVIRONMENTAL SETTING AND IMPACTS

The Final EIR discussed the environmental impacts of the entire City College of San Francisco 2004 Master Plan (Master Plan), including the seismic retrofit of the John Adams Campus. This chapter updates the information in the 2004 Master Plan Final EIR (Final EIR) to discuss the effects of implementing the seismic retrofit through the temporary relocation of programs to William De Avila Elementary School (Temporary Relocation). Because the Final EIR considered the retrofit itself, this Addendum considers only the environmental impacts of the Temporary Relocation. The environmental impact areas considered are Land Use and Planning, Visual Quality and Urban Design, Transportation, Noise, Air Quality and Wind, Public Services and Utilities, Geology, Hazards, and Cultural Resources. Agricultural Resources, Biology, Hydrology, Mineral Resources, and Population and Housing were found not to be significant and were not discussed in detail in the Final EIR. These impacts are summarized briefly at the end of this chapter.

The implementation of the Temporary Relocation would not change any Final EIR conclusions regarding significant effects.

A. LAND USE AND PLANNING

The Final EIR stated that a project would have a significant impact related to land use, plans, and zoning if it would:

a) disrupt or divide the physical arrangement of an established community;

b) have any substantial impact upon the existing character of the vicinity;

c) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

d) conflict with any applicable habitat conservation plan or natural community conservation plan.

De Avila Elementary School is presently used for educational purposes. According to the San Francisco Unified School District, in 2005, there were approximately 300 students and 21

certified teachers, including the principle and vice principle, in addition to approximately four classified and 14 paraprofessional staff members.[2]

The Temporary Relocation would not involve physical changes to the buildings at the De Avila site, and would not increase the site's capacity. CCSF would continue educational activities at a public school site. Therefore, the Temporary Relocation would not divide or disrupt established communities or impact the character of the vicinity due to a change in use.

The Temporary Relocation would be consistent with the Transportation, Air Quality, Environmental Protection, Urban Design, and Community Facilities Elements of the San Francisco General Plan. Transportation impacts are discussed on pp. III-9 to III-17, below. As the Temporary Relocation would not change the site's use, it would not result in significant operational air pollutant emissions per the Air Quality Element, which seeks to "[a]dhere to State and federal air quality standards and regional programs," nor conflict with the Environmental Protection Element, which seeks to "[c]onserve and protect the natural resources of San Francisco." Air quality impacts related to traffic are discussed on pp. III-17 to III-18, below. Regarding policies related to visual impacts, such as the maintenance of existing views and the preservation of the existing City pattern, included in the Urban Design Element, the Temporary Relocation would not include physical changes to the structure of the building or site and thus would not have visual impacts.

The temporary use of the De Avila site would be consistent with the Community Facilities Element of the General Plan, which seeks to "provide public school facilities for education in accordance with the need for such facilities as defined by the. . . Community College District" (Policy 8.1). The Temporary Relocation would not conflict with any other environmental policies in the General Plan.

Furthermore, the De Avila site is a urbanized area, and is not subject to a habitat conservation plan.

[2] San Francisco Unified School District School Profiles, 2004-2005 School year, http://orb.sfusd.edu/profile/pf04/pf04-509.htm, accessed August 7, 2006.

The Temporary Relocation would therefore not introduce any new significant impacts relating to land use, plans, and zoning that were not considered in the Final EIR, nor would it increase the severity of previously identified significant impacts.

B. VISUAL QUALITY AND SHADOW

The Final EIR stated that a project would have a significant aesthetic impact if it would:

a) have a substantial, demonstrable negative aesthetic effect or significantly degrade the existing visual character or quality of the site and its surroundings;

b) substantially degrade or obstruct any scenic view or vista now observed from public areas; generate obtrusive light or glare substantially impacting other properties or adversely affect day or nighttime views in the area; or

c) substantially damage scenic resources, including, but not limited to trees, rock outcroppings, or historic buildings within a scenic highway.

The Temporary Relocation would not include physical changes to the structure of the building or site and would thus not result in impacts to the character of the surrounding area due to new buildings or result in impacts to trees. It therefore would not degrade the visual character or quality of the De Avila site or its surroundings, nor would it affect existing views or lighting. Furthermore, the Temporary Relocation would not take place near a scenic highway. The Temporary Relocation would therefore not introduce any significant impacts to urban design and visual quality that were not considered in the Final EIR, nor would it increase the severity of any previously identified impacts.

As the Temporary Relocation would not include physical changes to the structure of the building or site, the Temporary Relocation would have no impact on shadows.

C. TRANSPORTATION AND CIRCULATION

The significance criteria used for this Addendum is based on the thresholds used in the 2004 Master Plan EIR. These thresholds were based on both the City and County of San Francisco Initial Study Checklist and Appendix G of the CEQA Guidelines (Environmental Checklist Form). The environmental checklist used by the City and County of San Francisco includes

the following criteria for determining whether a project could have a significant air quality or climate impact. Could the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?

b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?

c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?

d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?

Appendix G of the CEQA Guidelines (Environmental Checklist Form) lists the following items to be considered when determining whether a project could have a significant effect on the environment. Would the project:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with applicable policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The impacts analysis in the Master Plan EIR were also based on the CEQA significance criteria for transportation, circulation and parking as defined by the City and County of San Francisco Planning Department, as follows:

- Local Intersections

  In San Francisco, a project typically is considered to have a significant effect on the environment if it would cause intersection operations to deteriorate to an unacceptable

level; interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards; contribute substantially ("considerably") to cumulative traffic increases at intersections that would result in deterioration of traffic conditions to unacceptable levels; or contribute substantially to cumulative traffic increases at intersections already operating at unacceptable levels.

As defined by the City and County of San Francisco, the operational impact at signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- Transit

  The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. Under the MUNI and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.

- Parking

  San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

  Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative

parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts, to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

- Pedestrians and Bicyclists

  For this analysis, the project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining area.

- Loading

  The City and County of San Francisco has not adopted significance criteria for potential impacts related to loading activities. Loading impacts were assessed by comparing the proposed loading space supply to the Planning Code requirements and the estimated loading demand during the peak hour of loading activities.

- Construction

  Construction-related impacts are generally not considered significant due to their temporary and limited duration.

- Freeway Impacts

  The City and County of San Francisco has not adopted significance criteria for potential impacts related to freeways. For the purposes of this EIR, if the additional traffic to and from the campus causes the Level of Service on a Freeway to degrade from LOS D or better to LOS E or F, the impact will be considered significant.

  If implementation of the project exceeds any of the City and County of San Francisco standards outlined above, the project would result in a significant impact. As noted above, in San Francisco, parking shortfalls relative to demands are not considered significant environmental impacts in the urban context of the City. While parking deficits may be inconvenient for drivers, they are not significant physical impacts on the environment.

Analysis

Although the Temporary Relocation would not include physical changes to the structure of the existing William De Avila Elementary School building or change the existing land uses,

temporarily relocating John Adams campus classes has the potential to change existing traffic conditions. The transportation analysis conducted for this Addendum[3] reviewed potential effects on intersection conditions, transit, pedestrian, bicycles, and parking. As discussed below, the study concluded that the Temporary Relocation would not have adverse effects on transportation, and would not change FEIR conclusions regarding significant effects on the environment.

It is noted that William De Avila Elementary School was occupied by the San Francisco Unified School District through June 10, 2006. Existing Conditions for the Transportation Study represent the setting after the close of the school session. The Transportation effects discussed herein are conservative because they assume no existing activity at De Avila School, rather than presenting the change in conditions between previous school uses and the Temporary Relocation use.

Existing Conditions

Intersections

Four intersections were analyzed for intersection Level of Service (LOS) during the weekday AM and PM peak periods:

- Masonic Avenue/ Haight Street
- Central Avenue / Haight Street
- Masonic Avenue / Waller Street
- Central Avenue / Waller Street

Table 1 shows intersection LOS for Peak Periods. LOS A through LOS D are considered excellent to satisfactory service levels; LOS E is undesirable; and LOS F conditions are unacceptable.

During the AM Peak Hour existing conditions at all the intersections operate at an acceptable level of service conditions (LOS D or better) except the intersection of Masonic/Waller, which

[3] Wilbur Smith Associates, *City College of San Francisco De Avila Campus Transportation Study*, August 2006

operates at LOS E. Under existing conditions, all the intersections operate at acceptable level of service conditions during the PM peak hour.

TABLE 1
INTERSECTION LEVEL OF SERVICE EXISTING AND EXISTING PLUS TEMPORARY RELOCATION CONDITIONS -WEEKDAY AM & PM PEAK-HOURS

		Existing				Existing plus Temporary Relocation			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	Traffic Control Device	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
Masonic / Haight	Signalized Four-Way Stop	14.9	A	15.7	B	15.1	B	16.1	B
Masonic / Waller	Controlled Four-Way Stop	40.9 (nb)	E[c]	17.1 (sb)	C	48.8 (nb)	E[c]	23.1 (sb)	C
Central / Haight	Controlled Four-Way Stop	10.0 (wb)	A	11.2 (wb)	B	10.3 (wb)	B	12.0 (wb)	B
Central / Waller	Controlled	7.9 (eb)	A	7.5 (eb)	A	7.9 (eb)	A	7.8 (eb)	A

Source: Wilbur Smith Associates
Notes:
a. Intersection delay presented in seconds per vehicle, (wb) = Westbound.
b. LOS -Worst approach at an unsignalized four-way stop controlled intersection.
c. Indicates intersections do not meet Caltrans signal warrants

Transit

There are eight Muni transit lines (bus and trolley lines 6, 7, 33, 37, 43, 71, 71L, and the N Judah Muni Metro Streetcar) with connections to both local and regional transit services. There are seven transit stops in the immediate vicinity of the De Avila site. Muni also provides local transit service connection to and from the East Bay area via BART, AC Transit, and ferries; the South Bay/Peninsula area via BART, SamTrans, and Caltrain; and to the North Bay area via Golden Gate Transit buses and ferries. Near the De Avila Site, all Muni lines have available capacity.

All regional transit providers also operate at less than their load factor standards, which indicates that seats are generally available; BART operates at less than its standard of 1.35 passengers per seat, which indicates that the trains, on average, are not severely overcrowded.

Parking Conditions

Surveys of on-street parking conditions and regulations (time limits, metered/non-metered, neighborhood parking, etc.) in the vicinity of the De Avila site were conducted in June 2006 during the evening peak period (6:00 PM to 7:00 PM) within a two-block radius of the De Avila site, including Frederick, Lyon, Page, and Ashbury Streets and Buena Vista Avenue West. There are no off-street parking facilities in the vicinity of the Temporary Relocation site.

In general, on-street parking in the study area consists of metered parking and loading spaces, with 30-minute, one-hour and two-hour time limits. The inventory of the on-street parking showed that there are approximately 562 parking spaces within this parking study area. The on-street parking in the study area is filled to around 91 percent of capacity during the evening period. Table 2 illustrates the total number of on-street parking spaces block and average occupancy of the spaces for the evening period.

Pedestrians

Central Avenue / Haight Street, Masonic Avenue / Waller Street, and Central Avenue / Waller Street are four-way stop-controlled intersections and operate at Pedestrian LOS A during the PM Peak-Hour. At a four-way stop-controlled intersection, pedestrians have the right-of-way and drivers must wait till the pedestrians have cleared the intersection. As such, at a four-way stop controlled intersection, pedestrians would have a LOS A at each approach. Under these conditions, pedestrians are able to move freely and walk speeds are freely selected.

TABLE 2
ON-STREET PARKING SUPPLY AND OCCUPANCY
EXISTING CONDITIONS –EVENING

Block	Block Boundary Streets	Total Spaces	Average Occupancy	
			Spaces	Percentage
A	Ashbury/Waller/Delmar/Frederick	68	63	92.6%
B	Delmar/Waller/Masonic/Frederick	67	59	88.1%
C	Masonic/Waller/Central/Buena Vista/Frederick	98	91	92.9%
D	Ashbury/Haight/Masonic/Waller	52	51	98.1%
E	Masonic/Haight/Central/Waller	47	44	93.6%
F	Central/Waller/Buena Vista	28	21	75.0%
G	Central/Haight/Buena Vista/Waller	37	35	94.6%
H	Ashbury/Page/Masonic/Haight	53	42	79.2%
I	Masonic/Page/Central/Haight	58	55	94.8%
J	Central/Page/Lyon/Haight	54	52	96.3%
	TOTALS	562	513	91.3%

Source: Wilbur Smith Associates

For the signalized Masonic Avenue/Haight Street intersection, all of the study crosswalks operate at LOS C or better for the weekday PM Peak-Hour conditions. Under these conditions, pedestrians are able to move reasonably fluidly and bypass other pedestrians in primarily unidirectional streams, but walk speeds are slightly constrained.

Bicycles

In the vicinity of the De Avila site, Page Street, Ashbury Street, Downey Street, Clayton Street, and the Panhandle are designated as Citywide Bicycle Routes. These routes are interconnected to the Citywide Bicycle Network and provide access between the study area and other locations within the City. In general, during both the weekday midday and evening periods, bicycle conditions were observed to be operating at acceptable levels, with minor conflicts between bicyclists, pedestrians and vehicles.

Effects of Temporary Relocation

Trip Demand

The trip generation for the proposed use at the De Avila site is comprised of three components: trips generated by students, by faculty/instructors, and by other staff. The student trip generation for a typical weekday was developed based on the information provided by CCSF.

Currently, a maximum of 18 classrooms are used at the John Adams campus site on a given weekday. Peak classroom usage occurs between 8:00 AM and 3:15 PM. Between 3:15 PM and 9:00 PM, there is a lower demand for classrooms as there are a limited number of classes currently scheduled. Classes generally have 15 to 25 students.

The student travel demand for the Temporary Relocation was based on the number of existing classes and the number of students attending classes held during a given time period at the John Adams Campus. A conservative estimate of about 376 students are anticipated to attend the morning classes and to generate inbound trips during the morning peak period. Furthermore, outbound trips during the AM Peak-Hour (8:00 AM to 9:00 AM) were calculated as 10 percent of total inbound trips. Thus, the AM Peak Hour would generate a total of 414 trips, of which around 376 trips would be inbound and about 38 trips would be outbound. During the PM peak period (5:00 PM to 6:00 PM), an estimated 537 students would be ending classes (outbound) and 178 students would be starting classes (inbound). The Temporary Relocation was determined to generate a total of approximately 715 PM Peak-Hour student trips, of which 178 trips would be inbound and 537 trips would be outbound.

The employee travel demand for the Temporary Relocation was based on information for existing faculty and staff at the John Adams Campus. The current faculty to student ratio at John Adams is 1:25 and the staff to student ratio is 1:19. Travel demand was assumed to exist in the same ratios. The trips generated by staff were based on the approximately 1,368 students who would be attending classes between 8:00 AM to 3:30 PM. The Temporary Relocation would generate a total of 376 student trips for AM Peak-Hour; therefore, based on the faculty and staff to student ratios, the Temporary Relocation would generate a total of 87

employee trips, which are all considered to be inbound trips. Furthermore, an additional 10 percent of the total trips were considered to be outbound trips. The employees would thus generate a total of 96 trips, out of which 87 trips would be inbound and nine trips would outbound for the AM Peak-Hour.

In the PM Peak Hour, faculty and staff trips were determined separately. The PM Peak-Hour total faculty trips were based on the ratio of faculty members to students. The staff trips were calculated considering the AM Peak-Hour inbound trips (72 trips) as the PM Peak-Hour outbound trips. This would generate a total of 111 PM Peak-Hour trips, out of which 28 trips would be inbound and 83 trips would be outbound.

In total, the Temporary Relocation would generate a total of 510 total person-trips (463 inbound trips and 47 outbound trips) during the AM Peak-Hour and 826 total person-trips during the PM Peak-Hour (195 inbound trips and 631 outbound trips). Although De Avila was in operation until June 10, 2006, no trip generation credit was taken for existing uses at the project site.

The person-trips generated by the Temporary Relocation were allocated among different travel modes in order to determine the mode split between auto, transit, walk, and other trips. "Other trips" include bicycles, motorcycles, taxis, and other modes. Mode split assumptions for the student trips were based on information provided by CCSF student survey results for the John Adams campus. Mode split assumption for the employee trips were based on the *Transportation Impact Analysis Guidelines* for the City of San Francisco.

From a student survey regarding modes of transit, for the AM Peak-Hour, about 34 percent of the person-trips would be by auto; 54 percent by transit; nine percent by walking and the remaining three percent by other modes. For PM Peak-Hour, about 52 percent person-trips would be by auto; 38 percent by transit; five percent by walk and the remaining five percent by other modes. The average vehicle occupancy was about 1.21 and 1.41 for the AM peak and PM peak vehicle trips, respectively.

The mode split data for the faculty and staff was obtained using the "Work Trips to Superdistrict 2" table from *Transportation Impact Analysis Guidelines*. Approximately 52.8

percent of the person-trips would be by auto, 31.7 percent by transit, 12.6 percent by walk and the remaining 2.9 percent by other modes. The average vehicle occupancy was around 1.23 for the employee vehicle trips. The Temporary Relocation would thus generate around 157 vehicle-trips (143 inbound and 14 outbound) during the weekday AM Peak-Hour and around 312 vehicle trips (78 inbound and 234 outbound) during the weekday PM Peak-Hour.

Tables 3 and 4, below, present the weekday AM and PM Peak-Hour trip generation for inbound and outbound trips by mode for the Temporary Relocation. Based on the *Transportation Impact Analysis Guidelines* and student location information from CCSF, the trips generated by the Temporary Relocation were distributed and assigned to nearby intersections and to transit providers.

TABLE 3
TEMPORARY RELOCATION TRIP GENERATION INBOUND AND OUTBOUND TRIPS BY MODE FOR THE AM PEAK-HOUR

Period	Person-Trips					Vehicle Trips
	Auto	Transit	Walk	Other[a]	Total	
AM Peak-Hour (Inbound)	175	231	45	14	465	143
AM Peak-Hour (Outbound)	17	23	4	1	45	14
TOTAL	192	254	49	15	510	157

Sources: Wilbur Smith Associates
Notes:
a. "Other" includes bicycle, motorcycle, and additional modes.

Tables 5 and 6, below, present the weekday AM and PM Peak-Hour inbound and outbound total auto trips and De Avila auto trips. The "Total Trips" include all trips generated by the Temporary Relocation, shown in Tables 3 and 4. Employees or faculty who currently begin and end their trips at the John Adams Campus and will continue to use the parking lot there. The "De Avila Trips" are the student trips, and thus include only those trips that would arrive and depart from the De Avila site.

TABLE 4
TEMPORARY RELOCATION TRIP GENERATION INBOUND AND OUTBOUND TRIPS BY MODE FOR THE PM PEAK-HOUR

Period	Person-Trips					Vehicle Trips
	Auto	Transit	Walk	Other[a]	Total	
PM Peak-Hour (Inbound)	101	72	12	9	194	74
PM Peak-Hour (Outbound)	329	234	38	31	632	238
TOTAL	430	306	50	40	826	312

Sources: Wilbur Smith Associates
Notes:
a. "Other" includes bicycle, motorcycle, and additional modes.

TABLE 5
VEHICLE TRIP GENERATION INBOUND AND OUTBOUND TRIPS FOR THE AM PEAK HOUR

Period	Total Trips	Faculty/Staff Trips	De Avila Trips[a]
AM Peak Hour (Inbound)	143	37	106
AM Peak Hour (Outbound)	14	4	10
TOTAL	157	41	116

Sources: Wilbur Smith Associates – June 2006
Notes:
a. Vehicle trips assigned to the De Avila site.

TABLE 6
VEHICLE TRIP GENERATION INBOUND AND OUTBOUND TRIPS FOR THE PM PEAK HOUR

Period	Total Trips	Faculty/Staff Trips	De Avila Trips[a]
PM Peak Hour (Inbound)	74	11	63
PM Peak Hour (Outbound)	238	36	202
TOTAL	312	47	265

Sources: Wilbur Smith Associates – June 2006
Notes:
a. Vehicle trips assigned to the De Avila site.

Traffic Impacts

Faculty and staff trips currently begin and end at the John Adams Campus, as they would following the Temporary Relocation. They are thus counted as part of the existing conditions. The analysis of traffic caused by the Temporary Relocation, therefore, considers the effect of the "De Avila Trips." The Temporary Relocation would generate 116 net vehicle trips during the weekday AM Peak-Hour (106 inbound and 10 outbound) and 265 net vehicle trips (763 inbound and 202 outbound) during the weekday PM Peak-Hour. The project trips were distributed to the surrounding street network for both Peak-Hours based on the vehicle travel distribution noted above.

Table 1, p. III-9, compares the Existing and Existing plus Project intersection LOS for the weekday AM and PM Peak-Hours. The additional traffic from the Temporary Relocation would result in minimal increases in the average delay per vehicle at the study intersections. The LOS would change at two intersections: the westbound approach at Central Avenue and Haight Street, and the Masonic Street/ Haight Street intersection, would change from LOS A to LOS B in the AM peak hour. As both LOS A and B are acceptable levels of service, these changes would not be significant adverse impacts.

The Masonic Avenue/Waller Street intersection's northbound approach would continue to operate at LOS E conditions, but the delay at this approach would increase by several seconds compared with existing conditions. It is important to note that the apparent increase in delay is inflated by two factors. First, the traffic analysis considers all student trips to and from the De Avila Site to be new trips, even though some of the occupants of the site are already driving to and from the John Adams Campus and contributing to traffic at the study intersections. These trips are thus counted both as part of existing conditions and as part of the Temporary Relocation's impact. Furthermore, the effects of the Temporary Relocation are compared to conditions with no traffic at all generated by the De Avila site. Had existing conditions been measured prior to the close of the De Avila school on June 10, 2006, they would likely have reflected greater delay. The change introduced by the Temporary Relocation would thus have been smaller. This change in delay at one approach would not be considered an adverse effect in traffic operations at a stop-sign controlled intersection.

Transit Impacts

The Temporary Relocation would generate about 455 PM Peak-Hour transit trips (208 inbound and 247 outbound). These transit trips to and from the Temporary Relocation would use the nearby Muni lines and regional transit lines, and may include transfers to other Muni lines, or other regional transit providers. Based on the trip distribution patterns, it is estimated that of the 247 outbound transit trips, 192 trips would use Muni lines and 55 trips would use regional lines.

Overall, the additional outbound riders would not substantially increase the Peak-Hour capacity utilization. Capacity utilization would remain similar to existing conditions and would continue to operate below the Muni maximum (100 percent) capacity utilization. (It is also noted that some transit trips to and from the De Avila site already occur for students attending the John Adams Campus. Some of these students may continue to use the same Muni lines; the 192 trips is therefore a conservative estimate).

The 55 PM Peak-Hour outbound transit trips on regional service providers would be distributed with 50 trips on BART; one trip on AC Transit; one ferry trip on Golden Gate Transit; three trips on Caltrain; and one trip on SamTrans. These additional trips would not have a substantial effect on the regional transit providers as the capacity utilization would remain similar to those under existing conditions.

Parking

The project parking demand would include both long-term demand (generally staff and faculty) and short-term demand (generally students). The long-term employee parking demand would be the total number of staff auto-persons trips divided by average vehicle occupancy. The Temporary Relocation would generate a long-term parking demand of 41 spaces during the AM Peak-Hour and 47 spaces during the PM Peak-Hour.

For students and faculty, short-term parking demand for the AM and PM peak periods would be the total AM and PM total auto-persons trips divided by the average vehicle occupancy. The Temporary Relocation would generate a short-term parking demand of 106 spaces during

the AM Peak-Hour and 63 spaces during the PM Peak-Hour. Table 7 presents the estimated weekday AM and PM Peak-Hour parking demand for the Temporary Relocation.

TABLE 7
PROPOSED PEAK-HOUR PROJECT PARKING DEMAND

	AM Peak-Hour		PM Peak-Hour	
Use Type	**Long-term**	**Short-term**	**Long-term**	**Short-term**
Student	N/A	106	N/A	63
Staff/Faculty	41	N/A	47	N/A
Total Temporary Relocation	147 spaces		110 spaces	

Source: Wilbur Smith Associates

The Temporary Relocation would generate a total parking demand for 147 spaces (41 short-term and 106 long-term) during the AM Peak-Hour and 110 spaces (47 short-term and 63 long-term) during the PM Peak-Hour. The De Avila site would not provide off-street parking; however, the John Adams Campus is four blocks from the De Avila site and would continue to provide employee parking for all faculty and staff at the De Avila site. On-street parking would be the only option for the students driving to the De Avila site. Thus, there would be an off-street parking shortfall of approximately 106 spaces during AM Peak-Hour and 63 parking spaces during the PM Peak-Hour. This shortfall would be partially met by the limited number of on-street spaces available (see Table 2).

Parking shortfalls relative to demand are not considered significant environmental impacts in the urban context of San Francisco. As a result, the parking effects of the Temporary Relocation would not be considered to be a significant impact.

Pedestrian Impacts

Based on the distribution of trips generated by the Temporary Relocation, pedestrian trips were assigned to the different intersections and crosswalks. The addition of pedestrian traffic as a result of the Temporary Relocation would not substantially impact pedestrian conditions at any of these locations. Although there would be some reduction in the number of square feet per pedestrian at the crosswalk, all intersections would continue to operate under acceptable

LOS conditions (LOS D or better). Please see Appendix F of the Transportation Study for the detailed calculations of the pedestrian LOS analysis.

Conclusion

The Temporary Relocation would not introduce any significant impacts to traffic and transportation that were not considered in the 2004 FEIR, nor would it increase the severity of any previously identified impacts.

D. NOISE

The Final EIR stated that a project would have a significant impact related to noise if it would:

a) violate Title 24 Noise Insulation Standards, if applicable;

b) be substantially impacted by existing noise levels; exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies;

c) result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;

d) result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

e) result in a substantial temporary or periodic increase in ambient noise levels in the project above levels existing without the project;

f) expose people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport; or

g) expose people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip.

The traffic analysis discussed above demonstrates that the temporary relocation of the John Adams Campus to the De Avila site would not substantially change traffic conditions on nearby streets. Thus, the Temporary Relocation would not create any significant traffic-based noise effects.

Because the Temporary Relocation would not include construction, implementation would not result in construction-related noise impacts. Furthermore, because the proposed educational uses of the De Avila site would not represent a change from the sites' exiting uses, there would not be a significant change in operational noise. In fact, noise generated by adult community college students is generally less than that generated by elementary school children, especially during recess and lunchtime.

The Temporary Relocation would therefore not introduce any significant noise impacts that were not considered in the Final EIR, nor would it increase the severity of any previously identified impacts

E. AIR QUALITY AND WIND

The Final EIR stated that a project would have a significant air quality impact if it would:

a) permeate its vicinity with objectionable odors or create objectionable odors affecting a substantial number of people;

b) alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region;

c) conflict with or obstruct implementation of the applicable air quality plan;

d) violate any air quality standard or contribute substantially to an existing or projected air quality violation;

e) result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); or

f) expose sensitive receptors to substantial pollutant concentrations.

The traffic analysis discussed above demonstrates that the temporary relocation of the John Adams Campus to the De Avila site would not result in a substantial number of new trips, nor substantially change traffic conditions on nearby streets. Thus, the Temporary Relocation would not create any significant traffic-based air quality effects.

Because the Temporary Relocation would not include construction, implementation would not result in construction-related air quality impacts. Finally, because the proposed educational uses of the De Avila site would not represent a change from the sites' exiting uses, there would not be a significant change in operational air quality and therefore no significant impact.

The temporary relocation of the John Adams Campus to the De Avila site would not impact wind conditions because no physical changes to the structure of the buildings or sites are proposed.

The Temporary Relocation would therefore not introduce any significant impacts to air quality that were not considered in the Final EIR, nor would it increase the severity of any previously identified cumulative impacts

F. PUBLIC SERVICES AND UTILITIES

The Final EIR stated that a project would have a significant impact related to public services and utilities if it would:

a) substantially increase demand for schools, recreation or other public facilities;

b) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response time or other performance objectives for fire protection, police protection; schools, parks, or other public facilities.

c) require major expansion of power, water, or communication facilities;

d) breach published national, state or local standards relating to solid waste or litter control; extend a sewer trunk line with capacity to serve new development;

e) exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

f) require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

g) have insufficient water supplies available to serve the project from existing entitlements and resources, or require new and expanded entitlements;

h) result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

i) be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or

j) not comply with applicable federal, state, and local statutes and regulations related to solid waste.

In addition, since San Francisco is served by a combined sewage and storm water system, the Temporary Relocation would result in a significant impact if it would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The De Avila site is currently in use, and the Temporary Relocation would not change the existing use. The De Avila site currently can accommodate about 805 persons on site (based on 23 classrooms with a capacity for 35 persons). According to the San Francisco Unified School District, in 2005, there were approximately 300 students and 21 certified teachers, including the principle and vice principle, in addition to approximately four classified and 14 paraprofessional staff members.[4] With the Temporary Relocation, it is anticipated that there could be about 100 to 600 persons at the De Avila site at a given time. Thus, the Temporary Relocation would increase the number of persons on site during certain times throughout the day. However, existing infrastructure, including fire, police, wastewater, and solid waste facilities, are sized to accommodate the De Avila site's full capacity. The population brought to the site by the Temporary Relocation would not exceed the school's capacity. Therefore, the temporary increase in the number of persons on site would not warrant any new or physically altered facilities.

Moreover, because the Temporary Relocation would not include construction or other major physical changes at De Avila, implementation would not result in construction-related impacts

[4] San Francisco Unified School District School Profiles, 2004-2005 School year, http://orb.sfusd.edu/profile/pf04/pf04-509.htm, accessed August 7, 2006.

to stormwater drainage. Finally, because the proposed educational use of the De Avila site does not represent a change from the site's present uses, there would be no substantial change in stormwater drainage patterns or volume and therefore no significant impact.

The Temporary Relocation therefore would not introduce any new significant impacts to public services or utilities that were not considered in the Final EIR, nor would it increase the severity of any previously identified impacts.

G. GEOLOGY

The Final EIR stated that a project would have a significant impact related to geology if it would:

a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction); or

b) Change substantially the topography or any unique geologic or physical features of the site.

c) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence or other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; landslides;

d) Result in substantial soil erosion or the loss of topsoil; 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;

e) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

f) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The Temporary Relocation would not include construction at the De Avila site; thus implementation would not result in construction-related geologic impacts. As described above, the Temporary Relocation would increase the number of persons on site during certain times

of day. The John Adams Campus and the De Avila site are separated by approximately four blocks (see Figure 1), and persons at John Adams are thus subject to the same general seismic risk as the persons who will use the De Avila site during the Temporary Relocation. The Temporary Relocation will merely move these persons from one site to another, without changing their seismic risk. Thus, the Temporary Relocation would not result in any new exposure to seismic hazards. Furthermore, implementation of the seismic retrofit at the John Adams Campus would ensure the overall safety of the John Adams site occupants in the future.

The Temporary Relocation therefore would not introduce any new significant geological impacts that were not considered in the Final EIR, nor would it increase the severity of any previously identified impacts.

H. HAZARDS

The Final EIR stated that a project would have a significant impact related to hazards if it would:

a) Create a potential health hazard or involve the use, production, or disposal of materials which pose a hazard to people or animal or plant populations in the area affected;

b) Interfere with emergency response plans or emergency evacuation plans;

c) Create a potentially substantial fire hazard;

d) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

e) 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;

f) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

g) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 ("Cortese List") and, as a result, would create a significant hazard to the public or the environment;

h) For a project located within an area covered by an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;

i) For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area; or

j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Temporary Relocation would not include construction at the De Avila site, nor any major physical changes to the buildings or site. Thus, the Temporary Relocation would not result in construction-related hazards, nor would it create a fire hazard.

As discussed above, the Temporary Relocation would increase the number of persons on-site during certain times throughout of day. The activities at De Avila during the Temporary Relocation would be the same as the activities presently undertaken at the John Adams Campus, and would expose persons on-site to the same degree of hazards. The Temporary Relocation therefore would not result in any new on-site exposure to hazards.

The Temporary Relocation would continue the present educational use of the De Avila site, and will involve essentially the same use of materials, such as cleaners, that may constitute hazards to persons off-site. The Temporary Relocation therefore would not result in any new off-site exposure to hazards.

The De Avila site is not on the Cortese List,[5] nor is it in an area covered by an airport land use plan, nor is it within the vicinity of a private airstrip. The De Avila site is, furthermore, not subject to wildfire.

As noted above under Public Services and Utilities, the Temporary Relocation would not result in new impacts on police or fire services, and therefore would not adversely affect emergency response plans.

[5] Department of Toxic Substances Control, EnviroStor Database search, http://www.envirostor.dtsc.ca.gov/public/seach, accessed July 11, 2006.

The Temporary Relocation would, therefore, not introduce any new significant impacts related to hazards that were not considered in the Final EIR, nor would it increase the severity of any previously identified impacts.

I. CULTURAL AND ARCHITECTURAL RESOURCES

The Final EIR stated that a project would have a significant impact on cultural and architectural resources if it would:

a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as part of a scientific study;

b) Conflict with established recreational, educational, religious or scientific uses of the area;

c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code;

d) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;

e) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

f) Disturb any human remains, including those interred outside of formal cemeteries; or

g) Directly or indirectly destroy a unique paleontological resource or site.

No major physical changes to the structure of the buildings or sites are proposed at the De Avila site. The Temporary Relocation, therefore, would not impact historic or prehistoric cultural resources and would not introduce any new significant impacts related to historic or cultural resources that were not considered in the Final EIR.

J. IMPACTS FOUND NOT TO BE SIGNIFICANT

Impacts to Agricultural Resources, Biology, Hydrology, Mineral Resources, and Population and Housing were found not to be significant and were not discussed in detail in the Final EIR.

AGRICULTURAL RESOURCES

According to the Final EIR, the Master Plan would not have a significant impact because it would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use, conflict with existing zoning for agricultural use, or a Williamson Act contract or involve other changes in the existing environment which could result in conversion of farmland to nonagricultural use. The Temporary Relocation would affect developed land and would not include major physical impacts. Thus the Temporary Relocation would also not have a significant impact on agricultural resources.

BIOLOGY

The Temporary Relocation would affect developed land and would not include major physical impacts or change the exiting land uses. Thus the Temporary Relocation would also not have a significant impact on biology.

HYDROLOGY

The Temporary Relocation would affect developed land and would not include major physical impacts or change the exiting land uses. Thus the Temporary Relocation would also not have a significant impact on hydrology.

MINERAL RESOURCES

The Temporary Relocation would affect developed land and would not include major physical impacts or change to the existing land uses. Thus the Temporary Relocation would also not have a significant impact on mineral resources.

POPULATION AND HOUSING

The temporary relocation of the John Adams Campus programs to De Avila would not displace existing housing or persons, introduce any new housing, or provide new employment opportunities. The Temporary Relocation, therefore, would not have significant impacts related to population and housing.

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