

CITY COLLEGE OF SAN FRANCISCO Parking Structure Project

Draft Supplemental
Environmental Impact Report

MARCH 2026

PREPARED BY:
IMPACT
SCIENCES

**CITY COLLEGE OF SAN FRANCISCO
PARKING STRUCTURE PROJECT**

Draft Supplemental Environmental Impact Report

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EXECUTIVE SUMMARY

INTRODUCTION

The City College of San Francisco (CCSF) Parking Structure Project (referred herein as the “Project” or “proposed Project”) Supplemental Environmental Impact Report (SEIR) has been prepared to evaluate the potential environmental impacts associated with the Project. This Draft SEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) Statute (California Public Resources Code Section 21000 et seq.), *State CEQA Guidelines* (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA as adopted by the City College of San Francisco (CCSF). It is intended to serve as an informational document for public agency decision makers and the general public on the objectives and components of the proposed Project, significant environmental impacts that may be associated with the implementation of the proposed Project, and appropriate feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these significant impacts. CCSF is the lead agency under CEQA and is responsible for preparing the CCSF Parking Structure Project SEIR (State Clearinghouse No. 2020090261). CCSF, as the lead agency, will review and consider the SEIR in its decision to approve, conditionally approve, revise, or deny the proposed Project.

This SEIR is a supplement to the 2021 Updated Facilities Master Plan Environmental Impact Report (2021 Updated FMP EIR) to make additions or changes necessary to make the previous EIR adequate for the addition of the proposed Ocean Campus Parking Garage project at the CCSF Ocean Campus on the southwest corner of the intersection of North Access Road and Frida Kahlo Way. Therefore, this SEIR relies on the findings of the 2021 Updated FMP Draft EIR and the 2021 Updated FMP Final EIR. These documents are collectively referred to in this SEIR as the 2021 Updated FMP EIR. In accordance with *CEQA Guidelines* Section 15148 and Section 15150, this SEIR incorporates the 2021 Updated FMP EIR and its constituent parts by reference.

ES.1 PROJECT LOCATION

The proposed CCSF Parking Structure Project would be located at the Ocean Campus on a 68,000-square-foot (1.55-acre) site near 95 Frida Kahlo Way (Project Site) in the City of San Francisco (see **Figure 2.0-3, Project Site**). The Project Site is bound by North Access Road to the north, Lee Avenue to the west, Frida Kahlo Way to the east, and the CCSF STEAM Center to the south.

CCSF facilities are located directly south of the Project Site (STEAM and Harry Britt Building) and to the east across Frida Kahlo Way. Archbishop Riordan High School is located across the North Access Road, and the lower Balboa Reservoir is located across Lee Avenue.

ES.2 PROJECT OBJECTIVES

The proposed Project objectives specific to the proposed CCSF Parking Structure Project change to the 2021 Updated FMP that is evaluated in this SEIR include the following:

- Provide a parking garage with a thoughtfully designed frontage that is inviting and engaging, enhancing the visual appeal and contributing to a community-friendly streetscape.
- Develop a parking garage that integrates sustainable and green design principles that incorporate renewable energy resources to minimize environmental impact and promote long-term sustainability.
- Enhance student experience and address ease of access to critical resources at the Ocean Campus.
- Expand campus parking to improve American with Disabilities Act (ADA) accessibility by providing covered, conveniently located parking spaces that enhance ease of vehicle entry and exit for individuals with disabilities, ensuring safer and more weather-protected access to adjacent facilities.
- Maximize space utilization of CCSF facilities to meet student and staff needs for the next 5 years and beyond, and to serve members of the community.
- Locate and operate the College's Police Department in a strategically located facility within the Ocean Campus that is appropriately sized, centrally positioned, and easily accessible to effectively support the department's programmatic needs and enhance campus safety.

ES.3 PROJECT DESCRIPTION

The proposed parking garage would have a footprint of approximately 200,000 square feet and would consist of five above-ground levels. The parking garage would have a height of up to approximately 52.5 feet to the top of the building parapet. The parking garage would be designed to accommodate the future installation of photovoltaic panels and their associated structures above the building's uppermost deck. The top level of the photovoltaic structure installation would be approximately 58 feet above grade. The parking garage would provide approximately 641 vehicle parking spaces with designated space on the ground floor for the Campus' Police Department (about 4,000 square feet) and Custodial Services (3,500 square feet). The proposed vehicle parking spaces would include 22 American with Disabilities Act (ADA)-accessible, and 6 stalls would be designated for ADA vans. Approximately 32 parking stalls would be

equipped with electric vehicle charging stations (EVCS), and 129 parking stalls would have EV-capable stations. EVCS stalls would also be provided for one of the ADA stalls, one of the ADA van stalls, and one for ambulatory services..

The parking garage building façade would be designed to complement the surrounding campus and neighboring buildings. Aesthetic improvements may include perforated metal paneling, metal fin elements, or fiber cement cladding panels. The stairwells would be part of the exterior façade to enhance parking security and the building's visual interest. Perimeter rails would likely be used throughout the building to enhance safety and help reduce potential light trespass on the surrounding area. Landscape planters would be used around the building perimeter, serving as both stormwater treatment areas and general landscaping at street level. The planter beds could also provide the option of a green façade, using metal frames to carry vines across the lower two or three levels of the building.

ES.4 SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION PROGRAM

Table ES-1, Summary of Impacts and Mitigation Measures, summarizes each potentially significant environmental effect of the proposed Project, the recommended mitigation measures, or alternatives that would reduce or avoid the effect, and the level of significance after mitigation. This Draft SEIR does not identify any new mitigation measures beyond those identified in the 2021 Updated FMP EIR. The reader is referred to the full text of this Draft SEIR for a detailed description of the environmental effects of the proposed Project and feasible mitigation measures.

ES.5 AREAS OF CONTROVERSY

On August 16, 2025, CCSF distributed a Notice of Preparation (NOP) to initiate the public scoping process, in accordance with *CEQA Guidelines* Section 15082, and solicit environmental concerns of individuals, organizations, and agencies directly related to the proposed Project and any potentially significant environmental issues, alternatives, or mitigation measures that should be explored in this Draft SEIR. The proposed Project was described, potential environmental effects associated with implementation were identified, and agencies and the public were invited to review and comment on the Notice of Preparation. Publication of the NOP initiated a 30-day public scoping period for this SEIR, which ended on July 16, 2025. Twelve responses to the NOP during the scoping period and scoping meeting were received from public agencies, organizations, and members of the public.

The following environmental issues were identified through the scoping process as having potential impacts associated with implementation of the proposed Project and are addressed in this Draft SEIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Noise
- Transportation and Circulation

The NOP and comment letters received by CCSF are contained in **Appendix A** to this Draft SEIR. CCSF considered the public comments received during the scoping review period. **Table ES-1** below presents a matrix summary of the comments received and indicates the sections where these topics are addressed in this document.

**Table ES-1
CCSF Parking Structure Project for the City College of San Francisco
Matrix of Comments Received in Response to the Notice of Preparation**

Commenter	Project Description		Environmental Review Process		Aesthetics		Air Quality		Greenhouse Gas Emissions	Noise		Transportation	
	Enrollment	Site Plans	Community Engagement	Visual Character	Light/Glare	Construction Air Quality	Operational Air Quality	Greenhouse Gas Emissions	Construction Noise	Operational Noise	Parking	Traffic and Circulation	Emergency Access
Local Agencies													
San Francisco Municipal Transportation Agency (SFMTA)													X
Organizations													
Climate Reality Project						X	X						X
Sunnyside Neighborhood Association	X					X	X	X	X	X	X	X	X
Individuals													
Holly Severson						X	X						
Jennifer Heggie			X			X	X		X	X			X
Jon Winston													X
Judith Sampson						X	X						
Juliet Samonte		X											
Katia Hage				X		X	X						X
Mike Flemming				X	X				X	X	X		X
Nancy Haber													X
Asit Panwala				X		X	X						X
Section of the document where the topic is discussed	Chapter 2.0 of the SEIR	Chapter 1.0 of the SEIR	Section 3.1 of the SEIR			Section 3.2 of the SEIR		Section 4.0 of the SEIR		Section 3.4 of the SEIR			Section 3.5 of the SEIR

ES.6 ALTERNATIVES TO THE PROPOSED PROJECT

As required by Section 15126.6 of the *State CEQA Guidelines*, a range of reasonable alternatives to the proposed Project that would attain most of the basic Project objectives but would avoid or substantially lessen any of its significant environmental effects must be examined. Project alternatives aim to identify and disclose ways to mitigate or avoid significant environmental effects that may result from the proposed Project.

Although the analysis of the proposed Project presented in **Section 3.0, Environmental Effects Requiring Additional Analysis**, and **Section 4.0, Effects found not to be Significant**, did not identify any significant and unavoidable impacts, **Section 6.0, Alternatives**, considers a Reduced Project Alternative in addition to the No Project Alternative. Project alternatives considered throughout this CEQA process, including preliminary alternatives screening of these alternatives, are further discussed in **Section 6.0, Alternatives**.

No Project Alternative

Under the No Project Alternative, the proposed Project, which would include the development of a five-story parking garage, would not be implemented. Under the No Project Alternative, conditions at the Project Site and within the Ocean Campus would be similar to the campus baseline conditions. The baseline conditions include campus facilities approved for construction prior to the 2021 Updated FMP EIR. These facilities include the Diego Riviera Theater, the STEAM building, and the Child Care Center.¹ In addition, the baseline conditions include the campus facilities approved for construction, decommissioning, and renovations under the 2021 Updated FMP EIR and upgraded and new pathways and sidewalks, reconfiguration of parking lots, and removal of on-street parking from Cloud Circle. Under baseline conditions, the street network changes associated with the Balboa Reservoir project and currently under construction, would be implemented. These changes include the extension of Lee Avenue to North Access Road, reconstruction of North Access Road, and new and/or reconstructed sidewalks adjacent to the Project

¹ On June 10, 2004, the College certified the 2004 FMP EIR. On June 25, 2020, the College approved an addendum to the 2004 EIR that addressed the potential environmental impacts of the Diego Riviera Theater (DRT), Sciences, Technology, Engineering, Arts, and Math (STEAM) Building, and the Child Care Center at the Ocean Campus.

Site.² Under baseline conditions, the Ocean Campus would experience a parking deficit of 880 spaces. This is a continuation of the parking deficit under existing conditions that is associated with the permanent removal of approximately 1,580 parking spaces due to CCSF projects on the upper reservoir lot and the Balboa Reservoir project on the lower reservoir lot.

Under the No Project Alternative, the proposed parking garage would not be constructed, and the site would remain a surface parking lot. This alternative would avoid all construction-related impacts and the less-than-significant operational effects identified for air quality, greenhouse gas emissions, noise, and transportation. No new emissions, noise, or traffic changes would occur.

However, the No Project Alternative would not meet any of the project's primary objectives. The site would continue to present a visually underdeveloped frontage along Frida Kahlo Way, with limited pedestrian appeal and no architectural enhancement to the campus streetscape. The campus would also continue to face parking shortages, accessibility constraints, and inefficiencies that could contribute to circulation congestion and vehicle idling. In addition, opportunities to incorporate renewable energy features and to relocate the College Police Department into improved facilities would not occur.

Reduced Build Alternative

The Reduced Build Alternative would develop the project site with a three-level, 200,000-square-foot parking garage with a maximum height of approximately 23 feet to the parapet. The design would accommodate future photovoltaic panel installation, increasing the structure height to approximately 29 feet above grade. The garage would provide 348 vehicle parking spaces, including 324 for students and employees, 22 for Campus Police, and 2 for Custodial Services, along with 18 electric vehicle charging stations (EVCS), 52 EV-capable spaces. The Reduced Build Alternative would provide 14 ADA-accessible parking spaces (11 standard ADA and 3 van-accessible), including one ADA and one ADA-van stall equipped with EV charging, but would not include an EVCS stall for ADA ambulatory users. The ground floor would house approximately 4,000 square feet for Campus Police and 3,500 square feet for Custodial Services, with a dedicated bicycle parking room accessible during garage hours.

² As part of the Balboa Reservoir project, Lee Avenue adjacent to the project site will be reconstructed to provide an approximately 10-foot-wide vehicle travel lane and a 7-foot-wide protected bicycle lane each way, and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway along Lee Avenue into the project site. The Balboa Reservoir project will install crosswalks in the continental design at the intersection of Lee Avenue/North Access Road/CCSF driveway. North Access Road adjacent to the project site will be reconstructed to provide a 10-foot-wide vehicle travel lane and a 5-foot-wide bicycle lane each way, an 8-foot-wide parking lane on the south side of the street (i.e., adjacent to the project site), and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway into the project site and install continental crosswalks at the intersection of Lee Avenue/North Access Road.

The building façade would be designed to complement surrounding campus architecture, incorporating aesthetic treatments such as perforated metal panels, fiber cement cladding, and exterior stairwells to enhance visual interest, security, and safety. Landscape planters would provide both stormwater treatment and streetscape enhancement.

Compared to the proposed Project, the Reduced Build Alternative would have a lower height and massing, reducing visual impact, preserving campus views, and providing a more balanced relationship with surrounding structures. By eliminating two parking levels, this alternative would shorten construction duration, reduce construction-related air quality and noise impacts, and result in fewer operational vehicle trips (2,349 daily trips versus 4,328 under the proposed Project). Operational greenhouse gas emissions would also be reduced in proportion to the smaller number of parking spaces.

The Reduced Build Alternative would partially address the campus parking deficit, though to a lesser extent than the proposed Project. It would meet most project objectives, including improving campus circulation, supporting access and safety, and incorporating sustainable design features. However, this alternative would be less effective in meeting projected parking needs over the next five years than the proposed Project. Environmental impacts related to cultural resources, utilities, hydrology, energy, and other factors would be similar to those of the proposed Project and less than significant with mitigation applied.

Environmentally Superior Alternative

State CEQA Guidelines Section 15126.6(e)(2) requires that an environmental impact report identify the environmentally superior alternative among the alternatives analyzed. While the proposed Project would not result in any significant and unavoidable environmental impacts, the Reduced Build Alternative would result in incrementally lower construction-related air quality and noise, and long-term transportation impacts, when compared to the proposed Project.

The Reduced Build Alternative would involve a smaller overall parking garage building and reduced construction activity, which would correspondingly reduce criteria air pollutant emissions and diesel particulate matter generated during construction. In addition, reduced construction intensity and duration would result in lower construction noise levels and a shorter period of noise exposure at nearby sensitive receptors.

The Reduced Build Alternative would include fewer parking spaces than the proposed Project, which would reduce the overall number of construction vehicles and the number of vehicles accessing the site on a daily and peak-hour basis during operations.

Although air quality, noise, and transportation impacts under both the proposed Project and the Reduced Build Alternative would remain less than significant, the Reduced Build Alternative would reduce these impacts. Therefore, the Reduced Build Alternative is identified as the environmentally superior alternative pursuant to *State CEQA Guidelines* Section 15126.6.

**Table ES-2
Summary of Impacts and Mitigation Measures**

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Impact AES-1: The proposed Project would not have a substantial adverse effect on a scenic vista	Less than Significant	No mitigation required	Less than Significant
Impact AES-2: The proposed Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No impact	No mitigation required	No impact.
Impact AES-3: The proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	Less than Significant	No mitigation required	Less than Significant
Impact AES-4: The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Potentially Significant	<p>MM AES-1. New sources of exterior lighting shall be shielded and directed downward to avoid light spillovers onto adjacent properties. Lighting shall also be of the minimum required intensity to provide for safety and security purposes. Nighttime operation of new sources of lighting shall be consistent with that of existing lighting sources on campus and shall consider potential effects to nighttime views of nearby residents and circulation. Interior lighting shall be turned off when not in operation or operated in the lowest possible setting.</p> <p>MM AES-2. The use of reflective building materials shall be minimized to the extent practicable. Building materials shall be consistent with the visual character of existing and planned campus facilities and with the overall character of the Ocean Campus.</p>	Less than Significant
Impact AES-5: The proposed Project would not result in significant net new shadow impact.	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Agricultural and Forestry Resources			
Impact AGF-1: The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	No Impact	No mitigation required	No Impact
Impact AGF-2: The proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	No Impact	No mitigation required	No Impact
Impact AGF-3: The proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production.	No Impact	No mitigation required	No Impact
Impact AGF-4: The proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use.	No Impact	No mitigation required	No Impact
Impact AGF-5: The proposed Project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	No Impact	No mitigation required	No Impact
Air Quality			
Impact AQ-1: The proposed Project could conflict with or obstruct implementation of the applicable air quality plan	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact AQ-2: The proposed Project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard</p>	<p>Potentially Significant</p>	<p>MM AQ-1. The following BAAD Basic Best Management Practices for Construction-Related Fugitive Dust Emissions shall be implemented:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site. • Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel. • Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations. • Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities. • Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. • Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. • Minimize the amount of excavated material or waste materials stored at the site. • Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days. 	<p>Less than Significant</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AQ-3: The proposed Project could expose sensitive receptors to substantial pollutant concentrations.	Less than Significant	MM AQ-2. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit’s certified tier specification, BACT determination, and CARB or BAAD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	Less than Significant
Impact AQ-4: The proposed Project could result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	Less than Significant	No mitigation required	Less than Significant
Impact C-AQ-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, could contribute to cumulative air quality impacts.	Less than Significant	No mitigation required	Less than Significant
Biological Resources			
Impact BIO-1: Implementation of the proposed Project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; and the proposed project would interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Potentially Significant	MM BIO-1: Preconstruction Nesting Bird Surveys and Buffer Areas. Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase: <ul style="list-style-type: none"> a. To the extent feasible, conduct initial activities, including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities that may compromise breeding birds or the success of their nests outside of the nesting season (January 15 through August 15). b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 250 feet of the project site in order to locate any active nests of common bird species and within 500 feet of the project site to locate any active raptor (birds of prey) nests. c. If active nests are located during the preconstruction nesting bird surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests, and if so, the following measures would apply: <ul style="list-style-type: none"> i. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at 	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact BIO-2: The proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

- a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis, considering the particular construction activity, duration, proximity to the nest, and physical barriers that may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the District.
- ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s), and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 250 feet for passerines and 500 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction.
 - iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the District, who would notify CDFW. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the District and approved by CDFW.
 - iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.
 - v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the District, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.
 - d. In the event inactive nests are observed within or adjacent to the project site at any time throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the District, who would notify and seek approval from the CDFW, as appropriate. Work may proceed around these inactive nests

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact C-BIO-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, would result in a cumulatively considerable contribution to cumulative impacts related to biological resources.</p>	<p>Potentially Significant</p>	<p>Implement MM BIO-1</p>	<p>Less than Significant</p>
<p>Cultural Resources</p>			
<p>Impact CR-1: Construction activities could cause a substantial adverse change in the significance of an archaeological resource.</p>	<p>Potentially Significant</p>	<p>MM CR-1. Accidental Discovery of Archaeological Resources</p> <p>Prior to the start of a project that requires grading, excavation, or earth movement, the project prime contractor, any project subcontractor, and the utilities firm involved in soils-disturbing activities within the project site shall attend a mandatory training provided by CCSF’s consulting archaeologist. The training shall describe the archaeological resources that could be encountered and the procedures that should be followed by the construction team in the event of an accidental discovery of archaeological resources.</p> <p>Should any indication of an archaeological resource be encountered during any soil-disturbing activity of the project, the project engineer, foreman, and or other responsible person shall suspend any soil-disturbing activities within 100 feet of the discovery and notify CCSF of the find.</p> <p>If CCSF’s consulting archaeologist determines that an archaeological resource as defined in Section 15064.5 may be present within the project area, an archaeological resource mitigation plan shall be prepared and implemented pursuant to PRC Section 21083.2(b). In compliance with Section 21083.2(b), preservation in place shall be the preferred mitigation. This shall be accomplished through:</p> <ul style="list-style-type: none"> • Protection of the resource through capping and covering; • Modification to the construction plan to avoid the resource; or • Incorporation of the resource within open space. <p>If preservation in place is not feasible, the CCSF’s consulting archaeologist shall prepare and implement a detailed treatment plan. The treatment plan shall define a data recovery program to preserve the significant information that the archaeological resource is expected to contain. The intent of the treatment plan is to save as much of the archaeological resource as possible, including moving the resource if feasible. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project.</p> <p>For prehistoric resources, CCSF shall consult with the Native American representative(s) on the approach and the preparation of the treatment plan. As appropriate, the prehistoric resource shall be analyzed in a regional context, and the treatment plan shall be provided to local and state repositories, libraries, and interested professionals.</p>	<p>Less than Significant</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact CR-2: Construction activities could disturb human remains if such remains are present within the project site.</p>	<p>Potentially Significant</p>	<p>MM CR-2: Treatment of Human Remains</p> <p>The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity shall comply with all applicable state and federal laws. This shall include halting construction activities within 100-foot radius and immediate notification of the CCSF consulting archaeologist and the San Francisco Office of the Chief Medical Examiner. In the event the San Francisco Office of the Chief Medical Examiner determines that the human remains are Native American remains, the San Francisco Office of the Chief Medical Examiner shall notify the Native American Heritage Commission (NAHC) to appoint a Most Likely Descendant (MLD). The CCSF shall request from the appointed MLD to complete his or her inspection and make recommendations or preferences for treatment and disposition within 48 hours of being granted access to the site (Public Resources Code section 5097.98).</p> <p>CCSF shall make all reasonable efforts to develop a Burial Agreement (“Agreement”) with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of the human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the CCSF consulting archeologist shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.</p> <p>Nothing in existing state regulations or in this mitigation measure compels CCSF to accept recommendations of an MLD. However, if CCSF and MLD are unable to reach an agreement on scientific treatment of the remains and associated or unassociated funerary objects, the CCSF, shall ensure that the remains and associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance (Public Resources Code section 5097.98).</p> <p>Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during soil-disturbing will be determined by CCSF in consultation with the consulting archaeologist and descendant communities if identified.</p>	<p>Less than Significant</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact C-CR-1: Implementation of the proposed Project would not result in cumulatively considerable impacts on archaeological resources, in combination with past, present and reasonably foreseeable future projects in the vicinity of the Project Site.	Less than Significant	No mitigation required	Less than Significant
Impact HIST-1. The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.s	Less than Significant	No mitigation required	Less than Significant
Impact C-HIST-1 The proposed project would not result in significant cumulative impact on historical resources.	Less than Significant	No mitigation required	Less than Significant
Energy			
Impact EN-1: The proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than Significant	No mitigation required	Less than Significant
Impact EN-2: The proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than Significant	No mitigation required	Less than Significant
Impact C-EN-1: The proposed Project, in combination with past, present and future projects would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Geology and Soils			
Impact GEO-1: The proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault and strong seismic ground shaking.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-2: The proposed Project would not result in substantial soil erosion or the loss of topsoil.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-3: The proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-4: The proposed Project would not be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	Less than Significant	No mitigation required	Less than Significant
Impact GEO-5: The proposed Project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant	<p>MM GEO-5: Inadvertent Discovery of Paleontological Resources</p> <p>Before the start of any drilling or excavation activities, the College’s contractor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately, and the monitor shall notify the District. The fossil should be protected by an “exclusion zone” (an area approximately five feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can</p>	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology’s 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the District. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The District shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.</p>			
<p>Impact C-GEO-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on geology and soils or paleontological resources.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Greenhouse Gas Emissions</p>			
<p>Impact GG-1: The proposed Project would not generate GHG emissions, either directly or indirectly, at levels that would result in a significant impact on the environment.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Impact GG-2: The proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gas.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Hazards and Hazardous Materials</p>			
<p>Impact HAZ-1: The proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact HAZ-2: The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>Potentially Significant</p>	<p>MM HAZ-1: Soil and Groundwater Contamination</p> <p>If evidence of contaminated soil and/or groundwater, such as odors, oil sheen, or discolored soil, is encountered during excavation or grading activities, the construction contractors shall stop work and immediately inform the College. An environmental hazardous materials professional shall be contracted to conduct soil and groundwater analyses to determine if the encountered materials pose any risk to the public or construction workers. In the event that any potential risk is identified, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local regulations. The soil remediation plan could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation methods for the cleanup of contaminated groundwater could include in situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.</p> <p>MM HAZ-2: Hazardous Materials Contingency Plan</p> <p>A hazardous materials contingency plan shall be prepared prior to the start of any construction activity. The contingency plan shall be implemented during demolition, decommission, renovation, and construction activities for the project. The hazardous materials contingency plan shall include, at a minimum, the following:</p> <ul style="list-style-type: none"> • Identification of known areas with hazardous waste and hazardous materials of concern • Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern • Procedures for restricting access to the contaminated area except for properly trained personnel • Procedures for notification and reporting, including internal College management and public agencies, as needed • Health and safety measures for removal and excavation of contaminated soil • Procedures for characterizing and managing excavated soils • Procedures for certification of completion of remediation • Site workers shall be familiar with the hazardous materials contingency plan and shall be fully trained on how to identify suspected contaminated soil. 	<p>Less than Significant</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HAZ-3: The proposed Project would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste, but would involve the usage of minor amounts of routine hazardous materials within one-quarter mile of an existing or proposed school.	Potentially Significant	Implement MM HAZ-1 and MM HAZ-2	Less than Significant
Impact HAZ-4: The proposed Project Site is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 but would not create a significant hazard to the public or the environment.	Less than Significant	No mitigation required	Less than Significant
Impact HAZ-5: The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than Significant	No mitigation required	Less than Significant
Impact C-HAZ-1: The proposed Project, in combination with other past, present, and reasonably foreseeable future development, would not make a considerable contribution to any cumulative impact related to hazards and hazardous materials.	Less than Significant	No mitigation required	Less than Significant
Hydrology and Water Quality			
Impact HYD-1: The proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Potentially Significant	Implement MM HAZ-1 and MM-Haz-2	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HYD-2: The proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less than Significant	No mitigation required	Less than Significant
Impact HYD-3: The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site.	Less than Significant	No mitigation required	Less than Significant
Impact HYD-4: The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.	Less than Significant	No mitigation required	Less than Significant
Impact HYD-5: The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact C-HYD-1: Construction and operation of the proposed Project, in conjunction with other cumulative development within the vicinity of the Project Site, would not cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or degrade the drainage pattern of the site or area.</p>	Less than Significant	No mitigation required	Less than Significant
Land Use and Planning			
<p>Impact LU-1: The proposed Project would not physically divide an established community.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact LU-2: The proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact C-LU-1: The proposed Project, in combination past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to cumulative land use impacts.</p>	Less than Significant	No mitigation required	Less than Significant
Mineral Resources			
<p>Impact MIN-1: The proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state</p>	No Impact	No mitigation required	No Impact

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact MIN-2: The proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	No Impact	No mitigation required	No Impact
Noise			
Impact NOI-1: The proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies.	Less than Significant	No mitigation required	Less than Significant
Impact NOI-2: The proposed Project would not result in the generation of excessive groundborne vibration or groundborne noise levels.	Less than Significant	No mitigation required	Less than Significant
Population and Housing			
Impact PH-1: The proposed Project would not directly or indirectly induce substantial unplanned population growth in the City and County of San Francisco that could create demand for housing	Less than Significant	No mitigation required	Less than Significant
Impact PH-2: The proposed Project would not displace substantial numbers of existing housing units or people necessitating the construction of replacement housing.	No Impact	No mitigation required	No Impact

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact C-PH-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative population and housing impacts.</p>	Less than Significant	No mitigation required	Less than Significant
Public Services			
<p>Impact PS-1: The proposed Project would result in an increased demand for fire protection services, but not to the extent that would require new or physically altered fire protection facilities, the construction of which would result in significant environmental impacts.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact PS-2: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities the construction of which could cause significant environmental impacts.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact PS-3: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts.</p>	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact PS-4: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts.	Less than Significant	No mitigation required	Less than Significant
Impact C-PS-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less than Significant	No mitigation required	Less than Significant
Recreation			
Impact REC-1: The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, or such that the construction of new facilities would be required.	Less than Significant	No mitigation required	Less than Significant
Impact REC-2: Construction of open space as part of the proposed Project would not result in substantial adverse physical environmental impacts.	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact C-REC-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	Less than Significant	No mitigation required	Less than Significant
Transportation			
<p>Impact TR-1:Construction of the proposed Project would not require a substantially extended duration or an intense activity that would create potentially hazardous conditions for people walking, bicycling, or driving, or for public transit operations; would not interfere with emergency access or accessibility for people walking or bicycling; and would not substantially delay public transit.</p>	Less than Significant	No mitigation required	Less than significant
<p>Impact TR-2: The proposed Project would not create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations.</p>	Less than Significant	No mitigation required	Less than significant
<p>Impact TR-3: The proposed Project would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.</p>	Less than Significant	No mitigation required	Less than Significant
<p>Impact TR-4: The proposed Project would substantially delay public transit.</p>	Less than Significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact TR-5: The proposed Project would not cause substantial additional vehicle miles traveled or substantially induce automobile travel	Less than Significant	No mitigation required	Less than Significant
Impact TR-6: The proposed project would not result in a loading deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, and would not substantially delay public transit.	Less than Significant	No mitigation required	Less than Significant
Impact TR-7: The proposed project would not result in a substantial vehicle parking deficit.	Less than Significant	No mitigation required	Less than Significant
Impact C-TR-1: The proposed project, in combination with cumulative projects, would not result in significant construction-related transportation impacts; would not create potentially hazardous conditions; would not interfere with accessibility; would not cause substantial additional VMT or substantially induce automobile travel; and would not result in significant parking impacts.	Less than significant	No mitigation required	Less than Significant
Impact C-TR-2: The proposed project, in combination with cumulative projects, would substantially delay public transit, but the proposed Project would not contribute considerably to those impacts.	Less than significant	No mitigation required	Less than Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact C-TR-3: The proposed project, in combination with cumulative projects, would result in significant loading impacts, but the proposed project would not contribute considerably to those impacts.</p>	<p>Less than significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>
<p>Tribal Cultural Resources</p>			
<p>Impact TCR-1: Construction activities of the proposed Project could disturb tribal cultural resources if such resources are present within the project site.</p>	<p>Potentially Significant</p>	<p>MM TCR-1: Tribal Resources</p> <p>If CCSF, in consultation with its consulting archaeologist, determines that ground-disturbing activities may cause a substantial adverse change to a tribal cultural resource, and measures to protect the resource are not otherwise identified in the consultation process, CCSF shall implement additional measures pursuant to PRC Section 21084.3(b). Provisions under PRC Section 21084.3(b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include: 1) Avoidance and preservation of the resources in place, including, but not limited to, designing the treatment to avoid the resources and protect the cultural and natural context; 2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.</p> <p>If CCSF determines that preservation-in-place of the tribal cultural resource is both feasible and effective, then CCSF's consulting archeologist shall prepare an archeological resource preservation plan (ARPP), which shall be implemented when feasible. If CCSF, in consultation with the affiliated Native American tribal representatives, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then CCSF and the affiliated tribe shall consider alternatives to mitigate the impact which may include documentation or study of the resource, public education and or brochures, interpretive programs such as trails, exhibits, replanting, or other measures negotiated between CCSF and the affiliated Native American Tribal representatives.</p>	<p>Less than Significant</p>
<p>Utilities and Service Systems</p>			
<p>Impact USS-1: Implementation of the proposed Project would not exceed the capacity of the wastewater treatment provider that would serve the project site; would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control</p>	<p>Less than Significant</p>	<p>No mitigation required</p>	<p>Less than Significant</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Board; and would not require the construction of new, or expansion of existing, wastewater treatment or stormwater drainage facilities.			
Impact USS-2: Development under the proposed Project would be served from existing water supply entitlements and resources and would not require new or expanded water supply resources or entitlements	Less than Significant	No mitigation required	Less than Significant
Impact USS-3: Construction and operation under the proposed Project would not generate solid waste in excess of the capacity of local solid waste collection and treatment facilities and would comply with applicable statutes and regulations related to solid waste. (	Less than Significant	No mitigation required	Less than Significant
Impact C-USS-1: The proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not substantially contribute to cumulative impacts related to utilities and services systems.	Less than Significant	No mitigation required	Less than Significant
Wildfire			
Impact WF-1 The Project Site is located in an urbanized environment with little natural vegetation. There are no wildlands located in San Francisco. The City does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones	No Impact	No mitigation required	No Impact

1.0 INTRODUCTION

The City College of San Francisco (CCSF), as the Lead Agency, has prepared this Draft Supplemental Environmental Impact Report (Draft SEIR) to update the analysis presented in the Final EIR (FEIR) (collectively, EIR) for the Updated Facilities Master Plan (Updated FMP), which was certified by CCSF on June 24, 2021 (State Clearinghouse No. 2020090261). This Draft SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), as codified in California Public Resources Code (PRC) Section 21000 et seq., and the *Guidelines for Implementation of CEQA (State CEQA Guidelines)*, as set forth in the California Code of Regulations, Title 14, Division 6, Chapter 3, particularly *State CEQA Guidelines* Section 15163, addressing Supplemental EIRs (SEIRs).

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This SEIR evaluates the potential environmental impacts associated with the implementation of the proposed Parking Structure Project located at 95 Frida Kahlo Way.

1.1 BACKGROUND

In 2021, CCSF approved the Updated Facilities Master Plan (Updated FMP), intended to be a long-range plan that would direct the development of CCSF Ocean Campus, located at 50 Frida Kahlo Way, and CCSF centers located throughout the City of San Francisco through the year 2030. The 2021 Updated FMP provides a strategy for facilities improvements, renovations, replacements, and new construction. In addition, the intent of the 2021 Updated FMP is to modernize the CCSF's facilities and maximize space utilization to serve its students, employees, and the City and County of San Francisco community through 2030 and beyond.

The 2021 Updated FMP EIR evaluated at a project level 1,214,675 gross square feet (gsf) of total building space upon buildout in the FMP, as shown in **Table 1.0-1, 2021 Updated FMP EIR Buildout Evaluated at a Project Level**, below. The gross square footage analyzed in the 2021 Updated FMP EIR reflected baseline campus conditions, including facilities that had been approved for construction prior to preparation of the 2021 Updated FMP EIR but had not yet been built at that time. These approved but unconstructed facilities included the Diego Rivera Theater (75,000 gsf), the STEAM Building (150,000 gsf), and the Child Care Center (9,800 gsf).

**Table 1.0-1
2021 Updated FMP EIR Buildout Evaluated at a Project Level**

Project Name	Gross Square Feet
Baseline Conditions ¹	1,351,980
Demolition	
Smith/Statler Building	56,056
Conlan Hall	37,410
Creative Arts Building (theater)	13,623
Bungalow EOPS	3,600
Bungalows 700-716	12,960
Bungalows 602, 603-605, 604, 606, 610, 615, 617, 619, 621, 623, 624	11,040
<i>Subtotal</i>	134,689
Decommission	
Creative Arts Building	50,000
Visual Arts	32,616
<i>Subtotal</i>	82,616
Renovation	
Cloud Hall	127,436
Creative Arts Extension	30,697
Science Hall	151,856
Student Union	17,998
Batmale Hall	103,888
<i>Subtotal</i>	431,875
New Construction	
Student Success Center	80,000
<i>Subtotal</i>	80,000
Total Building Space upon Buildout of the Updated FMP	1,214,675

Note:

¹ The gross square footage analyzed in the 2021 Updated FMP EIR reflected baseline campus conditions, including facilities that had been approved for construction prior to preparation of the 2021 Updated FMP EIR but had not yet been built at that time. These approved but unconstructed facilities included the Diego Rivera Theater (75,000 gsf), the STEAM Building (150,000 gsf), and the Child Care Center (9,800 gsf)

The 2021 Updated FMP EIR was prepared as a Program EIR (SCH # 2020090261). According to Section 15168(b) of the *State CEQA Guidelines*, the advantages of a Program EIR are that it can: (1) provide for a more exhaustive consideration of effects and alternatives than would be practical in a CEQA document on an individual action; (2) ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis; (3) avoid duplicative reconsideration of basic policy considerations; (4) allow the lead agency to consider alternative and programmatic mitigation measures early in the planning process; and (5) allow for reduction in paperwork. Furthermore, Section 15168(d)(3) of the *State CEQA Guidelines* states that a

Program EIR can be used to simplify the task of preparing environmental documents on later activities in the program and focus an EIR on a later activity to permit discussion solely of new environmental effects which had not been considered before.

The 2021 Updated FMP EIR evaluated potential environmental effects associated with the Facilities Master Plan and identified measures to reduce or avoid adverse impacts. Resource topics for which no impacts were identified included Agricultural Resources, Mineral Resources, and Wildfire. Resource topics for which less than significant impacts were identified included Energy, Greenhouse Gas Emissions, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.

The 2021 Updated FMP EIR determined that, with implementation of the recommended mitigation measures, impacts of these resource topics would be reduced to less-than-significant levels: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Tribal Cultural Resources.

Two topic areas were identified as having significant and unmitigable impacts that would not be reduced to less than significant levels even with the implementation of required mitigation measures:

- **Historic Resources:** As discussed in the 2021 Updated FMP EIR Impact HIST-1 and HIST-1, Demolition or alteration of existing historic buildings was found to be a significant and unavoidable impact. Although mitigation measures (MMs) such as **MM HIST 1**, documenting the structures through photography, LiDAR scanning,¹ and interpretive exhibits were proposed, these measures were not sufficient to reduce the impact to less-than-significant levels. The 2021 Updated FMP EIR included the following Mitigation Measures related to historic resources
 - **MM HIST-1a**, Recordation
 - **MM HIST-1b**, Architectural History Interpretation
 - **MM HIST-1c**, Art History Interpretation
 - **MM HIST-2a**, Mothballing Historic Buildings
 - **MM HIST-2b**, Post-Decommissioning Treatment
 - **MM HIST-3a**, Apply the Secretary of the Interior’s Standards and Guidelines for the Treatment of Historic Properties
 - **MM HIST-3b**, Move or Revise Design of Proposed Elevator Shafts on Cloud Hall Exterior

1 LiDAR (Light Detection and Ranging) scanning is a technology that uses laser pulses to capture precise three-dimensional measurements of existing buildings. For historical buildings, it is used to document and preserve detailed information about their structure and features, creating an accurate digital record for conservation, restoration, and future reference.

- **MM HIST-4b**, Design Wellness Plaza Connection to the Student Union
- **Transportation:** As discussed in the 2021 Updated FMP EIR Impact TR-4, the Updated FMP program and associated individual projects at the Ocean Campus were found to lead to significant and unavoidable public transit delay. Impact C-TR-4 of the 2021 Updated FMP EIR also found that the Updated FMP program and associated individual projects at the Ocean Campus, in combination with past, present, and reasonably foreseeable future projects, would substantially delay public transit, and the Updated FMP would contribute considerably to those impacts, leading to a significant and unavoidable impact. No feasible mitigation measures were identified that could fully mitigate these impacts to a less than significant level.

1.2 PROPOSED CHANGES TO THE PROJECT

The proposed Project would include development that was not analyzed in the 2021 Updated FMP EIR. The proposed Project involves the construction of a five-level parking garage, providing approximately 650 vehicle parking spaces for students, employees, and, at select times, members of the public. The proposed Project would maximize space utilization of CCSF facilities to meet student and employee needs for the next five years and beyond, consistent with the approved project. All applicable mitigation measures from the 2021 Updated FMP EIR would also be applicable to the proposed Project and, therefore, are incorporated by reference into this Supplemental EIR.

1.3 PURPOSE AND INTENDED USE OF THIS SEIR

This SEIR is a public document that evaluates the environmental effects associated with the implementation of the Parking Structure Project, which is proposed within the previously approved Updated FMP at the CCSF Ocean Campus. Pursuant to Sections 15162 and 15163 of the *State CEQA Guidelines*, when it is determined that the proposed changes to a project, or changes in the circumstances under which a project will be undertaken, would result in new significant impacts not identified in the EIR, or cause a substantial increase in the severity of significant impacts identified in the EIR, preparation of an SEIR is required.

Pursuant to the *State CEQA Guidelines*, a Lead Agency must prepare a Subsequent EIR for a previously certified EIR if it determines, on the basis of substantial evidence in the light of the whole record, that any of the following criteria set forth in *State CEQA Guidelines* Section 15162(a)(1-3) would occur:

1. Substantial changes are proposed in the project, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known or could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the proposed proponents decline to adopt the mitigation measure or alternative.

Pursuant to the *State CEQA Guidelines* Section 15163(a)(1)-(2), a Lead Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
- 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The Lead Agency has determined that project modifications have occurred following the previous discretionary approval of the 2021 Updated FMP EIR, and these changes trigger the need for additional environmental review. The Lead Agency determined that a Supplemental EIR is the appropriate documentation for the proposed Project. The purpose of a Supplemental EIR is to provide the additional information necessary to make the previously certified EIR adequate for the project as modified. Accordingly, pursuant to Section 15163 of the *State CEQA Guidelines*, the SEIR needs to contain only the information necessary to analyze the project modifications, changed circumstances, or new information that triggered the need for additional environmental review.

Pursuant to Sections 15162 and 15163 of the *State CEQA Guidelines*, a lead agency should limit an SEIR's discussion of environmental effects to specific issues where significant effects on the environment may deviate from those discussed in the previously certified EIR. This SEIR is intended to serve as a supplement to the 2021 Updated FMP EIR, focusing on issues where the currently proposed Project would result in environmental effects that are potentially greater than effects disclosed in the prior document. Consistent with *State CEQA Guidelines* Section 15163, elements of the prior analysis that are unchanged are not re-analyzed in the SEIR, but a summary discussion of those areas for which impacts remain the same or would be lessened is provided for the reader's use. Please also see information on this in **Chapter 3.0, Environmental Effects Requiring Additional Analysis**, and in **Chapter 4.0, Effects not Found to be Significant**, of this SEIR.

This Supplemental EIR is intended to:

- Supplement the 2021 Updated FMP EIR and address project modifications that were not known and could not have been known with the exercise of reasonable diligence at the time the prior document was certified, as required under *State CEQA Guidelines* Section 15163;
- Address new or substantially more severe significant environmental effects related to proposed Project modifications;
- Recommend mitigation measures to avoid or lessen impacts associated with any new or substantially more severe significant environmental effects; and
- Update the impact analysis and mitigation measures where conditions have changed since the certification of the 2021 Updated FMP EIR, including changed conditions resulting from the COVID-19 pandemic.

This Supplemental EIR evaluates only the potential environmental effects of the proposed parking garage project at the CCSF Ocean Campus. Because the proposed Project is limited to the Ocean Campus, no changes to the environmental impacts previously identified for the CCSF centers in the 2021 FMP EIR would occur. Accordingly, impacts related to the CCSF centers are not discussed further in this SEIR.

1.4 ENVIRONMENTAL REVIEW PROCESS

1.4.1 Notice of Preparation and Scoping Process

On August 16, 2025, CCSF distributed a Notice of Preparation (NOP) to initiate the public scoping process, in accordance with *State CEQA Guidelines* Section 15082, and solicit environmental concerns of individuals, organizations, and agencies about the proposed Project. The NOP included a description of the proposed

Project and a request for agencies and the public to submit comments on the scope of the environmental issues that should be addressed in this SEIR. The NOP is included in **Appendix A** of this document. The NOP was sent to government agencies, organizations, and persons interested in the proposed Project. Publication of the NOP initiated a 30-day public scoping period for this SEIR, which started on August 16, 2025, and ended on July 16, 2025.

Pursuant to California Public Resources Code Section 21083.9 and *State CEQA Guidelines* Section 15206, a public scoping meeting was held to receive oral comments concerning the scope of the SEIR. The meeting was held on July 9, 2025, at 5:00 PM at the CCSF STEAM Building, 75 Frida Kahlo Way, Room 101, San Francisco, California 94112.

The purpose of this meeting was to inform the public, campus community, and interested agencies of the proposed Project, solicit comments, and identify areas of concern. Responses to the NOP during the scoping period and scoping meeting were received from the following public agencies, organizations, and members of the public:

- San Francisco Municipal Transportation Agency (SFMTA)
- Climate Reality Project
- Sunnyside Neighborhood Association
- Holly Severson
- Jennifer Heggie
- Jon Winston
- Judith Sampson
- Juliet Samonte
- Katia Hage
- Mike Flemming
- Nancy Haber
- Asit Panwala

In addition, the College met with the San Francisco Planning Department on July 23, 2025, to present project components and solicit comments or concerns related to the Project's potential environmental impacts.

The NOP and comment letters received by CCSF are contained in **Appendix A** to this Draft SEIR. CCSF considered the public comments received during the scoping review period. **Table 1.0-2** below presents a matrix summary of the comments received and indicates the document sections in which these topics are addressed.

**Table 1.0-2
CCSF Parking Structure Project for the City College of San Francisco
Matrix of Comments Received in Response to the Notice of Preparation**

Commenter	Project Description		Environmental Review Process	Aesthetics		Air Quality		Greenhouse Gas Emissions	Noise		Transportation			
	Enrollment	Site Plans	Community Engagement	Visual Character	Light/Glare	Construction Air Quality	Operational Air Quality	Greenhouse Gas Emissions	Construction Noise	Operational Noise	Parking	Traffic and Circulation	Emergency Access	
Local Agencies														
San Francisco Municipal Transportation Agency (SFMTA)														X
City of San Francisco Planning Department				X										
Organizations														
Climate Reality Project						X	X						X	
Sunnyside Neighborhood Association	X					X	X	X	X	X	X	X	X	
Individuals														
Holly Severson						X	X							
Jennifer Heggie			X			X	X		X	X			X	
Jon Winston													X	
Judith Sampson						X	X							
Juliet Samonte		X												
Katia Hage				X		X	X						X	
Mike Flemming				X	X				X	X	X		X	
Nancy Haber													X	
Asit Panwala				X		X	X						X	
Section of the document where the topic is discussed	Chapter 2.0 of the SEIR		Chapter 1.0 of the SEIR	Section 3.1 of the SEIR		Section 3.2 of the SEIR		Section 4.0 of the SEIR	Section 3.4 of the SEIR		Section 3.5 of the SEIR			

1.4.2 Draft SEIR Public Review Process

This Draft SEIR has been published and circulated for public review in accordance with *State CEQA Guidelines* Section 15087. The public review period for the Draft SEIR is for 45 days from **March 17, 2026, to April 30, 2026**. This Draft SEIR and attachments, as well as the 2021 FMP EIR, are available for public review and comments online at www.ccsf.edu/facilities and during normal business hours at the CCSF Rosenberg Library, 50 Frida Kahlo Way, San Francisco, California 94112 and Ingleside Branch Library, 1298 Ocean Ave, San Francisco, CA 94112.

Governmental agencies, interested organizations, and other members of the public are invited to submit written comments on the Draft SEIR during the public review period. Comments should focus on the adequacy of the document in identifying and analyzing potentially significant environmental impacts, as well as the extent to which such impacts can be avoided or mitigated. All written comments or questions about the Draft SEIR should be addressed to:

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

and via email at: facilities@ccsf.edu

To ensure inclusion in the Final SEIR and full consideration by the Lead Agency, written comments on the Draft SEIR must be received during the public review period, which ends **at 5:00 PM on April 30, 2026**.

1.4.3 Final SEIR and SEIR Certification

Following the public hearing, and after the close of the written public comment period on the Draft SEIR, CCSF will prepare and publish a Responses-to-Comments document that will include all written comments received during the public hearing and written responses to those comments. The Responses-to-Comments document will also include revisions to the Draft SEIR. The Final SEIR will consist of the Draft SEIR and the Responses-to-Comments document. The Final SEIR will be made available to the public at least 10 days prior to the CCSF Board of Trustees hearing at which certification of the document will be considered.

Section 15090 of the *State CEQA Guidelines* requires the CCSF Board of Trustees to consider the Final SEIR and, if found adequate, accurate, and objective, certify the Final SEIR, provided it:

- was completed in compliance with CEQA;

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

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

1.4.4 Mitigation Monitoring and Reporting Program

At the time of Project approval, the *State CEQA Guidelines* require that agencies adopt a mitigation monitoring and reporting program as a condition of approval to ensure that significant environmental impacts are mitigated or avoided (CEQA Section 21081.6; *State CEQA Guidelines* Section 15097). This Draft SEIR identifies mitigation measures that would serve as the foundation for such a program. Any measures adopted by the Lead Agency as conditions of project approval would be incorporated into the mitigation monitoring and reporting program (MMRP).

1.5 ORGANIZATION OF THE SEIR

The EIR is organized into the following chapters so the reader can easily obtain information about the Project and any potential issues:

- **Executive Summary:** This section provides a summary of the Project and potential environmental impacts that would result from implementation of the Project, proposed mitigation measures where applicable, and the level of significance of the impact before and after mitigation.
- **Chapter 1.0, Introduction:** This chapter contains an overview of the purpose and focus of the Draft SEIR, a discussion of the intended use of this Draft SEIR, a description of the organization of the Draft SEIR, and a discussion of the public review process and potential areas of controversy.
- **Chapter 2.0, Project Description:** This chapter describes the proposed Project, including project location, project background, project objectives, and components.

- **Chapter 3.0, Environmental Effects Requiring Additional Analysis:** This chapter is the primary focus of this Draft SEIR. Each environmental issue is considered in a separate section, which contains a discussion of the environmental settings, the regulatory setting, the methodology, and the thresholds of significance. Each section also includes the analyses of environmental impacts of the proposed Project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impacts for each of the following environmental topics and environmental issues:
 - **Section 3.1, Aesthetics**
 - **Section 3.2, Air Quality**
 - **Section 3.3, Cultural Resources**
 - **Section 3.4, Noise and Vibration**
 - **Section 3.5, Transportation and Traffic**

- **Chapter 4.0, Effects Not Found to be Significant:** This chapter summarizes those impact categories that were determined to be less than significant and did not need further analysis in the SEIR.

- **Chapter 5.0, Other CEQA Considerations:** This chapter provides a summary of significant and unavoidable impacts of the Project and a discussion of potential growth-inducing effects.

- **Chapter 6.0, Alternatives:** This chapter presents the alternative screening process conducted for the proposed Project and analyzes the environmental impacts of the proposed Project alternative.

- **Chapter 7.0, List of Preparers:** This chapter lists the individuals involved in preparing the SEIR and organizations and persons consulted.

2.0 PROJECT DESCRIPTION

The Project Site is approximately 68,000 square feet and located within the Ocean Campus of the City College of San Francisco (College or CCSF), at 95 Frida Kahlo Way, on the southwest corner of Frida Kahlo Way and North Road. The proposed Project would construct a five-level parking garage, providing approximately 641 vehicle parking spaces, of which approximately 617 spaces are designated for students, employees, and visitors. Approximately 22 ground-floor parking spaces would be allocated to Campus Police, including 10 spaces for fleet vehicles and 12 spaces for personnel vehicles; in addition, two ground-floor parking spaces would be designated for Campus custodial services (refer to Table 2.0-5 for further details). The ground floor of the parking garage would also accommodate operational facilities for Campus Police and Custodial Services.

CCSF, as the Lead Agency, has prepared this Draft Supplemental Environmental Impact Report (SEIR) to serve as a supplement to update the analysis presented in the Environmental Impact Report (EIR) for the CCSF's Updated Facilities Master Plan (2021 Updated FMP), which was certified by the College on June 24, 2021 (State Clearinghouse No. 2020090261).¹ This SEIR has been prepared because the 2021 Updated FMP, as analyzed in the EIR, did not include a parking structure at the Ocean Campus, and changes are now proposed to the project to include the proposed Parking Structure Project. This SEIR specifically addresses the development of a parking garage at the Ocean Campus and contains additions or changes to the 2021 EIR necessary to evaluate the proposed changes to the Project and changed circumstances under *State CEQA Guidelines* section 15163 and Public Resources Code section 21166.

This chapter describes the 2021 Updated FMP and presents the College's proposed 2025 Updated FMP to include the parking garage.

2.1 PROJECT BACKGROUND

2.1.1 CCSF 2021 Updated Facilities Master Plan (Approved Project)

The 2021 Updated FMP encompassed a long-range plan with modernized and efficient space use through renovation of existing facilities and construction of new facilities. While the 2021 Updated FMP focused primarily on the Ocean Campus (also known as "Main Campus"), it provided a comprehensive strategy that covers all CCSF locations and describes improvement potential at the CCSF centers.

¹ CCSF, *Updated Facilities Master Plan*, 2021. Available online at: <https://www.ccsf.edu/about-ccsf/administration/finance-and-administration/office-facilities-and-capital-planning/facilities-master-plan>

As noted above, the College's Ocean Campus is located at 50 Frida Kahlo Way (**Figure 2.0-1, Project Vicinity**). The five other College centers are located throughout the City and County of San Francisco.

2021 Updated Facilities Master Plan Land Uses

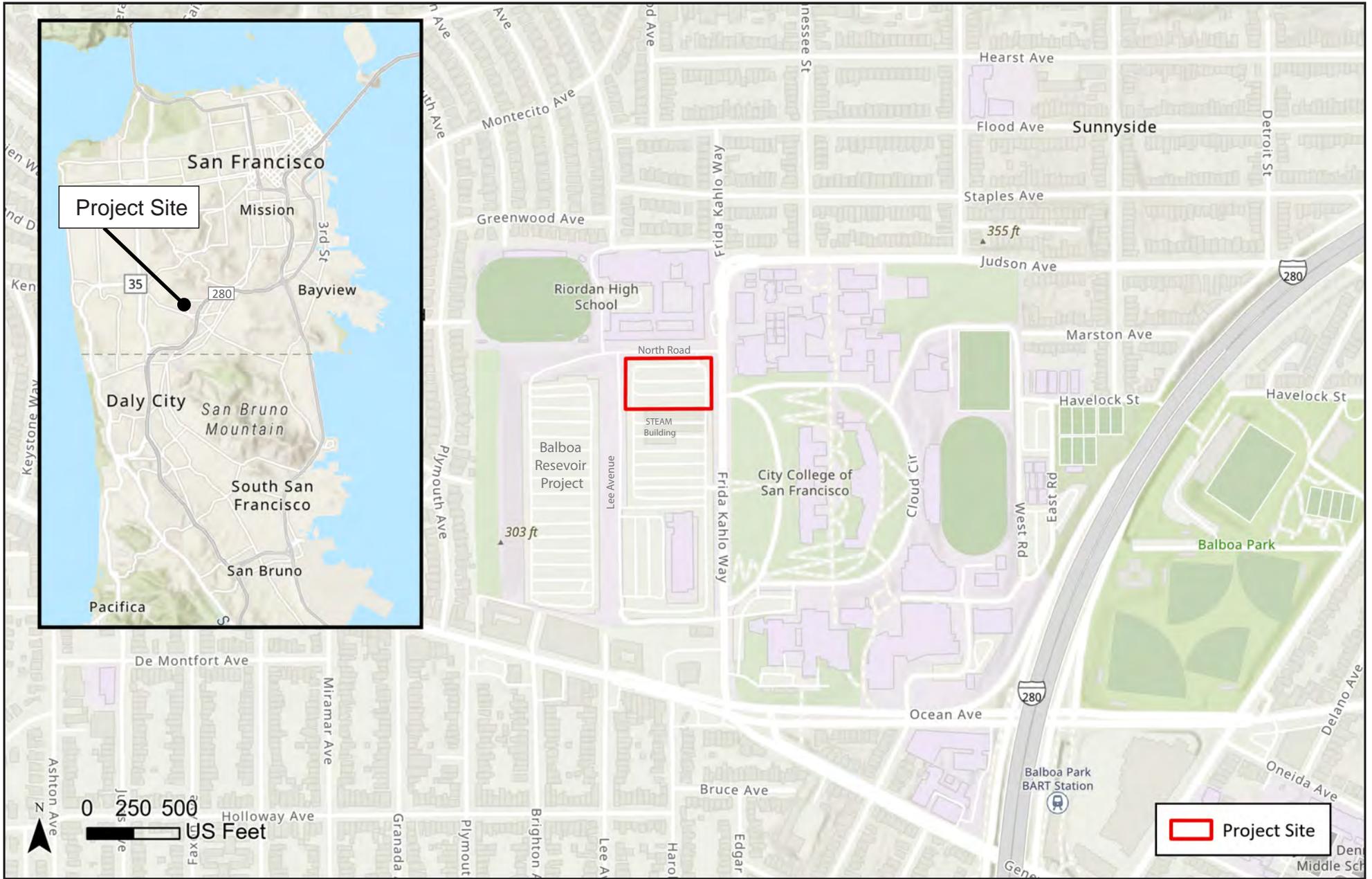
Approximately 60 percent of the facilities' square footage at the CCSF Ocean Campus is used to house over 60 percent of the credit and non-credit courses of the College. The Ocean Campus also serves as the headquarters for the College's administration, including the Chancellor's Office, Academic Affairs,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

Figure 2.0-2, 2021 Updated FMP layout of the Ocean Campus, shows the 2021 Updated FMP layout of the Ocean Campus. The layout includes facilities approved for construction under the 2004 FMP, the environmental impacts of which were evaluated in CCSF's 2004 FMP EIR and its addendum (approved on June 25, 2020).²

Table 2.0-1, 2021 Updated FMP Buildout, presents the 2021 Updated FMP modifications to the baseline conditions³ at the Ocean Campus. As these modifications were evaluated in the 2021 Updated FMP EIR, they are treated as baseline conditions for this analysis. The 2021 Updated FMP analyzed in the EIR included demolition, decommissioning, and/or renovation of existing buildings; construction of new buildings; modification to the campus access and circulation; and enhancement of the campus open space. As shown in **Table 2.0-1**, with the 2021 Updated FMP, the overall gross square footage (gsf) of the Ocean Campus facilities will be approximately 1,220,000 square feet. The gross square footage analyzed in the 2021 Updated FMP EIR reflected baseline campus conditions, including facilities that had been approved for construction prior to preparation of the 2021 Updated FMP EIR but had not yet been built at that time. These approved but unconstructed facilities included the Diego Rivera Theater (75,000 gsf), the STEAM Building (150,000 gsf), and the Child Care Center (9,800 gsf).

² On June 10, 2004, the College certified the 2004 FMP EIR. On June 25, 2020, the College approved an addendum to the 2004 EIR that addressed the potential environmental impacts of the Diego Rivera Theater (DRT), Sciences, Technology, Engineering, Arts, and Math (STEAM) Building, and the Child Care Center at the Ocean Campus.

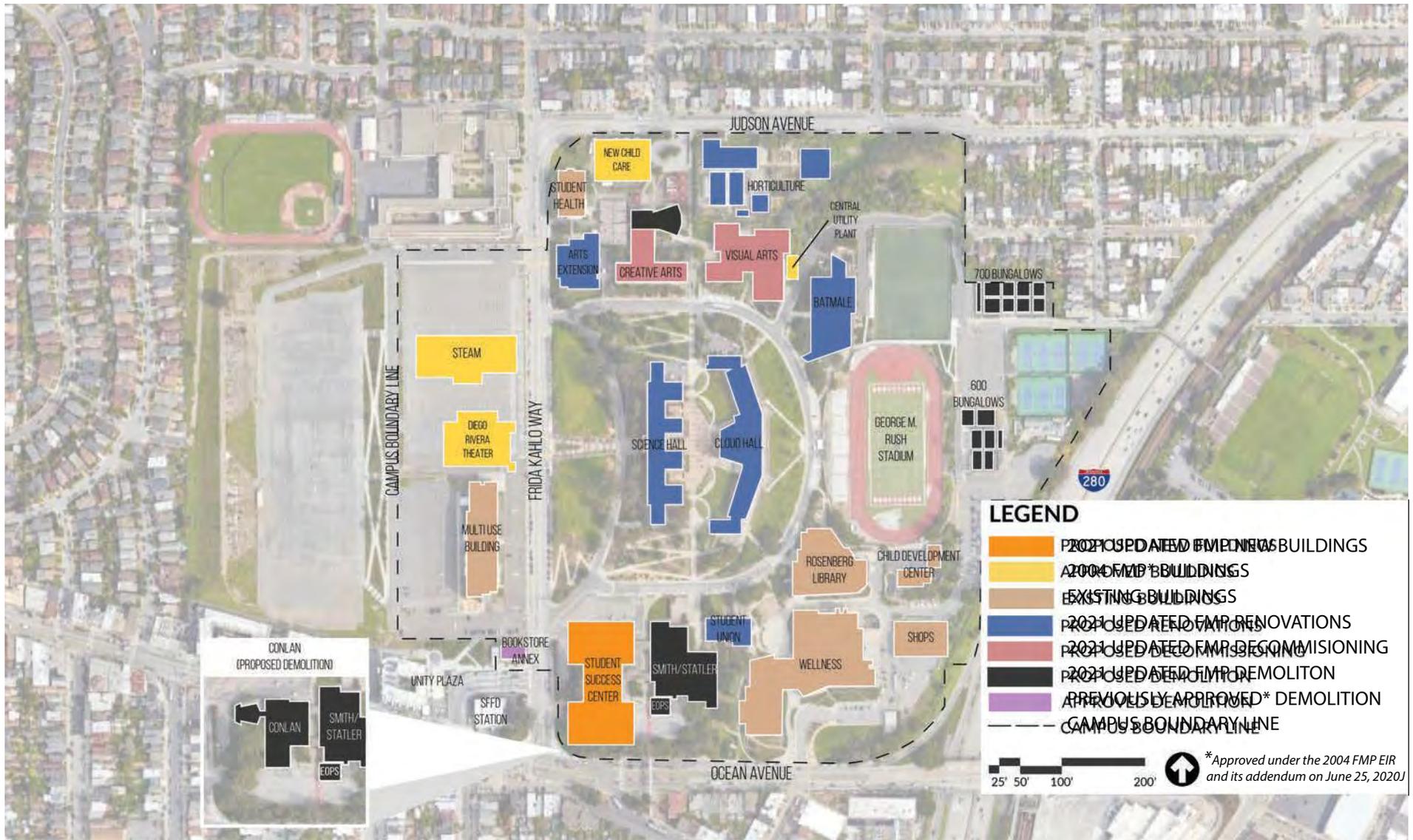
³ Baseline Conditions include campus facilities approved for construction prior to the 2021 Updated FMP EIR, but were not built at the time of the preparation of the 2021 Updated FMP EIR. These facilities include the Diego Riviera Theater (75,000 gsf), the STEAM building (150,000 gsf), and the Child Care Center (9,800 gsf).



SOURCE: Esri, 2025

FIGURE 2.0-1

Project Vicinity



SOURCE: CCSF, 2021

FIGURE 2.0-2

2021 Updated FMP Layout of the Main Campus

**Table 2.0-1
2021 Updated FMP Buildout**

Project Name	Gross Square Feet
Baseline Conditions¹	1,351,980
Demolition	
Smith/Statler Building	56,056
Conlan Hall	37,410
Creative Arts Building (theater)	13,623
Bungalow EOPS	3,600
Bungalows 700-716	12,960
Bungalows 602, 603-605, 604, 606, 610, 615, 617, 619, 621, 623, 624	11,040
Subtotal	134,689
Decommission	
Creative Arts Building	50,000
Visual Arts	32,616
Subtotal	82,616
Renovation	
Cloud Hall	127,436
Creative Arts Extension	30,697
Science Hall	151,856
Student Union	17,998
Batmale Hall	103,888
Subtotal	431,875
New Construction	
Student Success Center	80,000
Subtotal	80,000
Total Building Space upon Buildout of the 2021 Updated FMP	1,214,675

Source: Updated FMP EIR, 2021.

Notes: ¹ Baseline Conditions include campus facilities approved for construction prior to the 2021 Updated FMP EIR, but were not built at the time of the preparation of the 2021 Updated FMP EIR. These facilities include the Diego Riviera Theater (75,000 GSF), the STEAM building (150,000 GSF), and the Child Care Center (9,800 GSF).

2021 Updated FMP Parking Supply

The 2021 Updated FMP includes a total of 1,381 vehicle parking spaces within surface parking lots and curbside at the Ocean Campus, with 595 parking spaces located west of Frida Kahlo Way and 786 spaces located east of Frida Kahlo Way. Under the 2021 Updated FMP, 446 spaces are allocated to the College employees, 739 spaces for student and visitor parking, and 196 spaces reserved (e.g., Campus Police, chancellor's office, commercial vehicles) or ADA-accessible spaces.

Enrollment and Employees Projections

The 2021 Updated FMP EIR relied on CCSF projections of students and employees (i.e., faculty and staff) through the year 2030. Student enrollment at the Ocean Campus was projected to be approximately 37,000 students by 2030, the analysis year. However, these projections did not account for the effects of the COVID-19 pandemic on reducing school attendance. Therefore, to reflect the permanent changes in student enrollment resulting from the effects of the COVID-19 pandemic, for purposes of this SEIR, CCSF updated the student headcount to include actual student headcount data for the years between 2020 and 2024, and revised student headcount projections for the years between 2025 and 2030. **Table 2.0-2, Ocean Campus Student Headcount and Projections**, presents CCSF student headcount projections as analyzed in the FMP, actual headcount projections between 2020 and 2024, and revised headcount projections between 2025 and 2030. As shown in **Table 2.0-2**, the revised student headcount projections are anticipated to be about 25,000 students by 2030, a decrease of about 12,000 students from the expected headcount that was analyzed in the 2021 Updated FMP EIR. The revised student headcount projections in **Table 2.0-2** are used in the analysis of the proposed Project in this SEIR.

Table 2.0-3, Districtwide Employment, presents the College employment projections as analyzed in the 2021 Updated FMP EIR, actual employment data for the years between 2020 and 2024, and revised employment projections for the years between 2025 and 2030. Employment data presented in **Table 2.0-3** are for the College's Ocean Campus and centers (Districtwide). The 2021 Updated FMP EIR assumed that employees, both faculty and staff, at the Ocean Campus represent 70 percent to 80 percent of the total districtwide employment on a typical day.

As shown in **Table 2.0-3**, the revised employment projections districtwide are anticipated to be the same as existing 2025 conditions (1,570 employees, i.e., no employment growth) for the period between 2025 and 2030, a decrease of about 930 employees from the number that was analyzed in the 2021 Updated FMP EIR. The revised employment projections in **Table 2.0-3** are used in the analysis of the proposed Project in this SEIR. In addition, this analysis assumes that 70 percent of the districtwide employment would be at the Ocean Campus on a typical day.

**Table 2.0-2
Ocean Campus Student Headcount and Projections**

Year	2021 Updated FMP EIR Headcount Projections	Actual Headcount (2020-2024) and Headcount Projections (2025-2030)	Change in Student Headcount from the 2021 Updated FMP
2020	28,974	1,180 (actual)	-27,794
2021	29,981	3,335 (actual)	-26,646
2022	31,024	8,744 (actual)	-22,280
2023	32,102	11,210 (actual)	-20,892
2024	33,219	12,554 (actual)	-20,665
2025	33,784	14,060	-19,724
2026	34,358	15,750	-18,608
2027	34,942	17,640	-17,302
2028	35,536	19,760	-15,776
2029	36,140	22,130	-14,010
2030	36,754	24,790	-11,964

Source: 2021 Updated FMP EIR, Table 3.0-7, page 3.0-24. City College of San Francisco, January 2021. City College of San Francisco – Enrollment Data and Projections, March 2025

**Table 2.0-3
Districtwide Employment**

Year	2021 Updated FMP EIR Projections	2025 Projections	Change in Employee Count Between 2021 Updated FMP EIR and Current Projections
2020	2,219	1,786 (actual)	- 433
2021	2,258	1,645 (actual)	- 613
2022	2,297	1,452 (actual)	- 845
2023	2,337	1,519 (actual)	- 818
2024	2,378	1,570 (actual)	- 808
2025	2,398	1,570	- 828
2026	2,418	1,570	- 848
2027	2,439	1,570	- 869
2028	2,459	1,570	- 889
2029	2,480	1,570	- 910
2030	2,501	1,570	- 931

Source: 2021 Updated FMP EIR Table 3-08, page 3.0-24, January 2021. City College of San Francisco – Enrollment Data and Projections, March 2025.

2.1.2 2021 Updated FMP EIR

The SEIR is a revision to the 2021 Updated FMP EIR to incorporate the addition of the proposed Ocean Campus Parking Garage project. Therefore, this SEIR relies on the findings of the 2021 Updated FMP Draft EIR and the 2021 Updated FMP Final EIR. These documents are collectively referred to in this SEIR as the 2021 Updated FMP EIR. In accordance with *State CEQA Guidelines* Section 15148 and Section 15150, this SEIR incorporates the 2021 Updated FMP EIR and its constituent parts by reference. The 2021 Updated FMP EIR is available for public review at www.ccsf.edu/facilities and during normal business hours at the CCSF Office of Facilities Construction and Planning, 50 Frida Kahlo Way, Bungalow 606, San Francisco, California 94112.

2.2 PROJECT OBJECTIVES

The proposed Project objectives specific to the Ocean Campus Parking Garage Project, which represents a change to the Updated FMP evaluated in this SEIR, include the following:

- Provide a parking garage that is visually engaging on all sides, with the facade fronting Frida Kahlo Avenue serving as the most active, supporting the highest level of access and interaction with the rest of the campus.
- Enhance student experience and address ease of access to critical resources at the Ocean campus.
- Expand campus parking to improve American with Disabilities Act (ADA) accessibility by providing covered, conveniently located parking spaces that enhance ease of vehicle entry and exit for individuals with disabilities, ensuring safer and more weather-protected access to adjacent facilities.
- Maximize space utilization of CCSF facilities to meet student and employee needs for the next 5 years and beyond, and to serve members of the community.
- Develop a parking garage that integrates sustainable and green design principles that incorporate renewable energy resources to minimize environmental impact and promote long-term sustainability.
- Locate and operate the Campus Police and Custodial Services in a strategically situated facility within the Ocean Campus that is appropriately sized, centrally positioned, and easily accessible to effectively support their programmatic needs, including campus safety and operational efficiency.

2.3 PROJECT CHARACTERISTICS

2.3.1 Project Location and Existing Conditions

The proposed CCSF Structure Garage Project (proposed Project) would be located at the Ocean Campus on a 68,000-square-foot (1.55-acre) site located at 95 Frida Kahlo Way (Project Site) in the City of San Francisco (see **Figure 2.0-3, Project Site**). The Project Site is bound by North Access Road to the north, Lee Avenue to the west, Frida Kahlo Way to the east, and the CCSF STEAM Center to the south. The Project Site is currently developed with a paved parking lot containing 195 parking spaces. Vehicular access to the Project Site is currently provided primary access via the driveway on Lee Avenue. There is a second driveway curb cut from North Access Road, which, for the duration of temporary construction, is not currently used by the College. As of April 2024, a portion of the Project Site is being used as a temporary construction staging area for ongoing previously-approved CCSF construction projects.

CCSF facilities are located directly south of the Project Site (STEAM and Harry Britt Building) and to the east across Frida Kahlo Way. The future (previously approved) DRT will be located between the STEAM and Harry Britt Building. Campus facilities to the east include the Student Health Center, the Creative Arts Extension Center, and the designated historic district encompassing College Hill, Cloud Circle, Science Drive, Science Hall, and Cloud Hall (**Figure 2.0-3**).⁴ Outside of the Project Site and campus, Archbishop Riordan High School is located across the North Access Road, and the lower Balboa Reservoir is located across Lee Avenue. The Balboa Reservoir project⁵ will convert the approximately 17-acre lower Balboa Reservoir into a residential complex that would include 1,100 residential units, approximately 4 acres of open space, a childcare center, and 1,000 off-street parking spaces (550 residential and 450 public parking spaces).

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

5 The San Francisco Public Utilities Commission (SFPUC) is working with the San Francisco Planning Department and Office of Economic and Workforce Development on developing the Balboa Reservoir. The Balboa Reservoir project was approved in 2020, and construction on the first phase of the project is planned to start in Summer 2025. This is not a CCSF project. See <https://balboareservoir.com/the-project/>. Accessed April 23, 2025.



SOURCE: Esri, 2025; Google Earth, 2025

FIGURE 2.0-3

Project Site

The Balboa Reservoir project includes reconfiguration and reconstruction of the street network within and adjacent to the Balboa Reservoir site.⁶ The changes include improvements to Lee Avenue and North Access Road adjacent to the project site, as follows:

- Lee Avenue adjacent to the project site will be reconstructed to provide an approximately 10-foot-wide vehicle travel lane and a 7-foot-wide protected bicycle lane each way, and 12-foot-wide sidewalks on both sides of the street. Additionally, the Balboa Reservoir project will reconstruct the existing driveway along Lee Avenue that leads into the project site. The Balboa Reservoir project will install crosswalks in the continental design⁷ at the intersection of Lee Avenue/North Access Road/CCSF driveway.
- North Access Road adjacent to the project site will be reconstructed to provide a 10-foot-wide vehicle travel lane and a 5-foot-wide bicycle lane each way, an 8-foot-wide parking lane on the south side of the street (i.e., adjacent to the project site), and 12-foot-wide sidewalks on both sides of the street. Additionally, the Balboa Reservoir project will reconstruct the existing driveway to the Project Site and install continental crosswalks at the intersection of Lee Avenue/North Access Road.

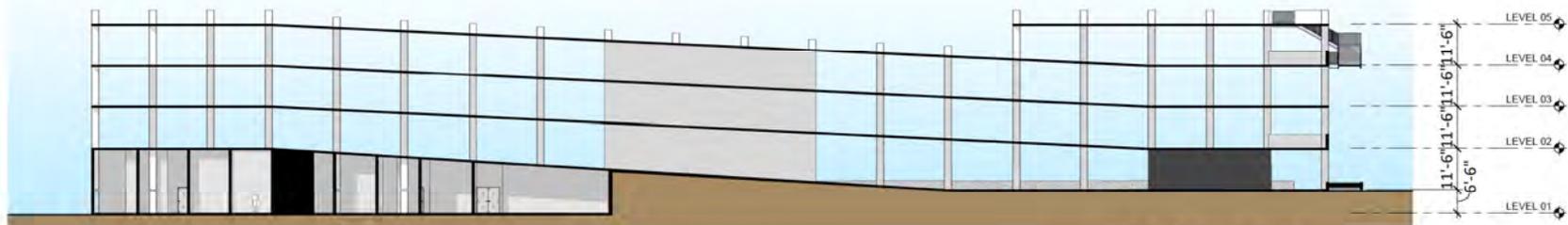
2.3.2 Proposed Project

As shown in **Table 2.0-4, Project Summary**, below, the proposed parking garage would have a footprint of approximately 200,000 square feet and would consist of five above-ground levels. The parking garage would have a height of up to approximately 52.5 feet to the top of the building parapet (**Figure 2.0-4, Proposed Parking Garage**). The parking garage would be designed to accommodate the future installation of photovoltaic panels and their associated structures above the building's uppermost deck. The top level of the photovoltaic structure installation would be approximately 58 feet above grade.

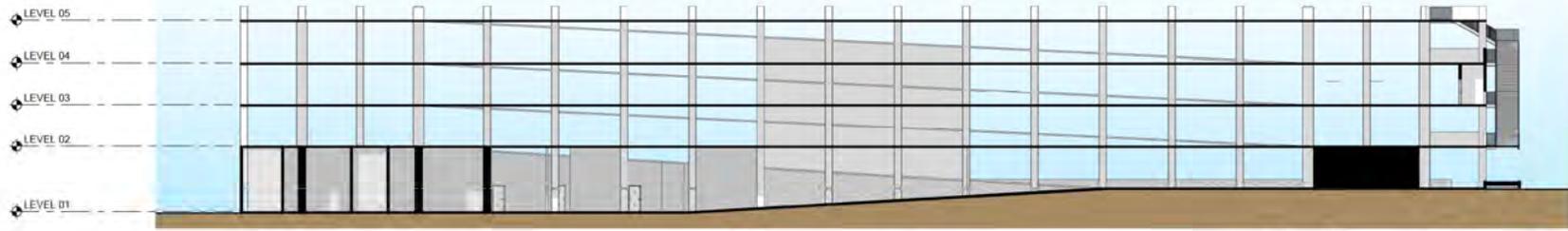
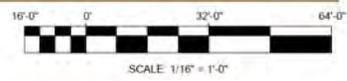
The parking garage would provide approximately 641 vehicle parking spaces with designated space on the ground floor for the Campus' Police Department (about 4,000 square feet) and Custodial Services (3,500 square feet).

⁶ BKF, *Balboa Reservoir Infrastructure Plan*, June 2020, Figure 6.5A, and Balboa Reservoir Development Agreement Development Phase Approval, Phase 1, October 2021.

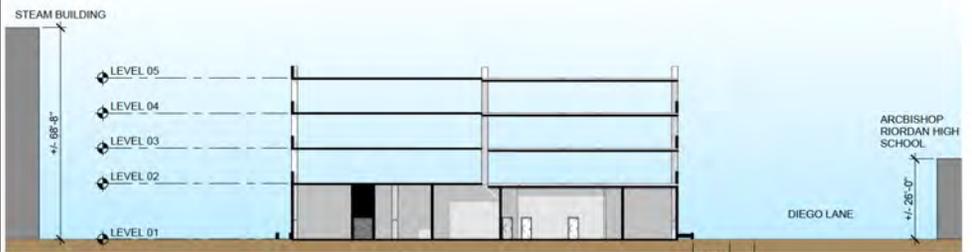
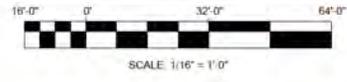
⁷ Crosswalks with a continental design have parallel markings that are the most visible to drivers. Use of continental design for crosswalk marking also improves crosswalk detection for people with low vision and cognitive impairments.



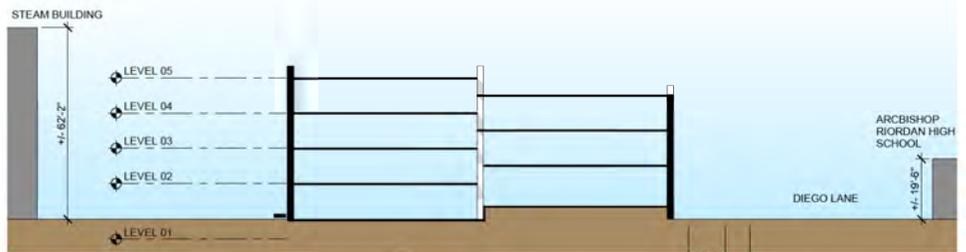
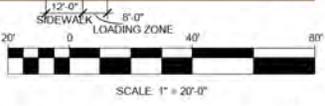
A LONGITUDINAL SECTION



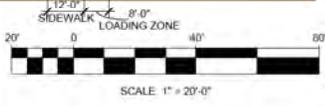
B LONGITUDINAL SECTION



C TRANSVERSE SECTION



D TRANSVERSE SECTION



SOURCE: Watry, 2025

FIGURE 2.0-4

**Table 2.0-4
Project Summary**

Building Footprint	204,775 square feet
Height	52 feet 5 inches (up to 58 feet with photovoltaic panels)
Vehicle Parking	647 spaces (193,260 square feet)
Campus Police	4,000 square feet
Custodial Facilities	3,500 square feet

Source: City College, 2025;

Notes: ¹ Class 1 spaces are defined as spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage, while Class 2 spaces are typically racks located in publicly accessible, highly visible locations intended for transient or short-term use.

The parking garage building façade would be designed to complement the surrounding campus and neighboring buildings. Various aesthetic treatments will be considered and may include perforated metal paneling, metal fin elements, or fiber cement cladding panels. The stairwells would be part of the exterior façade to enhance user and parking security and the building's visual interest. Perimeter rails would likely be used throughout the building to enhance safety. Landscape planters would be used around the building perimeter, serving as both stormwater treatment areas and general landscaping at street level.

Vehicle Parking Spaces

Table 2.0-5, Parking Summary, presents the proposed distribution of vehicle parking spaces within the parking garage. As shown in **Table 2.0-5**, 22 parking stalls would be American with Disabilities Act (ADA) accessible, and six stalls would be designated for ADA vans. Approximately 32 parking stalls would be equipped with electric vehicle charging stations (EVCSs), and 129 parking stalls would have EV-capable stations. EVCS stalls would also be provided for one of the ADA stalls, one of the ADA van stalls, and one for ambulatory services.

With the implementation of the proposed Project, the total number of vehicle parking spaces within the Ocean Campus would increase from 1,381 spaces under the 2021 Updated FMP EIR to 1,827 spaces (i.e., replacing 195 surface lot spaces with 641 spaces within the project parking garage).

**Table 2.0-5
Proposed Project Vehicle Parking Summary**

Parking Type	Estimated Number of Parking Spaces
Standard	415

Parking Type	Estimated Number of Parking Spaces
Campus Police (fleet vehicles)	10
Campus Police (personnel vehicles)	12
Custodial Services	2
Car Share	13
ADA	20
ADA Van	5
EVCS (Electric Vehicle Charging Station)	32
EV Capable	129
EVCS ADA	1
EVCS ADA Van	1
EVCS Ambulatory	1
Total	641

Source: Watry, CCSF Parking Garage Plan Set, 2025

Note:

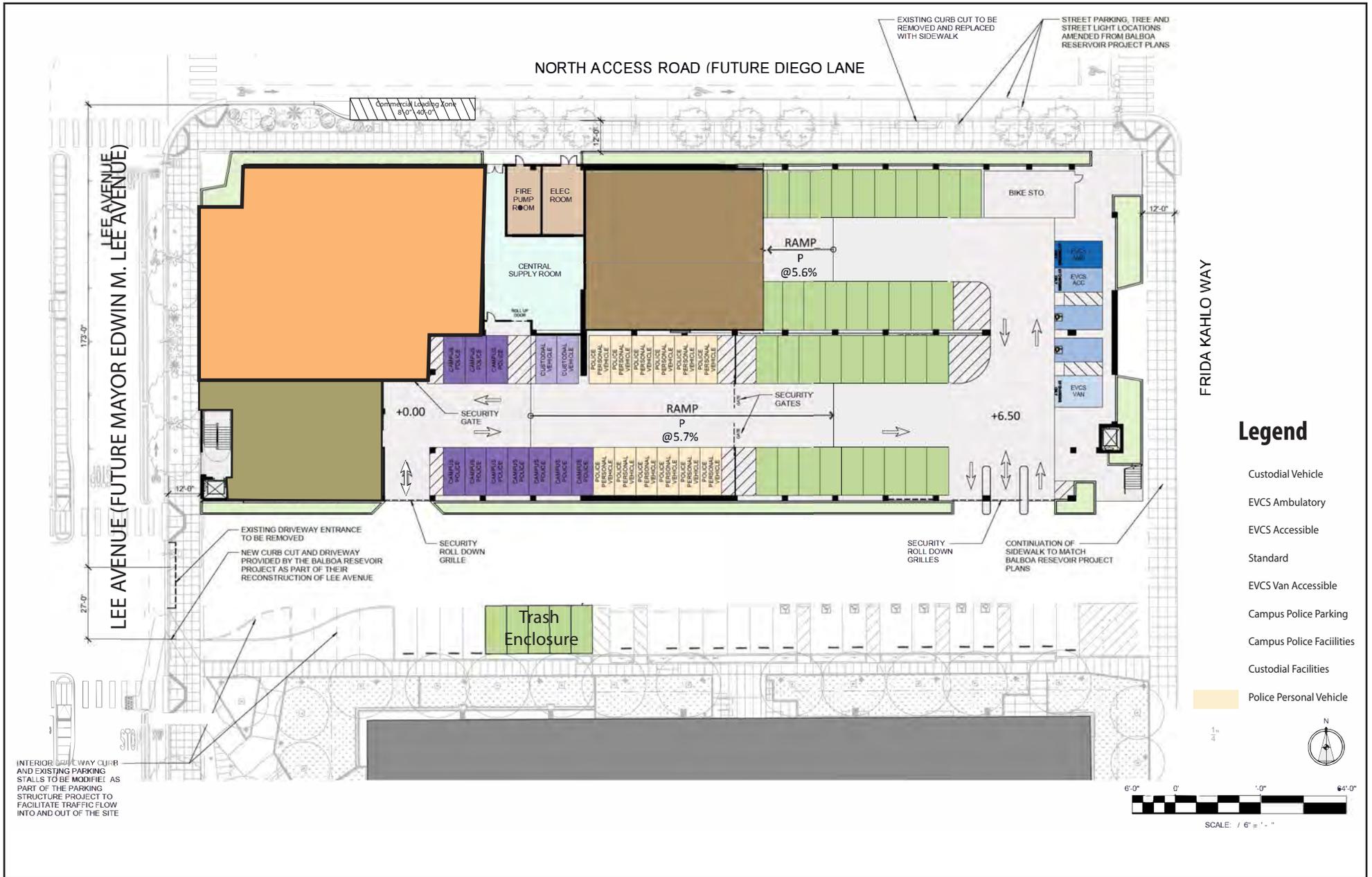
ADA: Americans with Disabilities Act Accessible

EV: Electric Vehicle

EVCS: Electric Vehicle Charging Station

Campus Police Facility

The proposed Project would provide approximately 4,000 square feet on the northeast side of the first floor of an office facility space for Campus Police. This proposed space would replace the existing police facility located in Bungalow 800, as well as the nearby parking area used for the police fleet. The bungalow location is within the area planned for the approved Childcare Center, with the existing parking area to serve as a pick-up and drop-off zone for the Childcare Center. As shown in **Figure 2.0-5, Ground Floor Plan**, the Campus Police section would occupy a portion of the northwestern corner of the garage ground floor. The designated Campus Police area would also include 22 parking stalls, of which 10 stalls would be for fleet vehicles, and 12 stalls would be for personnel vehicles. As shown in **Figure 2.0-5**, the Campus Police area would have a dedicated entrance/exit along the south side of the parking garage and an egress/egress from the internal south drive aisle via the main parking entrance/exit. Campus Police vehicles may be able to access and exit the area using either of these two access points. The two access points to the police area would be equipped with access control, such as security roll-down gates.



SOURCE: Watry, 2025

FIGURE 5

Ground Floor Plan

Custodial Services Facility

The proposed parking garage ground floor would also include approximately 3,500 square feet designated for custodial use near the designated Campus Police section. As shown in **Figure 2.0-5**, this area would accommodate office functions as well as custodial supply and storage. The custodial area would occupy a portion of the southwestern corner of the building's ground floor. Custodial Services staff serve buildings spread throughout the campus. The proposed designated space in the parking garage ground floor would offer a centralized space for Custodial Services resources and staff check-in before staff disperses to assigned sites on campus. Two dedicated parking spaces would be allocated for custodial uses.

Bicycle Facilities

There are approximately 350 bicycle racks and 16 smart⁸ electronic bicycle lockers currently installed on campus. The proposed Project would include a dedicated bicycle parking room on the ground floor of the parking garage, equipped with racks and/or secure lockers, and accessible during the same hours as the garage.

2.3.3 Access and Circulation

The proposed Project would maintain the existing streetscape on Frida Kahlo Way, including the pedestrian and bicycle facilities. In addition, the Balboa Reservoir project's planned improvements along Lee Avenue and North Access Road would remain unchanged, including pedestrian facilities. The proposed Project would not utilize the existing driveway curb cut on North Access Road, as the proposed building would not provide vehicular access from North Access Road. If required by the City of San Francisco Fire Department, a driveway curb cut for the exclusive use of emergency response vehicles may be considered from Frida Kahlo Way to the drive aisle between the garage and the STEAM Center building.

As shown in **Figure 2.0-5**, the parking garage would have a main vehicle entry and exit point via an off-street drive aisle between the proposed garage and the STEAM building. This drive aisle would be accessed from Lee Avenue through a 27-foot-wide driveway, utilizing an existing curb cut and one that will be reconstructed as part of the Balboa Reservoir project's infrastructure improvements. The Campus Police and Custodial Services would use a dedicated entrance/exit along the south side of the parking garage.

Pedestrian access to the parking garage would be on the northeast and southeast corners of Frida Kahlo Way. Another pedestrian access would be provided near the driveway on Lee Avenue. Pedestrian access

⁸ Smart bicycle parking facilities are secure, tech-enabled storage solutions that use features such as access control systems, real-time occupancy monitoring, app-based reservations, and surveillance technology to enhance the safety, efficiency, and management of bicycle parking.

to the Campus Police and Custodial Services would be on North Access Road and Lee Avenue as shown in **Figure 2.0-5**. Access to the bicycle parking facilities would be at the northeast corner of the Project Site.

2.3.4 Loading

The proposed Project proposes to convert three vehicle parking spaces on North Access Road that would be installed as part of the Balboa Reservoir project to a 60-foot-long on-street commercial loading zone (i.e., yellow commercial loading/unloading zone), subject to SFMTA approval. The proposed commercial loading zone would be located adjacent to the Project Site on North Access Road, directly east of Lee Avenue (see **Figure 2.0.5**) and could accommodate up to three vehicles.

2.3.5 Utilities and Service Systems

The proposed parking garage would be connected to existing utility infrastructure, including domestic water, sanitary sewer, stormwater drainage, electrical, and telecommunications systems. The proposed Project would connect to the City's water system and the combined sewer and stormwater system at Frida Kahlo Way or Lee Avenue. The proposed Project would connect to the electrical and telecommunication systems, which currently terminate in below-grade utility boxes near the STEAM building. All utility connections would comply with relevant building codes and local city requirements.

2.3.6 Project Sustainable Features

The proposed parking garage would incorporate several sustainable design features to support the College's broader sustainability goals. City College's Design Standards require that new construction achieve a minimum Leadership in Energy and Environmental Design (LEED) Silver certification, if applicable to the current scope of work, to meet recognized standards for energy efficiency and water conservation. The College may consider the voluntary certification program provided by the US Green Building Council (USGBC) for parking garages. Additionally, the parking garage roof would be designed to accommodate future solar panel installation. As discussed above, the proposed Project would increase the number of EV charging stations on campus.

2.3.7 Landscape

Landscape planters would be used around the building perimeter, which could serve for stormwater treatments and general landscaping at street level. The planter beds could also provide the option of a green façade, using metal frames to carry vines across the lower two or three levels of the building.

2.3.8 Operations

Parking Garage

The general hours of operation for the proposed parking garage would be about 6 AM to 12 AM on Mondays to Fridays and potentially more limited hours of access on weekends. There would be no overnight parking without special permission, except for Campus Police vehicles.

The parking garage entry/exit would have one inbound and one outbound lane, as well as a third reversible lane that would be used to accommodate peaks in demand, as needed. It is anticipated that a ticket dispenser/gate control machine would be provided for access control. Although the type of gate equipment and access control has not yet been determined, the system will be designed to allow the College to control use of the facility.

Campus Police Facility

Campus Police would have vehicular access to the 22 dedicated Campus Police parking spaces and secured area of the ground floor via a driveway shared with custodial services. The Campus Police parking spaces would include 10 spaces for fleet vehicles and 12 spaces for personnel vehicles. The Campus Police operation time is seven days per week from 6 AM to 12 AM.

Custodial Services Facility

Custodial vehicle access would be limited to loading and unloading activities related to the delivery of maintenance supplies and janitorial materials. The Project would include two parking spaces for custodial vehicles, and vehicular access would be via a driveway shared with Campus Police.

2.4 PROJECT CONSTRUCTION

2.4.1 Staging

Construction staging would be located within the Project Site boundaries. Construction vehicles and delivery trucks would access the site using existing entry points from North Access Road and Lee Avenue.

2.4.2 Construction Schedule

The Project construction schedule would be approximately between 18 and 21 months, beginning as early as 2027. Project construction activities would include demolition of the existing paved parking, excavation and foundation construction, and construction of the parking garage facilities. Project construction would occur Monday through Friday, from 7 a.m. to 6 p.m. However, certain activities, such as concrete pouring, may require nighttime construction and occasional weekend construction.

2.4.3 Excavation and Foundations

The proposed Project would require excavation of approximately 6,300 cubic yards of soil to a depth of approximately four feet. The proposed Project would be constructed on a reinforced concrete mat. No pile driving techniques would be required.

2.4.4 Construction Equipment

Conventional construction equipment would be used, such as excavators, backhoes, and both light- and heavy-duty trucks. Equipment and construction staging would take place onsite.

The following maximum daily equipment is estimated to be used during demolition, grading, construction, paving, and architectural coating:

- **Demolition:** 1 concrete/industrial saw, 1 rubber-tired dozer, 3 tractor/loader/backhoes
- **Grading:** 1 grader, 1 rubber-tired dozer, 2 tractors/loaders/backhoes
- **Building Construction:** 1 crane, 1 forklift, 1 generator set, 1 tractor/loader/backhoes, 3 welders
- **Paving:** 1 cement/mortar mixer, 1 paver, 1 paving equipment, 1 roller
- **Architectural Coating:** 1 air compressor

Construction Workforce and Trucks

The construction workforce during pavement demolition, excavation, and foundation construction is anticipated to average about 15 daily workers, with a maximum of 25 workers on a given day. Construction of the base building and interior and exterior finishing would require an average of 20 to 25 daily workers, with a maximum of 50 workers on a given day. The number of daily truck trips would range between 2 and 20, with peak activity occurring during the pavement demolition, excavation, and foundation construction.

2.5 DISCRETIONARY APPROVALS

2.5.1 City College of San Francisco

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

2.5.2 Local Agencies

According to the California Education Code (Section 70900), the California Community Colleges are a postsecondary education system of the State, consisting of community college districts and the Board of Governors. CCSF is part of the California Community Colleges system. Approval of the proposed Project is not within the jurisdiction of the City and County of San Francisco but is subject to approval of CCSF's Board of Trustees. The City and County of San Francisco has jurisdiction over project grading and roadway improvement. CCSF will coordinate with the City and obtain the needed permit noted below.

2.5.3 San Francisco Municipal Transportation Agency

Approval by the San Francisco Municipal Transportation Agency (SFMTA) would be required for Special Traffic Permits, temporary use permits during construction, permanent curb modifications, and modifications to parking and lane striping on the streets surrounding the Project Site.

2.5.4 San Francisco Public Works and San Francisco Public Utilities Commission

Formal approval by the San Francisco Public Works (SFPW) is required to change sidewalks or roadways in the public right-of-way through a Street Improvement Permit. Approval of temporary use permits during construction is required, including excavation permits for any trenching in the public right-of-way. Additionally, improvements would be subject to post-construction stormwater controls in accordance with the City's Public Works Code and in compliance with the San Francisco Public Utilities Commission (SFPUC) Stormwater Management Ordinance.

2.5.5 Other Approvals

Implementation of the Project may also require approvals or permits from the following public agencies:

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

3.0 ENVIRONMENTAL EFFECTS REQUIRING ADDITIONAL ANALYSIS

Pursuant to Sections 15162 and 15163 of the *State CEQA Guidelines*, a lead agency should limit the analysis in a Supplemental Environmental Impact Report (SEIR) to environmental topics where significant effects may differ from those identified in the previously certified EIR. An SEIR only needs to provide sufficient information to evaluate project modifications, changed circumstances, or new information that necessitates further review. This chapter, therefore, focuses on those resource areas where the proposed Project could result in new or substantially more severe direct, indirect, or cumulative impacts compared to the 2021 Updated Facilities Master Plan Environmental Impact Report (2021 Updated FMP EIR).

Environmental analyses presented in the 2021 Updated FMP EIR addressed, at a program level, the Updated FMP strategy that provides a districtwide framework of the City College of San Francisco (CCSF) facilities and a strategy specific to the CCSF Ocean Campus through the year 2030. The 2021 Updated FMP EIR analysis also evaluates, at a project-level, proposed individual demolition, decommission, renovation, and construction projects within the Ocean Campus.

Environmental topic areas for which no impacts were identified included Agricultural Resources, Mineral Resources, Population/Housing, and Wildfire. Environmental topic areas for which less-than-significant impacts were identified included Aesthetics, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Population and Housing, Public Services, Recreation, Transportation, and Utilities and Service Systems. Significant and mitigable impacts were identified for the following environmental issues:

- **Aesthetic Resources:** Impact to scenic vista and degradation to scenic character; Light and glare impact.
- **Air Quality:** Impact from emissions of criteria air pollutants.
- **Biological Resources:** Project-level and cumulative impacts on nesting birds.
- **Cultural Resources:** Potential impact of accidental discovery of archaeological resources and human remains; impact of decommissioning significant contributing buildings; impact of renovation of historical buildings; impact on open space and landscape within historical districts.
- **Geology and Soils:** potential impact associated with inadvertent discovery of paleontological resources.

- **Hazards and Hazardous Materials:** Potential impact associated with soil and/or water contamination; potential impact associated with handling and usage of hazardous materials.
- **Hydrology and Water Quality:** Potential violation of water quality standards.
- **Tribal Cultural Resources:** Potential impact on tribal cultural resources.

Two environmental topic areas were identified as having significant and unavoidable impacts under CEQA, even with the implementation of mitigation measures. Project effects for which significant impacts were identified that would not be reduced to less-than-significant levels through implementation of required mitigation measures included:

- **Cultural Resources:** Impact associated with demolition of historically significant and contributing buildings.
- **Transportation/Traffic:** Impact associated with public transit delay.

Although mitigation measures were identified that would reduce the impacts of demolishing historically significant buildings and the delay to public transit, they were deemed infeasible for achieving less-than-significant levels.

The environmental resources that are specifically analyzed in this chapter of the SEIR relative to the potential for the proposed Project to result in new or substantially more severe significant impacts than those assessed in the 2021 Updated FMP EIR are Aesthetics, Air Quality, Cultural Resources (Historical Resources), Noise, and Transportation. The topics of Agriculture and Forestry Resources; Biological Resources; Cultural Resources (Archeological Resources and Human Remains); Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality, Mineral Resources; Land Use; Population and Housing; Public Services; Recreation; Utilities and Service Systems; and Wildfire are addressed in **Chapter 4.0, Effects Found Not to be Significant**, of this SEIR.

Each subchapter includes a discussion of the environmental setting, applicable regulations pertaining to the resource area, impact assessment, and mitigation measures, where applicable. Where appropriate, this SEIR refers to existing information contained in the 2021 Updated FMP EIR concerning the environmental setting and applicable regulatory environment, where those discussion items remain unchanged from the prior analysis.

Significance Criteria

Significance criteria have been developed for each environmental resource in accordance with Appendix G of the *State CEQA Guidelines*. The criteria are defined at the beginning of each impact analysis section. Impacts are categorized as follows:

- **No Impact:** No Impact applies where an environmental issue is evaluated, and it is determined that the project would have no effect or impact in that category. No Impact answers need to be adequately supported by information that shows the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).
- **Less than Significant Impact:** Environmental impacts have been identified but are less than the thresholds of significance and do not include or require mitigation measures.
- **Less than Significant Impact with Mitigation Incorporated:** Environmental impacts have been identified but are less than significant with the incorporation of mitigation measures, thereby reducing an impact from a potentially significant impact to a less than significant impact.
- **Significant Impact:** Potentially significant direct project-level impacts.

Cumulative Impact Analysis

CEQA Requirements for Cumulative Impact

Cumulative impacts, as defined in *State CEQA Guidelines* Section 15355, refer to two or more individual effects that, when taken together, are “considerable” or that increase other environmental impacts. A cumulative impact from several projects is the change in the environment that would result from the incremental impact of the project added to the impacts of other reasonably foreseeable future projects. Pertinent guidance for cumulative impact analysis is provided in *State CEQA Guidelines* Section 15130:

- An EIR shall discuss cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable.”
- An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR.
- A project’s contribution is less than cumulatively considerable, and thus not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

- The discussion of impact severity and likelihood of occurrence need not be as detailed as for effects attributable to the project alone.
- The focus of analysis should be on the cumulative impact to which the identified other projects contribute, rather than on attributes of the other projects that do not contribute to the cumulative impact.

The cumulative impact analysis for each individual resource topic is described in each resource section immediately following the description of the direct project impacts and identified mitigation measures. For resource topics where the proposed Project would result in no impact, it would not contribute to cumulative impacts. Therefore, a cumulative impacts analysis is not included for these resource topics.

Approach to Cumulative Impact Analysis

Two approaches to a cumulative impact analysis are provided in *State CEQA Guidelines* Section 15130(b)(1):

- The analysis can be based on a list of past, present, and reasonably foreseeable future projects producing closely related impacts that could combine with those of a proposed Project; or
- A summary of projections contained in a general plan or related planning document can be used to determine cumulative impacts.

The analysis in this Draft SEIR employs a list-based approach. The following factors were used to identify reasonably foreseeable future projects where the list-based approach is used:

- **Similar Environmental Impacts:** A relevant project contributes to effects on resources that are also affected by the proposed Project. A relevant future project is defined as one that is “reasonably foreseeable,” such as a proposed Project for which an application has been filed with the approving agency or for which funding has been approved.
- **Geographic Scope and Location:** A relevant project is one located in the geographic area within which effects could combine. The geographic scope varies on a resource-by-resource basis. For example, because health risk impacts from exposure to air pollutants are generally localized, the cumulative context for health risk analysis is the Project Site and vicinity within 1,000 feet of the Project Site or the maximally exposed receptor. In contrast, the geographic scope for evaluating cumulative effects on regional air quality consists of the affected air basin (i.e., the San Francisco Bay Area Air Basin), and the summary of projections approach is used.

- **Timing and Duration of Implementation:** Effects associated with activities for a relevant project (e.g., short-term construction or demolition or long-term operations) would most likely coincide with the related effects of the proposed Project.

Cumulative impacts are not analyzed for resource topics where the project would have no impact, as it would not contribute to any significant cumulative effects.

Cumulative Environmental Setting

The Balboa Reservoir Project: The Lower Balboa Reservoir project would develop the 17-acre parking lot located west of the Project Site (former Lower Balboa Reservoir) with 1,100 housing units, including 550 below market rate units available to low- and moderate-income households and up to 150 below market rate units to be dedicated for educator households. This project would include a 2-acre public park in the center of this development that provides a connection with CCSF and the Sunnyside and Ingleside neighborhoods.

The Balboa Reservoir project includes reconfiguration and reconstruction of the street network within and adjacent to the Balboa Reservoir site.¹ The changes include improvements to Lee Avenue and North Access Road adjacent to the Project Site, as follows:

- Lee Avenue adjacent to the Project Site will be reconstructed to provide an approximately 10-foot-wide vehicle travel lane and a 7-foot-wide protected bicycle lane each way, and 12-foot-wide sidewalks on both sides of the street. Additionally, the Balboa Reservoir project will reconstruct the existing driveway along Lee Avenue that leads into the Project Site. The Balboa Reservoir project will install crosswalks in the continental design² at the intersection of Lee Avenue/North Access Road/CCSF driveway.
- North Access Road adjacent to the Project Site will be reconstructed to provide a 10-foot-wide vehicle travel lane and a 5-foot-wide bicycle lane each way, an 8-foot-wide parking lane on the south side of the street (i.e., adjacent to the Project Site), and 12-foot-wide sidewalks on both sides of the street.

¹ BKF, Balboa Reservoir Infrastructure Plan, June 2020, Figure 6.5A and Balboa Reservoir Development Agreement Development Phase Approval, Phase 1, October 2021.

² Crosswalks with a continental design have parallel markings that are the most visible to drivers. Use of continental design for crosswalk marking also improves crosswalk detection for people with low vision and cognitive impairments.

Additionally, the Balboa Reservoir project will reconstruct the existing driveway to the Project Site and install continental crosswalks at the intersection of Lee Avenue/North Access Road.³

- Extension of Lee Avenue to the new North Access Road, as well as other internal streets within the site, including the relocation of North Access Road between Lee Avenue Extension and Frida Kahlo Way to the south to intersect with Cloud Circle North at Frida Kahlo Way, as well as associated sidewalks and bicycle facilities on new streets and Lee Avenue Extension.

SFMTA K Ingleside Rapid Project.⁴ This project includes a set of improvements to the full Muni Forward project on the corridor. At four stops, this project will lengthen and widen the boarding islands in both directions. To improve transit reliability and decrease travel times, the left track lane in both directions will be converted to a transit lane between Junipero Serra Boulevard and Lee Avenue, connecting to the existing transit lanes east of Lee Avenue. Pedestrian bulbs will also be added at several locations. This project would reduce delay on the K Ingleside light rail line and enhance safety for people walking on Ocean Avenue between Junipero Serra Boulevard and the Balboa Park BART station.

I-280 Ocean Avenue Off-ramp Project.⁵ This project will change the southbound I-280 Ocean Avenue off-ramp from a free-flow right turn to a T intersection with a traffic signal on Ocean Avenue. This project will reduce conflicts between vehicles, bicyclists, and pedestrians. Construction is anticipated to start in 2027.

Ocean Avenue Mobility Action Plan.⁶ This plan, completed in 2023, prioritizes and identifies funding for transportation, pedestrian safety, bicycle safety, and traffic circulation improvements for the Ocean Avenue corridor between Junipero Serra Boulevard and San Jose Avenue. Projects include pedestrian safety improvements such as crosswalks, daylighting, and ADA-compliant curb ramps and crosswalks, vehicle speed management measures, and bicycle connectivity improvements.

³ As part of the Balboa Reservoir project, Lee Avenue adjacent to the Project Site will be reconstructed to provide an approximately 10-foot-wide vehicle travel lane and a 7-foot-wide protected bicycle lane each way, and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway along Lee Avenue into the Project Site. The Balboa Reservoir project will install crosswalks in the continental design at the intersection of Lee Avenue/North Road/CCSF driveway. North Road adjacent to the Project Site will be reconstructed to provide a 10-foot-wide vehicle travel lane and a 5-foot-wide bicycle lane each way, an 8-foot-wide parking lane on the south side of the street (i.e., adjacent to the Project Site), and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway into the Project Site and install continental crosswalks at the intersection of Lee Avenue/North Road.

⁴ SFMTA, "K Ingleside Rapid Project." Available online at: <https://www.sfmta.com/projects/k-ingleside-rapid-project>, accessed September 20, 2025.

⁵ SFCTA, "I-280 Ocean Avenue Off-ramp Project." Available online at: <https://www.sfcta.org/projects/280-Ocean-Ave-Ramp>, accessed September 20, 2025.

⁶ SFCTA, *Ocean Avenue Mobility Action Plan*. Available online at: <https://www.sfcta.org/projects/ocean-avenue-mobility-action-plan>, accessed September 20, 2025.

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

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

2340 San Jose Avenue Mixed-Use Residential Development. The project includes 131 residential units on a 2-acre site located approximately 0.2 miles southeast of the Ocean Campus.

Ocean Avenue Corridor Design. The Ocean Avenue Corridor Design project will identify streetscape improvements that can be implemented in the near term on Ocean Avenue from Manor Drive to Frida Kahlo Way, with funding that has been allocated from the Road Repaving and Streets Safety Bond (Prop B). It will also develop a longer-term vision and implementation plan for Ocean Avenue from Frida Kahlo Way to San Jose Avenue.

BART Westside Walkway Balboa Park Bart Station. This project includes several Balboa Park Station improvements related to pedestrian safety and access. Improvements are currently underway.

SFMTA K Ingleside Quick Build Project. This project is the near-term set of improvements of the full Muni Forward project on the corridor. Funds for implementation have been allocated, and therefore, this project is considered reasonably foreseeable and is assumed in the analysis. The full Muni Forward project is not yet funded or approved by the SFMTA. The cumulative analysis in **Section 3.5, Transportation**, for transit delay conservatively assumes that this project is not implemented.

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

3.1.1 ENVIRONMENTAL SETTING

This section describes the existing visual setting of the Project Site and surrounding area and evaluates the potential for the proposed Project to result in impacts to scenic vistas, resources within a scenic highway, and daytime or nighttime views from increased light or glare, shadow, as well as consistency with applicable zoning and other regulations governing scenic quality. This section also focuses on a comparison of the proposed Project to the prior project relative aesthetics impacts.

Definition of Terms

To provide context for the analysis presented below, a discussion of general definitions is necessary. Terms to be discussed include “viewsheds” and “visual quality,” both key factors in addressing impacts to aesthetics and views. The environmental setting also generally describes those resources that are regionally significant and lists the designated scenic highways, byways, and vista points.

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewers’ response to the area. The scenic quality component can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public’s concern for particular viewsheds. These terms and criteria are described in detail below.

Viewshed: A viewshed is a geographic area composed of land, water, biotic, and/or cultural elements that may be seen from one or more viewpoints and have inherent scenic qualities and/or aesthetic value as determined by those who view it. The extent of a viewshed can be limited by a number of intervening elements, including trees and other vegetation, built structures, or topography such as hills and mountains.

Visual Quality: Visual quality refers to the character of the landscape, which generally gives visual value to a setting. It is useful to think of scenic resources in terms of “typical views” seen throughout an area, because scenic resources are rarely encountered in isolation. A typical view may include several types of scenic resources, including both natural and man-made elements. It is also important to distinguish between public and private views. Private views are views seen from privately owned land and are typically viewed by individual viewers, including views from private residences.

Public views are experienced by the collective public. These include views of significant landscape features, as seen from public viewing spaces, not privately-owned properties. CEQA (Public Resources Code Section 21000 et seq.) case law has established that, in general, protection of public views is emphasized. For example, in *Association for Protection of Environmental Values in Ukiah v. City of Ukiah* (1991) 2 Cal. App. 4th 720, 734, the court determined the following:

We must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in Topanga Beach Renters Assn. v. Department of General Services (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: “[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] would adversely affect particular persons but whether [the project] would adversely affect the environment of persons in general.”

Therefore, for this analysis, only public views are considered in analyzing the visual impacts of the proposed Project.

Existing Conditions

This section presents the existing conditions and baseline conditions considered in the analysis. These conditions have not changed since the preparation of the 2021 Updated FMP EIR, as no other development has occurred on campus or in the surrounding area during that time.

The proposed Project would be located at the Ocean Campus on a 68,000-square-foot (1.55-acre) paved parking lot on the southwest corner of Frida Kahlo Way and North Access Road. The Ocean Campus is largely built out and is characterized by a variation in topography with elevations ranging from 125 feet above mean sea level (amsl) on the eastern side to 350 feet amsl at College Hill. The campus middle level, located around Cloud Circle, has an elevation of approximately 295 feet amsl. The campus buildings are one to seven stories tall. The STEAM building, immediately adjacent to the Project Site, has an approximate height of 68 feet. However, buildings such as Cloud Hall and the Science Building, located to the east of the Project Site, appear more prominent due to the variation in topography.

The Project Site is located on the western side of Frida Kahlo Way within the campus, an area defined by a continuous sequence of multi-level college buildings immediately south of the site. This sequence includes the five-story STEAM building directly adjacent to the site, the planned Diego Rivera Theater, and the Harry Britt Building. The STEAM building is a contemporary institutional structure characterized by a rectilinear massing and a multi-story vertical profile. The exterior façade is primarily composed of precast concrete panels articulated with vertical window openings that create a regular rhythm across elevations. The Harry Britt Building is a low- to mid-rise contemporary academic form with a horizontally articulated

façade. Exterior materials of this building consist primarily of concrete and metal panel systems, complemented by extensive glazing at ground-level and atrium-facing elevations.

The portion of the City College of San Francisco campus located east of Frida Kahlo Way is centered on College Hill, which is topped by Science Hall and Cloud Hall and forms the predominant physical feature of the campus. Science Hall is a large, three-story-plus-basement structure with plain massing characteristic of Works Progress Administration–era construction. Its symmetrical façade, porticos, attic level, and central dome form a restrained classical composition. Cloud Hall, located adjacent to Science Hall, is similar in scale and institutional character and contributes to the framing of an upper-level plaza at the center of the campus.

Immediately east of the Project Site is the Creative Arts Extension, a Late Modern building with Regionalist and Brutalist influences. The structure is irregularly shaped, with an L-shaped upper level over a predominantly rectangular lower level with recessed areas. The building incorporates multiple outdoor spaces, including a roof deck plaza and a main entrance court.

College Hill is defined by Cloud Circle, a horseshoe-shaped roadway that surrounds the hill on the north, east, and south sides and descends along the west side, intersecting Frida Kahlo Way at two symmetrical locations. A major campus entrance is located at the southern end of Cloud Circle at a signalized intersection with Frida Kahlo Way. Science Circle, a secondary curvilinear roadway, ascends the hill in front of Science Hall and connects Cloud Circle with both Frida Kahlo Way intersections. The hill's prominence is further emphasized by a broad staircase leading from Frida Kahlo Way to the central portico of Science Hall. The campus east of Frida Kahlo Way is well landscaped, with mature trees, shrubs, hedges, low plantings, and areas of open green space integrated throughout the site and along pedestrian and vehicular circulation routes.

The Project Site is visible from nearby residential areas to the west, Archbishop Riordan High School to the north, Frida Kahlo Way and Science Hall to the east, and the CCSF STEAM building to the south. Sources of light at the Project Site include inside and outside lighting of existing buildings, lighting of paths between buildings, and campus roadways and parking lighting. Nearby views of the Project Site are shown in **Figure 3.1-1, View of the Project Site.**

Sources of light and glare near and within the Project Site are primarily vehicles on public roadways, lighting from adjacent development, lighting in parking lots and along roadways, and campus building lighting and reflections. Vehicles emit temporary lighting in their direction of travel, and existing buildings on campus include lighting visible during nighttime hours when the school buildings are in use, as well as lighting for safety and security purposes.



SOURCE: CCSF, 2025

FIGURE 3.1-1

Views of the Project Site

Shadow

There are several publicly accessible open spaces in proximity to the Project Site that are under the jurisdiction of the San Francisco Parks Department and are subject to the City's shadow protection policies, including Section 295 of the San Francisco Planning Code, which seeks to limit new shadow on public parks and open spaces. These open spaces include Unity Plaza to the west of the Project Site and Balboa Park to the east. There is also a future planned open space associated with the Balboa Reservoir project.

Baseline Conditions

Similar to the 2021 Updated FMP EIR, this analysis considers the baseline conditions, which included the campus facilities approved for construction prior to the 2021 Updated FMP EIR, but were not built at the time of the preparation of the 2021 Updated FMP EIR. These facilities include the Diego Riviera Theater (75,000 GSF), the STEAM building (150,000 GSF), and the Child Care Center (9,800 GSF).

The baseline conditions also assume the reconfiguration and reconstruction of the street network adjacent to the Project Site on North Access Road and Lee Avenue, planned as part of the Balboa Reservoir project. The Balboa Reservoir project street network improvements adjacent to the Project Site include new 12-foot-wide sidewalks and 5 to 7-foot-wide bicycle lanes on both Lee Avenue and North Access Road, as well as crosswalks in the continental design at the intersections of Lee Avenue/North Access Road/CCSF driveway and Lee Avenue/North Access Road.

3.1.2 REGULATORY FRAMEWORK

CCSF is exempted from compliance with local land use regulations, including general plans and zoning, when using property under its control in furtherance of its educational mission. However, the proposed Project does not qualify for this exemption. Further, CCSF consults and coordinates as needed with City agencies (i.e., the Planning Department, SFMTA, and Public Works). State, CCSF, and City plans and policies that are relevant to the proposed Project are described below. There have been no changes to the regulatory setting since publication of the 2021 Updated FMP EIR.

Federal

No federal regulations related to visual quality would pertain to the project.

State

California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The State of California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit off-site outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earthmoving activities along the affected segment or corridor (Corridor Protection Program). Caltrans must also indicate that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

California Code of Regulations Title 24 Part 6- Building Energy Efficiency Standards

The California Energy Code (Cal. Code Regs., tit. 24 § 6) creates standards in an effort to reduce energy consumption. The type of luminaries and the allowable wattage of certain outdoor lighting applications are regulated.

City College of San Francisco

CCSF Design Standards

The College recognizes the need to deliver a sustainable built environment in support of its overall academic vision and mission. The CCSF Design Standards¹ include several principles that require the use of lighting designed to minimize glare and off-site impacts.

City of San Francisco

San Francisco Zoning Code

The San Francisco Zoning Code designates the Project Site as P-Public. The Public district is intended to accommodate government, educational, institutional, and other public facilities, including schools and colleges (Section 102 and Section 251 of the San Francisco Zoning Code). While the primary focus is on functionality for public use, the code requires structures such as parking garages to also address design, streetscape, and urban form considerations, particularly where they face public streets or pedestrian areas. Street-facing façades should screen vehicles or employ architectural treatments such as façade panels, perforated metal, concrete patterns, or landscaping, and long blank walls are discouraged (Section 155, General Parking Structure Standards). For pedestrian- or transit-priority frontages (Section 155(r)), curb cuts and blank walls should be minimized, with landscaping, green walls, or decorative elements used to reduce visual impact. Garages should integrate with the campus context through compatible materials, colors, step-backs, and articulated massing. Landscaping standards (Sections 135 and 155) encourage street trees, planters, vegetated screens, and internal plazas or buffer zones to soften visual impacts. Projects exceeding accessory parking limits or of substantial scale may require discretionary or design review (Sections 303 and 307), during which visual impacts, pedestrian experience, and streetscape integration are evaluated. The Code also references Urban Design Guidelines, emphasizing human-scale edges, minimized monolithic forms, integration of landscaping or public art, and avoidance of dominant garage entries along streets.

San Francisco General Plan

Policies of the San Francisco General Plan related to aesthetics are found in the urban design element. The urban design element of the general plan is concerned with the physical character and environment of the city with respect to housing development and preservation. In addition, the general plan recognizes the

¹ CCSF, *Facilities Design & Construction Standards*, 2025. Available online at: <https://www.ccsf.edu/about-ccsf/administration/finance-and-administration/office-facilities-and-capital-planning/facilities-design-construction-standards>. Accessed September 26, 2025.

importance of views and viewsheds created by topography and street views. Aesthetic objectives and policies related to the Project are listed below:

Objective 3 Update Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.

Policy 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas. Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Section 295 of the San Francisco Planning Code

Section 295 of the San Francisco Planning Code was adopted through voter approval of Proposition K in November 1994 to protect certain public open spaces from shadowing by new structures. Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission (recreation and park commission) between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the recreation and park commission, as well as private open spaces, are not subject to Planning Code section 295.

Balboa Station Area Plan

The San Francisco Balboa Park Station Area Plan includes aesthetic and urban design guidelines aimed at enhancing the public realm and ensuring that new development complements the existing neighborhood character. These guidelines are part of the city's broader efforts to revitalize the area, improve pedestrian experiences, and encourage transit-oriented development. Guidelines relevant to the project location include:

Human-Scaled Development. New construction should contribute positively to the character of the area plan by creating a human-scale public realm.²

² City and County of San Francisco, *San Francisco General Plan. Balboa Park Station Area Plan*. Available online at: https://generalplan.sfplanning.org/Balboa_Park_Station.htm?utm_source=chatgpt.com. Accessed September 26, 2025.

Urban Design Principles³

- **Massing and Articulation:** Buildings should be designed to avoid monolithic appearances, incorporating varied massing and architectural articulation to break up the scale and add visual interest.
- **Ground Floor Treatment:** The design of ground floors should be tailored to the type of street the building faces, enhancing the pedestrian experience and ensuring active and engaging street fronts.

3.1.3 SUMMARY OF PRIOR ANALYSIS

Updated FMP framework impact on scenic vista, scenic resources, existing visual character, and light or glare. The 2021 Updated FMP EIR found that improvements at the Ocean Campus would enhance visual character without causing negative effects. Streetscape, bicycle, and pedestrian upgrades would improve safety, connectivity, and campus vibrancy while maintaining the area’s overall character. These changes would strengthen ties with the neighborhood and engage both campus users and the public. The 2021 Updated FMP EIR found that compliance with the Green Building Code and sustainable design standards would ensure the use of downward-shielded, energy-efficient fixtures (e.g., LEDs), reducing light spillover and glare compared to existing conditions. Therefore, the 2021 Updated FMP EIR concluded that the Updated FMP framework for the Ocean Campus would result in a less-than-significant impact on scenic vista, scenic resources, existing visual character, and light or glare.

Updated FMP individual projects' impact on scenic vista, scenic resources, and existing visual character. The 2021 Updated FMP EIR concluded that demolition of Conlan Hall and the Smith/Statler building, along with construction of the Student Success Center, would alter the southwest corner of the campus but would not significantly degrade overall visual character. Interior renovations would not be visible from off-campus, while exterior renovations could affect historic resources if not carefully designed. To address this, Mitigation Measure MM-HIST-3b was identified to minimize visual contrast and ensure compatibility with existing buildings. With implementation of this measure, the 2021 Updated FMP EIR concluded that visual character and quality impacts related to the individual projects would be less than significant.

Updated FMP individual projects' impact related to light or glare. The 2021 Updated FMP EIR found that lighting needed for demolition, renovation, and construction of the individual projects at the Ocean Campus would not significantly affect nighttime views, and exterior lighting in public areas would enhance safety, resulting in a less-than-significant impact. However, new lighting from the Student Success

³ City and County of San Francisco. *San Francisco General Plan. Balboa Park Station Area Plan*. Available online at: https://generalplan.sfplanning.org/Balboa_Park_Station.htm?utm_source=chatgpt.com. Accessed September 26, 2025.

Center was found to affect surrounding day- or nighttime views. With the implementation of Mitigation Measures MM-AES-1 and MM-AES-2, the 2021 Updated FMP EIR determined that these potential impacts would be reduced to a less-than-significant level.

New Shadow impact of the Updated FMP Student Success Center. The 2021 Updated FMP EIR found that the Student Success Center (SSC) building would cast net new shadow primarily in its immediate vicinity. Shadow was found to extend west across Frida Kahlo Way but would not reach Unity Plaza, Balboa Park, or any future open spaces associated with the Balboa Reservoir project. Demolition of the theater portion of the Creative Arts Building and the Bungalows 600s and 700s on the east side of campus was found to result in areas of net new sunlight with no additional shadow. Therefore, the shadow impact of the individual projects under the Updated FMP was determined to be less than significant.

2021 Updated FMP EIR Mitigation Measures

- MM AES-1** New sources of exterior lighting shall be shielded and directed downward to avoid light spillovers onto adjacent properties. Lighting shall also be of the minimum required intensity to provide for safety and security purposes. Nighttime operation of new sources of lighting shall be consistent with that of existing lighting sources on campus and shall consider potential effects to nighttime views of nearby residents and circulation. Interior lighting shall be turned off when not in operation or operated in the lowest possible setting.
- MM AES-2** The use of reflective building materials shall be minimized to the extent practicable. Building materials shall be consistent with the visual character of existing and planned campus facilities and with the overall character of the Ocean Campus.
- MM HIST-3b** Move or Revise Design of Proposed Elevator Shafts on Cloud Hall Exterior. The project designer shall consider options to upgrade the existing interior elevators. If the existing system is determined to be inadequate, the designer shall consider additional interior shafts. If this is still inadequate, the designer shall provide such evidence to the District. If exterior shafts are to be added, they shall be designed to minimize their visual impact and constructed in a manner that, if removed in the future, the façade could be restored. Reduction of visual impact includes minimizing the size and scale of the shafts to ensure they are subordinate to the building's façade, minimizing the amount they extend out from the vertical plane of the building, using material consistent with the façade's historic fabric and color. All exterior alterations of the building shall be reviewed by a professionally qualified architectural historian to ensure they are consistent with the Secretary of the Interior's Standards for Rehabilitation.

3.1.4 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to visual resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the proposed Project could result in significant adverse impacts to visual resources, if any of the following could occur:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

This analysis also addresses the proposed Project's City-relevant shadow impact on nearby public open spaces. Adoption and/or implementation of the proposed Project could result in significant adverse shadow impacts if the following could occur:

- Create a source of shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.

3.1.5 ENVIRONMENTAL ANALYSIS

Impact AES-1 The proposed Project would not have a substantial adverse effect on a scenic vista.

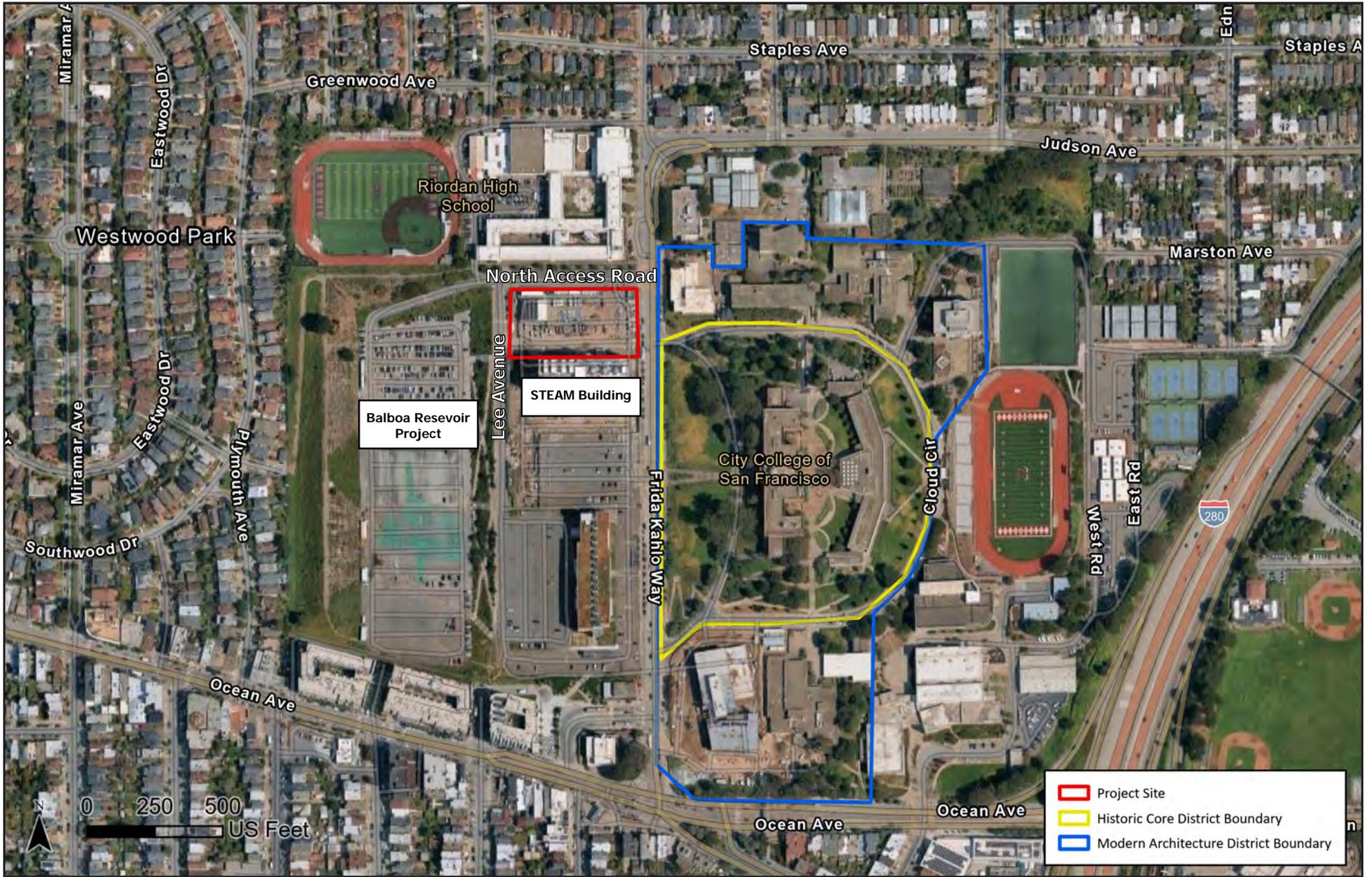
A scenic vista is generally defined as a public viewpoint that provides expansive or notable views of a highly valued landscape, typically identified in planning documents such as a general plan, or recognized locally for its visual quality.

The Project Site is located within the developed CCSF Ocean Campus in the Balboa Park neighborhood of San Francisco. The site is developed with a paved surface parking lot containing 195 spaces, with vehicular access provided via driveways from North Access Road and Lee Avenue. As of April 2024, a portion of the

site is also being used as a temporary construction staging area to support ongoing CCSF projects. The surrounding area is characterized by institutional, educational, and residential uses. Immediately south of the site are CCSF's STEAM and Harry Britt Buildings, while additional campus facilities are located east of Frida Kahlo Way, including the Science Hall, Cloud Hall, the Creative Arts Extension Center, and the Student Health Center. Two designated historic districts within the campus, the Historic Core District and the Modern Architecture District, are located east of the Project Site (see **Figure 3.1-2**). Archbishop Riordan High School is located to the north across North Access Road. The lower Balboa Reservoir is located to the west across Lee Avenue. Views in the project vicinity are generally constrained by existing buildings and mature trees, with limited long-distance public views available across the site. The campus is partially visible from nearby hills, such as Mount Davidson Park to the northwest and MacLaren Park to the southeast.

The Mount Davidson Scenic Vista is located 0.9 miles north of the Project Site.⁴ The proposed Project would replace existing surface parking with a five-level parking garage, up to approximately 52.5 feet in height (approximately 58 feet with future photovoltaic structures). The parking garage would introduce a larger mass and scale than the existing surface parking. However, it would not impede views of Mount Davidson. As shown in **Figure 3.1-3**, the proposed Project would be comparable in height to other multi-story buildings in the project vicinity and would be shorter than the adjacent 68-foot high STEAM building. Existing long-range views of the City's hillsides, open spaces, and landmarks would not be blocked or degraded as a result of the proposed Project. Therefore, the proposed parking garage project would not substantially affect a scenic vista. Therefore, this impact would be **less than significant**.

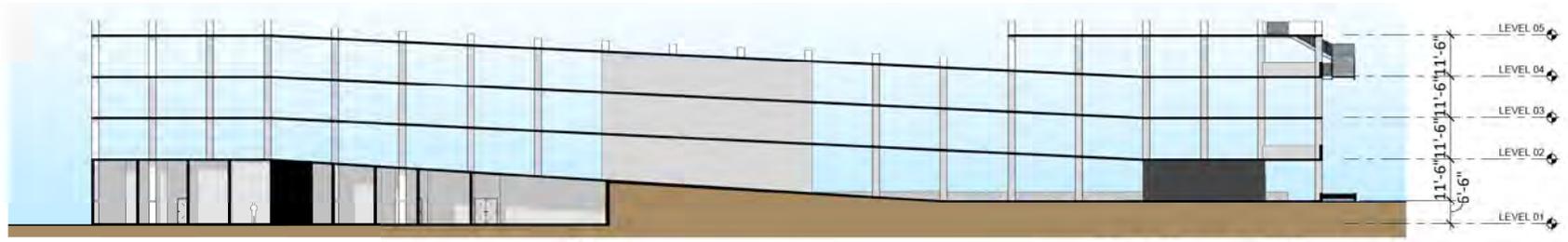
⁴ City of San Francisco, *General Plan Urban Design Element*, 2025. Available online at: https://generalplan.sfplanning.org/15_Urban_Design.htm, accessed January 29, 2025.



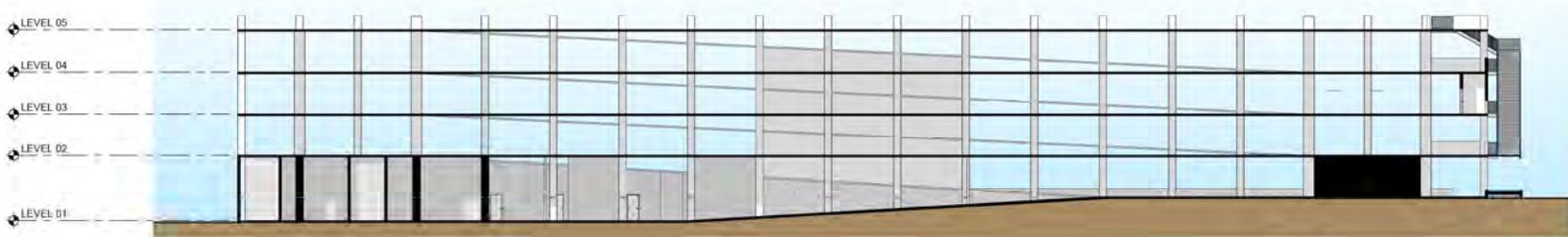
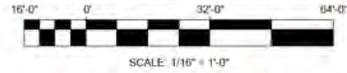
SOURCE: Esri, 2025; Google Earth, 2025

FIGURE 3.1-2

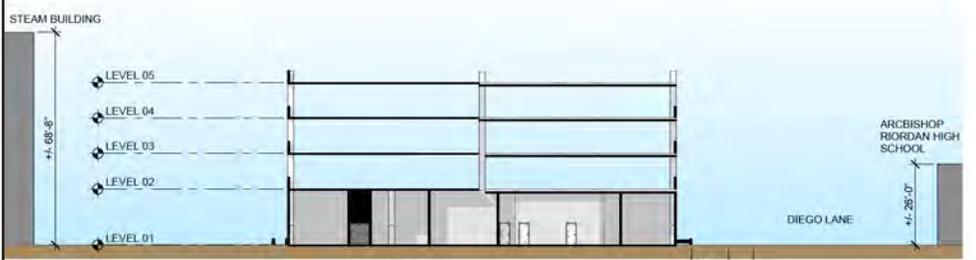
Eligible Historic Districts



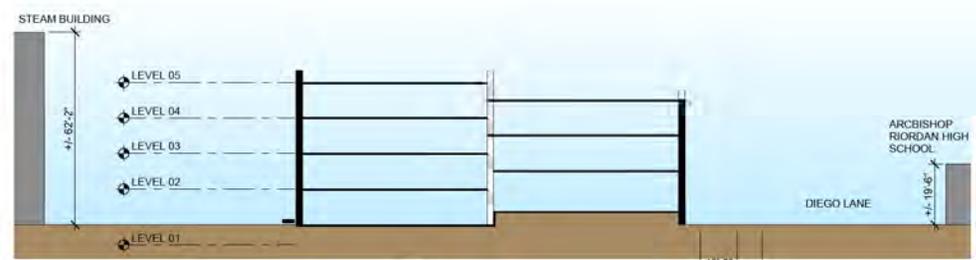
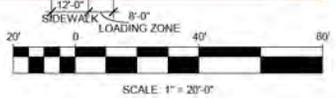
A LONGITUDINAL SECTION



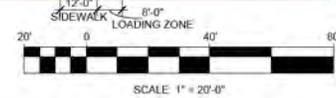
B LONGITUDINAL SECTION



C TRANSVERSE SECTION



D TRANSVERSE SECTION



SOURCE: Watry, 2025

FIGURE 3.1-3

Impact AES-2 The proposed Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Caltrans maintains an inventory of State Scenic Highways. There are no designated scenic highways near the Project Site.⁵ The segment of Interstate 280 (I-280) 0.3 miles west of the project is eligible for designation as a scenic highway.⁶

The CCSF Ocean Campus Project Site is several blocks away from I-280, not within its view corridor, and not visible from the eligible segment. The site is bounded by campus buildings on one side and city streets on others; there are no intervening vistas or landscapes that would create visual connections to a State Scenic Highway.

Therefore, the proposed parking garage project would have **no impact** on any designated or eligible State Scenic Highway views or vista corridors.

The Project Site does not contain scenic resources, including but not limited to trees, rock outcroppings, or historic buildings within a state scenic highway. Therefore, the proposed Project would have no impact on scenic resources.

Impact AES-3 The proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed parking garage project would be constructed within the Ocean Campus on a site that is currently developed as a surface parking lot. The Project Site is located within the viewshed of several historic buildings and historic districts on the campus, including the Historic-Core district, Modern Architecture District, and Science Hall. These historic resources contribute to the established visual character and quality of the campus environment.

Development of the proposed parking structure would introduce a new multi-level building on the site, thereby altering the visual setting compared to the existing surface parking. While the project would

⁵ Caltrans, "California State Scenic Highway System Map," 2025. Available online at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed: September 11, 2025.

⁶ Caltrans, "California State Scenic Highway System Map," 2025. Available online at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed: September 11, 2025.

increase the overall massing on the site, the proposed parking garage has been designed to be compatible with the existing height, scale, and visual quality of adjacent campus buildings and would be lower in height than the adjacent STEAM building (**Figure 3.1-3**). As such, the proposed Project would be visually consistent with the scale of the surrounding built environment and would not dominate or substantially contrast with the existing campus form. The parking structure would not block or obscure views of historic resources on campus, nor would it introduce features that are visually out of character with the established institutional setting.

While the proposed Project would result in a change to the visual character of the Project Site, this change would not substantially degrade the existing visual character or quality of the campus or surrounding area. As described in Section 2.0, Project Description, the parking garage building façade would be designed to complement the surrounding campus and neighboring buildings. Various aesthetic treatments will be considered and may include perforated metal paneling, metal fin elements, or fiber cement cladding panels. The stairwells would be part of the exterior façade to enhance user and parking security and the building's visual interest. Perimeter rails would likely be used throughout the building to enhance safety. Landscape planters would be used around the building perimeter, serving as both stormwater treatment areas and general landscaping at street level. Therefore, the project impact related to the scenic vista would be *less than significant*. Mitigation measure identified in the 2021 FMP EIR **Mitigation Measure HIST-3b, Move or Revise Design of Proposed Elevator Shafts on Cloud Hall Exterior**, would not apply to the proposed Project.

Impact AES-4 The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Construction of the proposed parking garage project would be consistent with the construction assumptions analyzed in the 2021 Updated FMP EIR. Project construction would generally occur during daytime hours (Monday through Friday, 7:00 AM to 6:00 PM). However, certain activities, such as concrete pouring, may require nighttime construction and occasional weekend construction.

Any nighttime lighting would be limited to areas under active construction, shielded and directed downward, and of the minimum intensity required to provide safe working conditions. Because construction lighting would be temporary, limited in scope, and consistent with lighting controls required by the College, it would not substantially increase nighttime illumination levels in the surrounding area. Moreover, the Project Site is located in a developed urban setting with existing sources of ambient light from surrounding roadways, campus facilities, and adjacent uses.

Consistent with the 2021 Updated FMP EIR, lighting necessary for the construction of the proposed parking structure is not anticipated to result in substantial lighting that could affect nighttime views in the area. Therefore, construction-related light and glare impact would be **less than significant**.

Similar to other existing and planned campus facilities, operation of the proposed parking garage would include the use of both interior and exterior lighting. Interior lighting would be used within the structure for vehicle circulation, stairwells, and elevator lobbies. Exterior lighting would be provided at entry and exit points, pedestrian pathways, and surrounding areas to ensure visibility, safety, and security during nighttime hours.

The parking garage would replace existing surface parking areas that already include light fixtures. As with the previous surface parking lot, the new light fixtures are included as a safety feature of the proposed Project. Therefore, the proposed Project would not introduce a wholly new source of illumination on campus. However, the scale and configuration of lighting associated with a multi-level parking structure would result in changes to the distribution of nighttime lighting compared to existing conditions. Light from upper levels of the structure could increase visibility of nighttime illumination from off-campus locations if not properly shielded.

Consistent with the 2021 Updated FMP EIR, lighting associated with new campus facilities has the potential to result in adverse light and glare effects. In particular, light spillover or glare from reflective materials on the new parking structure could affect views from nearby residences or from on-campus historic resources. For this reason, operational lighting and glare impacts are considered potentially significant without mitigation.

The **2021 Updated FMP EIR Mitigation Measures MM-AES-1**, which would minimize and shield lighting to reduce nighttime impacts, and **MM-AES-2**, which would minimize the use of reflective materials, are applicable to the proposed parking garage project. With the implementation of **MM-AES-1** and **MM-AES-2**, operational light and glare impacts of the proposed parking structure would be reduced to a **less than significant level**.

Impact AES-5: **The proposed Project would not result in significant net new shadow impact that would substantially and adversely affect the use and enjoyment of publicly accessible open spaces.**

A shadow model was developed to simulate the effects of the proposed Project on the nearby public open spaces. **Appendix B** of this SEIR includes exhibits showing the progression of shadows on the approximate

Summer Solstice (June 21), Fall/Spring Equinoxes (September 20 and March 22), and Winter Solstice (December 20). As noted under existing conditions, several publicly accessible open spaces are located near the Ocean Campus, including Unity Plaza to the west and Balboa Park to the east, along with future open spaces associated with the Balboa Reservoir project. As shown in **Appendix B**, the Project's net new shadow would be confined to the area immediately surrounding the site, extending west across Lee Avenue but stopping short of the future Lower Balboa Reservoir open space. Accordingly, the shadow impacts of the proposed Project would be **less than significant**.

Impact C-AES-1: The proposed Project would not result in significant cumulative aesthetic impacts.

The cumulative context for visual character, light, and glare includes reasonably foreseeable development in the vicinity of the Ocean Campus. The only identified cumulative project is the Lower Balboa Reservoir Residential Complex, located directly west of the campus. That project proposes a large-scale mixed-use residential development with new multi-story buildings, open space, and associated infrastructure.

Both the Lower Balboa Reservoir Residential Complex and the proposed Project would include the transition of existing surface lots and underutilized land to more intensive, urbanized development. This cumulative change would be most noticeable from public viewpoints along Frida Kahlo Way, Lee Avenue, Holloway Avenue, and other perimeter roads. However, both the proposed parking garage project and the Lower Balboa project would be designed to be consistent with the visual character of their settings— campus facilities for the College and residential mixed-use development for the reservoir site. Additionally, both projects would incorporate landscaped open space and pedestrian-scale features to soften views of new development.

In terms of light and glare, the Lower Balboa Reservoir project would introduce new nighttime lighting sources associated with residential buildings, streets, and open spaces. The parking structure would also introduce new lighting, but with shielding and downward direction requirements (**MM-AES-1**), and minimum reflective building materials (**MM-AES-2**), which would reduce light or glare impact. Combined lighting levels would increase relative to existing conditions; however, these increases would be consistent with development anticipated in an urban setting and would not represent a substantial cumulative degradation of nighttime views.

Therefore, with the implementation of applicable mitigation measures, the proposed parking garage would not result in a cumulatively considerable contribution to significant cumulative impacts on visual character,

light, or glare. Cumulative aesthetic impacts of the Lower Balboa Reservoir project with the proposed Project would be less than significant.

INTRODUCTION

This section describes the ambient air quality of the local and regional area and provides a comparison of existing air quality to applicable state and federal pollutant standards. In addition, sources of air emissions in the vicinity of the Project Site are identified and discussed. This section also identifies the plans and policies developed in efforts to improve air quality. Finally, this section evaluates potential air quality impacts associated with construction and operation of the Project and provides a comparison of the Project to the 2021 Updated FMP impacts on air quality. Sources used in this discussion include the Bay Area Air District (BAAD)¹ Air Quality Guidelines and air quality data from the California Air Resources Board (CARB). Air emission calculations estimated for the Project are contained within **Appendix C, Air Quality Data**, of this Supplemental Environmental Impact Report (SEIR).

3.2.1 ENVIRONMENTAL SETTING

San Francisco Area Air Basin Characteristics

The City of San Francisco (City) is located within the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB encompasses all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, the southern portion of Sonoma, and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.²

Climate

The climate is dominated by the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer, the Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below to the surface because of the northwesterly flow produces a band of cold water off the California coast. The cool and moisture-laden air approaching the coast from the Pacific Ocean is further cooled by the presence of the cold-water band, resulting in condensation and the presence of fog and stratus clouds along the Northern California coast.

¹ Formerly the Bay Area Air Quality Management District.

² Bay Area Air District, *BAAD CEQA Air Quality Guidelines*, 2022. Available online at: <https://www.baaqmd.gov/en/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed September 2025.

In the winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms. Weak inversions coupled with moderate winds result in a low air pollution potential.

Topography

The topography of the SFBAAB is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys and bays. This complex terrain, especially the higher elevations, distorts the normal wind flow patterns in the SFBAAB. The greatest distortion occurs when low-level inversions are present and the air beneath the inversion flows independently of the air above the inversion, a condition that is common in the summertime.

Wind Patterns

During the summer, winds flowing from the northwest are drawn inland through the Golden Gate and over the lower portions of the San Francisco Peninsula. Immediately south of Mount Tamalpais, the northwesterly winds accelerate considerably and come more directly from the west as they stream through the Golden Gate. This channeling of wind through the Golden Gate produces a jet that sweeps eastward and splits off to the northwest toward Richmond and to the southwest toward San Jose when it meets the East Bay hills.

In the winter, the SFBAAB frequently experiences stormy conditions with moderate to strong winds, as well as periods of stagnation with very light winds. Winter stagnation episodes are characterized by drainage flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley towards the coast and back down toward the Bay from the smaller valleys within the SFBAAB.

Temperature

Summertime temperatures in the SFBAAB are determined in large part by the effect of differential heating between land and water surfaces. Because land tends to heat up and cool off more quickly than water, a large-scale gradient (differential) in temperature is often created between the coast and the Central Valley, and small-scale local gradients are often produced along the shorelines of the ocean and bays. The temperature gradient near the ocean is also exaggerated, especially in summer, because of the upwelling of cold ocean bottom water along the coast. On summer afternoons, the temperatures at the coast can be 35°F cooler than temperatures 15 to 20 miles inland. At night, this contrast usually decreases to less than 10°F.

In the winter, the relationship of minimum and maximum temperatures is reversed. During the daytime the temperature contrast between the coast and inland areas is small, whereas at night the variation in temperature is large.

Precipitation

The SFBAAB is characterized by moderately wet winters and dry summers. Winter rains account for about 75 percent of the average annual rainfall. The amount of annual precipitation can vary greatly from one part of the SFBAAB to another, even within short distances. In general, total annual rainfall can reach 40 inches in the mountains, but it is often less than 16 inches in sheltered valleys.

During rainy periods, ventilation (rapid horizontal movement of air and injection of cleaner air) and vertical mixing are usually high, and these pollution levels tend to be low. However, frequent dry periods do occur during the winter when mixing and ventilation are low, and pollutant levels build up.

Regional Air Quality Setting

Air Pollutants of Concern

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons, such as children, pregnant women, and the elderly, from illness or discomfort. Criteria air pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter 2.5 microns or less in diameter (PM_{2.5}), particulate matter ten microns or less in diameter (PM₁₀), and lead (Pb). Note that reactive organic gases (ROGs), which are also known as reactive organic compounds (ROCs) or volatile organic compounds (VOCs), and nitrogen oxides (NO_x) are not classified as criteria pollutants. However, ROGs and NO_x are widely emitted from land development projects and participate in photochemical reactions in the atmosphere to form O₃; therefore, NO_x and ROGs are relevant to the Project and are of concern in the air basin. As such, they are discussed below along with the criteria pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 3.2-1, Criteria Pollutants Summary of Common Sources and Effects**.

**Table 3.2-1
Criteria Pollutants Summary of Common Sources and Effects**

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuels is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous systems. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading, which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O ₃)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NO _x) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM ₁₀ & PM _{2.5})	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO ₂)	A colorless, nonflammable gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant; aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid, which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: California Air Pollution Control Officers Association. Health Effects. Available online at: <http://www.capcoa.org>

Ambient Air Quality

Ambient air quality in San Francisco can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing ambient air quality and historical trends and projections in the vicinity of San Francisco are documented by measurements made by the Bay Area Air District (BAAD); the air pollution regulatory agency in the SFBAAB region maintains air quality monitoring stations, which process ambient air quality measurements.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM₁₀ and PM_{2.5}) are

pollutants of particular concern in the SFBAAB. The monitoring station located closest to the Project Site and most representative of air quality near the Project Site is the San Francisco – Arkansas Street Station located approximately 5.6 miles to the northeast. Ambient air emission concentrations vary due to localized variations in emission sources and climate and should be considered “generally” representative of ambient concentrations in the Project Site vicinity. The San Francisco – Arkansas Street station monitors O₃, PM_{2.5}, and PM₁₀, see **Table 3.2-2, San Francisco – Arkansas Street Air Monitoring Station Ambient Pollutant Concentrations**.

**Table 3.2-2
San Francisco – Arkansas Street Air Monitoring Station Ambient Pollutant Concentrations**

Pollutant	Standards ¹	Year		
		2022	2023	2024
Ozone (O₃)				
Maximum 1-hour concentration monitored (ppm)		0.070	0.057	0.040
Maximum 8-hour concentration monitored (ppm)		0.061	0.047	0.038
Number of days exceeding state 1-hour standard	0.09 ppm	0	0	0
Number of days exceeding federal/state 8-hour standard	0.070 ppm	0	0	0
Respirable Particulate Matter (PM₁₀)				
Maximum 24-hour concentration monitored (µg/m ³)		34.2	43.8	n/a ²
Annual average concentration monitored (µg/m ³)		7.4	7.4	n/a ²
Number of samples exceeding state standard	50 µg/m ³	n/a ²	n/a ²	n/a ²
Number of samples exceeding federal standard	150 µg/m ³	0	n/a ²	n/a ²
Fine Particulate Matter (PM_{2.5})				
Maximum 24-hour concentration monitored (µg/m ³)		6.7	n/a ²	n/a ²
Annual average concentration monitored (µg/m ³)		29.0	16.7	n/a ²
Number of samples exceeding federal standard	35 µg/m ³	0	n/a ²	n/a ²

Source: California Air Resources Board. Air Quality Data Statistics. Available at: <https://www.arb.ca.gov/adam>

- 1 Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).
- 2 There was insufficient (or no) data available to determine the value.

The attainment status for the SFBAAB region is included in **Table 3.2-3, Attainment Status of the San Francisco Bay Area Air Basin**. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The SFBAAB region is designated as a nonattainment area for federal ozone and is designated as nonattainment for state ozone, PM₁₀, and PM_{2.5} standards.

Table 3.2-3
Attainment Status of the San Francisco Bay Area Air Basin

Pollutant	State	Federal
Ozone (O ₃)	Non-Attainment	Non-attainment
Particulate Matter (PM ₁₀)	Non-Attainment	Unclassified
Particulate Matter (PM _{2.5})	Attainment	Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead	Attainment	Attainment

Source: BAAD. 2026. *Air Quality Standards and Attainment Status*. Available online at: <http://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status#ten>.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.³

³ Bay Area Air District, *BAAD CEQA Air Quality Guidelines, Chapter 5*, 2022. Available online at: https://www.baaqmd.gov/-/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-5-project-air-quality-impacts_final-pdf.pdf?rev=de582fe349e545989239cbbc0d62c37a&sc_lang=en, accessed September 2025.

To date, the California Air Resources Board (CARB) has designated 244 compounds as TACs. Additionally, CARB has implemented control measures for several compounds that pose high risks and show potential for effective control. Most of the estimated health risks from TACs can be attributed to a relatively few compounds.⁴

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances, including 40 cancer-causing substances. Diesel exhaust is a complex mixture of particulates and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases.⁵

Residential areas are considered sensitive receptors to air pollutants because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to the health effects of air pollution due to their immature immune systems and developing organs.⁶ As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are

⁴ California Air Resources Board, "CARB Identified Toxic Air Contaminants." Available online at: <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed September 9, 2025.

⁵ California Air Resources Board. "Sensitive Receptor Assessment." Available online at: <https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment>, accessed September 9, 2025.

⁶ Office of Environmental Health Hazard Assessment and The American Lung Association of California, "Air Pollution and Children's Health." Available online at: <https://oehha.ca.gov/air/air-pollution-and-childrens-health-fact-sheet-oehha-and-american-lung-association>, accessed September 9, 2025.

generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Based on a review of the existing land uses in the Project vicinity, the closest sensitive receptors include (1) Archbishop Riordan High School to the north (79 feet), (2) Balboa Reservoir Residences⁷ to the west (109 feet), and (3) residences to the north along Judson Avenue (491 feet).

Changes In Environmental Setting Since the Certification of the 2021 Updated FMP EIR

As discussed above, existing ambient air quality and historical trends and projections in the vicinity of San Francisco are documented by measurements made by the BAAD. **Table 3.2-4, Changes in Ambient Pollutant Concentrations**, presents the change in ambient pollution concentrations since the 2021 Updated FMP EIR.

**Table 3.2-4
Changes in Ambient Pollutant Concentrations**

Pollutant	Standards ¹	Year		Change
		2021	2024	
Ozone (O₃)				
Maximum 1-hour concentration monitored (ppm)		0.074	0.040	-0.034
Maximum 8-hour concentration monitored (ppm)		0.055	0.038	-0.017
Number of days exceeding state 1-hour standard	0.09 ppm	0	0	0
Number of days exceeding federal/state 8-hour standard	0.070 ppm	0	0	0
Respirable Particulate Matter (PM10)				
Maximum 24-hour concentration monitored (µg/m ³)		32.2	n/a ²	n/a ²
Annual average concentration monitored (µg/m ³)		8.2	n/a ²	n/a ²
Number of samples exceeding state standard	50 µg/m ³	n/a ²	n/a ²	n/a ²
Number of samples exceeding federal standard	150 µg/m ³	0	n/a ²	n/a ²
Fine Particulate Matter (PM2.5)				
Maximum 24-hour concentration monitored (µg/m ³)		7.1	n/a ²	n/a ²
Annual average concentration monitored (µg/m ³)		22.4	n/a ²	n/a ²
Number of samples exceeding federal standard	35 µg/m ³	0	n/a ²	n/a ²

Source: California Air Resources Board. Air Quality Data Statistics. Available at: <https://www.arb.ca.gov/adam>

1 Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).

2 There was insufficient (or no) data available to determine the value.

⁷ The Balboa Reservoir project was approved in 2020 and construction on the first phase of the project is planned to start in 2025. See <https://balboareservoir.com/the-project/>. Therefore, this analysis assumes residences will be in operation by the time Project construction begins.

Based on pollutant concentrations measured at monitoring stations within the Air Basin, the SFBAAB is classified as either in attainment or non-attainment of federal and state air quality standards. Since the preparation of the 2021 Updated FMP EIR, the Air Basin attainment status has remained the same, with the exception of PM_{2.5}, which has changed from nonattainment to its current attainment status.

3.2.2 REGULATORY FRAMEWORK

Federal Regulations

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (U.S. EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The U.S. EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for nonattainment or attainment designations. **Table 3.2-3, Attainment Status of the San Francisco Bay Area Air Basin**, lists the federal attainment statuses of the criteria pollutants for the SFBAAB.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 187 substances are currently listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The U.S. EPA is establishing regulatory schemes for specific source categories and requires implementation of the Maximum Achievable Control Technologies (MACT) for major sources of HAPs in each source category. State law has established the framework for California’s TAC identification and control program, which is generally more stringent than the federal program and

is aimed at HAPs that are a problem in California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

National Ambient Air Quality Standards

The federal CAA required the U.S. EPA to establish NAAQS. The NAAQS sets primary standards and secondary standards for specific air pollutants. Primary standards define limits for the intention of protecting public health, which include sensitive populations such as asthmatics, children, and the elderly. Secondary Standards define limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. A summary of the federal ambient air quality standards is shown in **Table 3.2-5, National Ambient Air Quality Standards**.

**Table 3.2-5
National Ambient Air Quality Standards**

Pollutant		Primary/Secondary	Averaging Time	Level
Carbon Monoxide		Primary	8 hours	9 ppm
			1 hour	35 ppm
Lead		Primary and secondary	Rolling 3-month average	0.15 µg/m ³
Nitrogen dioxide		Primary	1 hour	100 ppb
		Primary and secondary	Annual	0.053 ppm
Ozone		Primary and secondary	8 hours	0.070 ppm
Particulate Matter	PM2.5	Primary	Annual	12 µg/m ³
		Secondary	Annual	15 µg/m ³
	PM10	Primary and secondary	24 hours	35 µg/m ³
		Primary and secondary	24 hours	150 µg/m ³
Sulfur dioxide		Primary	1 hour	75 ppb
		Secondary	3 hours	0.5 ppm

Source: California Air Resources Board, *Ambient Air Quality Standards*, July 2024. Available online at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf.

State Regulations

California Clean Air Act of 1988

The California CAA of 1988 (CCAA) allows states to adopt ambient air quality standards and other regulations if they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency (Cal EPA), is responsible for the coordination and administration of both

federal and state air pollution control programs within California, including setting the CAAQS. The CCAA, amended in 1992, requires all air quality management districts (AQMDs) in the state to achieve and maintain the CAAQS. The CAAQS are generally stricter than national standards for the same pollutants and have also established state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles, for which there are no national standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California Ambient Air Quality Standards

The federal CAA permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than the respective federal standards. California has also set standards for some pollutants that are not addressed by federal standards. The state standards for ambient air quality are summarized in **Table 3.2-6, California Ambient Air Quality Standards**.

**Table 3.2-6
California Ambient Air Quality Standards**

Pollutant	Averaging Time	Level
Carbon monoxide	8 hours	9 ppm
	1 hour	20 ppm
Lead	30-day average	1.5 µg/m ³
Nitrogen dioxide	1 hour	0.180 ppm
	Annual	0.030 ppm
Ozone	8 hours	0.070 ppm
	1 hour	0.09 ppm
Particulate matter	PM2.5 Annual	12 µg/m ³
	PM10 24 hours	50 µg/m ³
	PM10 Annual	20 µg/m ³
Sulfur dioxide	1 hour	0.25 ppm
	24 hours	0.04 ppm
Sulfates	24 hours	25 µg/m ³
Hydrogen sulfide	1 hour	0.03 ppm
Vinyl chloride	24 hours	0.01 ppm

Source: California Air Resources Board. July 2024. Ambient Air Quality Standards. Available online at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The U.S. EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The 2017 Clean Air Plan, “Spare the Air, Cool the Climate,” is the SIP for SFBAAB. The 2017 Clean Air Plan is a regional blueprint for achieving air quality standards and healthful air in the SFBAAB. The 2017 Clean Air Plan focuses on two closely related goals: protecting public health and protecting the climate. Consistent with the greenhouse gas (GHG) reduction targets adopted by the state of California, the plan lays the groundwork for a long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The 2017 plan also addressed a multi-pollutant strategy to simultaneously reduce emissions and ambient concentrations of ozone, fine particulate matter, toxic air contaminants, as well as GHGs. The control strategy focuses on the following priorities: reduce emissions of criteria air pollutants and TACs from all key sectors; reduce emissions of “super-GHGs” such as methane, black carbon, and fluorinated gases; decrease demand for fossil fuels (gasoline, diesel, and natural gas); and decarbonize the energy system.⁸

California Air Toxics “Hot Spots” Information and Assessment Act (AB 2588)

The California Air Toxics Program is supplemented by the Air Toxics “Hot Spots” program, which became law (Assembly Bill (AB) 2588, Statutes of 1987) in 1987. In 1992, the AB 2588 program was amended by Senate Bill 1731 to require facilities that pose a significant health risk to the community to perform a risk reduction audit and reduce their emissions through implementation of a risk management plan. Under this program, which is required under the Air Toxics “Hot Spots” Information and Assessment Act (Section

⁸ BAAD, *Clean Air Plan 2017*, Adopted April 2017. Available online at: [https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a-proposed-final-cap-vol-1-pdf.pdf?la=en](https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a-proposed-final-cap-vol-1-pdf.pdf?la=en), accessed September 9, 2025.

44363 of the California Health and Safety Code), facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks when present.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by the U.S. EPA as hazardous air pollutants and by CARB as TACs. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.⁹

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted “The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments” in accordance with the Health and Safety Code, Section 44300. The Final Guidance Manual incorporates the scientific basis from three earlier developed Technical Support Documents to assess risk from exposure to facility emissions. The 2015 OEHHA Final Guidance has key changes, including greater age sensitivity for children, decreased exposure durations, and higher breathing rate profiles. Because cancer risk could be up to three times greater using this new guidance, it may result in greater mitigation requirements, more agency backlog, and increased difficulty in getting air permits.

Regional

Bay Area Air District

BAAD is the primary agency responsible for assuring that the NAAQS and CAAQS are attained and maintained in the Bay Area. BAAD’s jurisdiction includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, and the southern portions of Solano and Sonoma counties. The Air District’s responsibilities in improving air quality in the region include: preparing plans for attaining and maintaining air quality standards; adopting and enforcing rules and regulations; issuing permits for stationary sources of air pollutants; inspecting stationary sources and responding to citizen complaints; monitors air quality and meteorological conditions; awarding grants to reduce mobile emissions; implementing public outreach campaigns; and assisting local governments in address climate change.

⁹ Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA’s *Air Toxics Hot Spot Program Risk Assessment Guidelines*. Available online at: <https://oehha.ca.gov/air/cmr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>, accessed September 30, 2025

The BAAD recommends that all proposed projects implement the following Basic Best Management Practices for Construction-Related Fugitive Dust Emissions:¹⁰

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
9. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Local

City of San Francisco

As an entity within the State of California Community Colleges system, CCSF is generally not subject to local regulations. In addition, CCSF may choose to exempt itself from local planning and zoning requirements with respect to classroom uses. However, it is CCSF's policy to be generally consistent with

¹⁰ Bay Area Air District. *BAAD CEQA Air Quality Guidelines, see Table 5-2*. 2022. Available online at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed September 9, 2025.

applicable local plans, policies, and regulations to the extent feasible. City plans and regulations relevant to air quality impacts analysis are summarized below.

City of San Francisco General Plan

The *City of San Francisco General Plan* (General Plan) is a planning document that defines a long-term vision for the City. The development of the Air Quality Element of the General Plan is intended to improve air quality and to achieve and maintain compliance with State and federal air quality standards in the Bay Area.¹¹ Applicable goals and policies related to air quality from the *General Plan* are listed below:

Objective 1 Adhere to state and federal air quality standards and regional programs.

Policy 1.1 Cooperate with regional agencies to promote air quality improvement in San Francisco which, in turn, will contribute to air quality improvements at the regional level.

Policy 1.2 Adhere to State and Federal air quality standards in the future through sustained efforts and continued budgetary resources.

Policy 1.3 Support and encourage implementation of stationary control measures established by the State.

Objective 4 Improve air quality by increasing public awareness regarding the negative health effects of pollutants generated by stationary and mobile sources.

Policy 4.3 Minimize exposure of San Francisco's population, especially children and the elderly, to air pollutants.

Objective 5 Minimize particulate matter emissions from road and construction sites.

Policy 5.1 Continue policies to minimize particulate matter emissions during road and building construction and demolition.

Policy 5.2 Encourage the use of building and other construction materials and methods which generate minimum amounts of particulate matter during construction as well as demolition.

¹¹ City of San Francisco, *San Francisco General Plan Air Quality Element*, Amended January 2023. Available online at: https://generalplan.sfplanning.org/I10_Air_Quality.htm, accessed September 9, 2025.

San Francisco Clean Construction Ordinance

The Project Site is located within an Air Pollutant Exposure Zone (APEZ), as defined by the City of San Francisco.¹² City and County projects located in an APEZ must comply with the following requirements. The Project would meet the equipment requirements through use of Tier 4 Final construction equipment (see Project Impact discussion).

Equipment Requirements:

- Use Tier 2 or higher engines and the most effective Verified Diesel Emission Control Strategies (Tier 4 engines automatically meet this requirement) for the engine type as certified by the Air Resources Board (ARB);
- Prohibit portable diesel engines where access to alternative sources of power are available;
- Restrict idling to two minutes; and
- Properly maintain and tune equipment in accordance with manufacturer specifications.

Construction Emissions Minimization Plan shall be prepared and include the following:

- An equipment inventory which shall include estimates of the construction timeline by phase with description of each piece of off-road equipment required for each phase;
- Signage indicating idling limits and engine/Verified Diesel Emission Control Strategies requirements; and
- Certification Statement.

Monitoring shall begin at the start of construction activities and include:

- Quarterly reports documenting compliance with the Emissions Plan, which shall be maintained at the project site; and
- Final report summarizing construction activities.

¹² City of San Francisco, "San Francisco Property Information – Map Viewer." Available online at: <https://sfplanninggis.org/pim/map/?search=1%20DR%20CARLTON%20B%20GOODLETT%20PL&layers=Air%20Pollutant%20Exposure%20Zone>, accessed October 9, 2025

Changes In Regulatory Setting Since the Certification of The 2021 Updated FMP EIR

BAAD CEQA Guidelines Update. The 2022 BAAD CEQA Air Quality Guidelines (BAAD Guidelines) include a new chapter with best practices for centering Environmental Justice, health, and equity; a new appendix with the rationale for the recommended climate impacts thresholds of significance; a new appendix to assist with developing community-scale greenhouse gas (GHG) reduction strategies aligned with the State CEQA Guidelines and the Air District's plan-level thresholds; an appendix with guidance on using the California Emissions Estimator Model (CalEEMod 2022) for Bay Area projects; and a new criteria pollutants and precursors screening tool for mixed land use projects. Since the certification of the 2021 Updated FMP EIR, there have been no changes that would affect the project's environmental review or compliance requirements.

City of San Francisco General Plan Update. San Francisco adopted an update to the Housing Element of the General Plan in January 2023 (adoption commenced in the 2022 reporting period). San Francisco also adopted a Safety and Resilience Element in December 2022. This new element replaces the former 2012 Community Safety Element and incorporates stronger and additional content on climate resilience, environmental justice, and racial and social equity. In addition to the pandemic, sea level rise, and poor air quality, the Safety and Resilience Element provides comprehensive policies for minimizing the City's contribution to the climate crisis and ensuring local resilience to all hazards. The General Plan Air Quality Element has not been redrafted since its adoption in 1997. Since the certification of the 2021 Updated FMP EIR, there have been no changes that would affect the project's environmental review or compliance requirements.

City of San Francisco Climate Action Plan. San Francisco's most recent Climate Action Plan (the Plan) was released in 2021, with a Water Supply addendum in 2023. The Plan charts a pathway to achieve net-zero greenhouse gas (GHG) emissions. It works toward addressing racial and social equity, public health, economic recovery, resilience, and providing safe and affordable housing to all. At the time of preparing this analysis, San Francisco's update of its Climate Action Plan was still in progress.¹³ Since the certification of the 2021 Updated FMP EIR, there have been no changes that would affect the project's environmental review or compliance requirements.

Overall, although there were minor changes to the BAAD CEQA Guidelines discussed above, there are no changes that would affect the project's environmental review or compliance requirements.

¹³ City of San Francisco, *San Francisco Climate Action Plan*, Available at: <https://www.sfenvironment.org/climateplan>

3.2.3 SUMMARY OF PRIOR ANALYSIS

Updated FMP Program and Individual Projects under the Updated FMP. The 2021 Updated FMP EIR found that the Updated FMP, including the individual projects, would not conflict with or obstruct implementation of the applicable Bay Area 2017 Clean Air Plan. However, construction of the Updated FMP was found to generate potentially significant criteria air pollutant and ozone precursor emissions. The 2021 Updated FMP EIR found that with implementation of BAAD measures outlined in Mitigation Measure **MM-AQ-1**, these potential impacts would be reduced to a less-than-significant level. The 2021 Updated FMP EIR found that operation of the Updated FMP and individual projects would generate criteria air pollutant and ozone precursor emissions at a less-than-significant level. In addition, the Updated FMP program and the individual projects would not generate significant emissions that would expose sensitive receptors to substantial pollutant concentrations during construction and operation.

The Updated FMP program and associated individual projects was found not to generate emissions that create objectionable odors affecting a substantial number of people.

Cumulative air quality impact of the Updated FMP program and associated individual projects was found to be less than significant.

2021 Updated FMP EIR Mitigation Measures

MM AQ-1 BAAD Basic Construction Mitigation Measures

- For all projects, BAAD recommends the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable Thresholds of Significance.
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

3.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the most recent update of the *State CEQA Guidelines*, the Project could result in significant impacts to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Section 15064.7 of the *State CEQA Guidelines* provides that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. The potential air quality impacts of the Project are, therefore, evaluated according to thresholds developed by the BAAD, which are discussed below.

BAAD Thresholds

The 2022 BAAD CEQA Air Quality Guidelines (BAAD Guidelines)¹⁴ set forth methodologies and quantitative significance thresholds that a lead agency may use to estimate and evaluate the significance of a project's air emissions, see **Table 3.2-7, Bay Area Air District Regional Significance Thresholds**. The BAAD has also established significance thresholds for the excess health risks posed to nearby sensitive receptors, see **Table 3.2-8, Health Risk Significance Thresholds**.

**Table 3.2-7
Bay Area Air District Regional Significance Thresholds**

Pollutant	Construction-Related	Operational-Related	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NOx	54	54	10
PM10	82 (exhaust)	82	15
PM2.5	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 (1-hour average)	
Fugitive Dust	Best Management Practices		None

Source: BAAD Guidelines. Available online at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

**Table 3.2-8
Health Risk Significance Thresholds**

Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influences)
Excess Cancer Risk	>10 per one million	>100 per one million
Hazard Index	>1.0	>10.0
Incremental Annual PM2.5	>0.3 ug/m ³	>0.8 ug/m ³

Source: BAAD Guidelines. Available online at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

¹⁴ Bay Area Air District, *BAAD CEQA Air Quality Guidelines*, 2022. Available online at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

3.2.5 METHODOLOGY

Construction and operational criteria air pollutant emissions were calculated in the California Emissions Estimator Model (CalEEMod) and were compared to the BAAD's significance thresholds. Average daily emissions from Project construction and operation were calculated, including both on-site and off-site activities.

The analysis examines temporary construction emissions, long-term operational emissions, localized pollutant concentrations, TACs, and odors. Common sources of construction emissions include heavy-duty off-road construction equipment exhaust, fugitive dust, and architectural coatings. Sources of operational emissions include the use of consumer products, motor vehicle trips attracted to or generated by a land use, and on-site combustion of natural gas. This Project would only include operational area source emissions, which include consumer products, architectural coatings, and landscape equipment.¹⁵ Consistent with the requirements of CEQA, this analysis reflects a best-effort approach to disclose all reasonably foreseeable impacts based on currently available information.

3.2.6 ENVIRONMENTAL IMPACTS

Impact AQ-1 The proposed Project would not conflict with or obstruct implementation of the applicable air quality plan

The most recent clean air plan is the Bay Area 2017 Clean Air Plan, which was adopted by BAAD in April 2017. The Plan includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Projects that are consistent with the development of a regional or local air quality plan are considered not to conflict with the attainment of air quality standards identified in the plan.

Consistency with the air quality plan can be determined through evaluation of project-related air quality impacts and demonstration that project-related emissions would not increase the frequency or severity of existing violations or contribute to a new violation of the national ambient air quality standards. The 2022 BAAD Guidelines include thresholds of significance that are applied to evaluate regional impacts of project-specific emissions of air pollutants and their impact on BAAD's ability to reach attainment. Emissions that are above these thresholds have not been accommodated in the air quality plans and would not be consistent with the air quality plans. The Project would not conflict with the latest Clean Air planning efforts because emissions would not exceed BAAD thresholds (see **Table 3.2-8, Construction-Related Criteria Pollutant Emissions – Average Pounds per Day**, and **Table 3.2-9, Estimated Operational**

¹⁵ California Emissions Estimator Model, *Appendix C Emission Calculation Details for CalEEMod*. 2022. Available at: https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf

Emissions, in **Impact AQ-2**). Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

Impact AQ-2 The proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or project air quality violation. To determine Project significance, emissions were compared to the BAAD construction and operational air quality thresholds.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project vicinity include ozone-precursor pollutants (i.e., ROG and NO_x), PM₁₀, and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only when construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the BAAD's thresholds of significance.

Construction is expected to be completed in three phases, over a period of 18 months to 21 months. See **Section 2.0, Project Description**. Construction activities would generate emissions of ozone precursors (ROG and NO_x), CO, and dust (PM₁₀ and PM_{2.5}). Construction activity under the Project has the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips to and from the Project Site. Fugitive dust (PM₁₀ and PM_{2.5}) emissions would primarily result from demolition and grading activities. NO_x emissions, a precursor emission to ozone, would primarily result from the use of construction equipment. During the finishing phases, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release ROGs, the other precursor emission to O₃. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Please refer to **Appendix C** for more information related to the construction assumptions associated with the Project.

Construction-generated emissions associated with the Project were calculated using CalEEMod. Predicted average daily construction-generated emissions for the Project are summarized in **Table 3.2-9, Construction-Related Criteria Pollutant Emissions – Average Pounds per Day**. As shown in **Table 3.2-9**,

the average daily emissions generated during the construction of the Project would not exceed the BAAD construction emission thresholds for any of the Project phases or a worst-case construction scenario with both phases overlapping. Therefore, impacts associated with construction emissions are considered less than significant.

**Table 3.2-9
Construction-Related Criteria Pollutant and Precursor Emissions – Average Daily Emissions**

Construction Year	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2027	0.86	7.94	9.75	0.02	1.14	0.51
2028	0.44	2.71	4.21	0.01	0.34	0.13
Regional Threshold	54	54	None	None	82	54
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences, October 2025. See Appendix C to this SEIR.

Note: While the BAAD thresholds of significance identify particulate matter thresholds for exhaust only, this table has conservatively presented the total (exhaust and dust) particulate matter emissions.

Operational Emissions

Operational emissions of the Project would comprise emissions associated with area source emissions from sources such as or related to consumer products, architectural coatings, and landscape equipment. With respect to mobile source emissions, the proposed Project would serve a portion of the unmet student, faculty, and staff parking demand that's already coming to the area (e.g., parking on the streets further away from the campus) and therefore would not increase operational mobile emissions. See Section 3.4, Transportation. **Table 3.2-10, Estimated Operational Emissions**, presents total operational emissions associated with the Project. As shown in **Table 3.2-10**, operational emissions from the Project would not exceed BAAD thresholds of significance for average daily emissions or annual emissions. As such, impacts associated with operational emissions would be less than significant.

**Table 3.2-10
Estimated Operational Emissions**

Emissions Source	ROG	NOx	PM10	PM2.5
Average Daily Emissions				
Mobile Source (lbs./day)	0	0	0	0
Area Source (lbs./day)	0.74	0.04	0.01	0.01
Energy Source (lbs./day)	0	0	0	0
Total Average Daily Operational Emissions (lbs./day)	0.74	0.04	0.01	0.01
Average Daily Emissions Thresholds (lbs./day)	54	54	82	54
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Annual Emissions (tons/year)				
Mobile Source (tons/year)	0	0	0	0
Area Source (tons/year)	0.13	0.01	<0.01	<0.01
Energy Source (tons/year)	0	0	0	0.
Total Annual Operational Emissions (tons/year)	0.13	0.01	0.01	0.01
Annual Thresholds (tons/year)	10	10	15	10
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences, October 2025. See Appendix C to this SEIR.

Public Health

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et al.* (2018) 6 Cal.5th 502 , which determined that an environmental review must adequately analyze a project's potential impacts and inform the public how its bare numbers (i.e., emissions estimate only) translate to a potential adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. As discussed previously, the SFBAAB is in state non-attainment for Ozone (O₃), PM10, and PM2.5 and federal non-attainment for O₃ and PM2.5. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and NOx) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region.

As discussed above, Project operations would not exceed BAAD thresholds of significance. Also discussed previously, the Project would not conflict with or obstruct implementation of the Clean Air Plan, which

has been prepared to achieve the national and state air pollution standards set at levels to protect human health. Therefore, public health impacts associated with the criteria pollutant emissions for the Project would be less than significant. With respect to the Project's potential TAC and DPM impacts upon sensitive receptors, please refer to the discussion under **Impact AQ-3**.

Impacts would be less than significant without mitigation. However, the Project would be required to adhere to the 2021 Updated FMP EIR **Mitigation Measure AQ-1** below.

Mitigation Measures

MM AQ-1 The following BAAD Basic Best Management Practices for Construction-Related Fugitive Dust Emissions shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall

respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

- Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
- Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have a maximum of 50 percent air porosity.
- Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Minimize the amount of excavated material or waste materials stored at the site.
- Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days.

Impact AQ-3 The proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

Toxic Air Contaminants

The primary sources of potential TACs under the Project would be construction activity and the associated generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading, paving, and other construction activities. The amount to which nearby sensitive receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk. Health-related risks associated with diesel exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

According to the BAAD, a project would result in a significant impact if it would individually expose sensitive receptors to TACs, resulting in an increased cancer risk greater than 10.0 in one million; increase

non-cancer risk of greater than 1.0 on the hazard index (chronic or acute); or result in an annual average PM_{2.5} increase greater than 0.3 µg/m³.¹⁶

In March 2015, the OEHHA adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). A Construction HRA was prepared for the Project and is included in **Appendix C** to this SEIR. The Construction HRA was performed in accordance with the revised OEHHA Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015).

Based on the Project's construction assumptions and CalEEMod data, daily DPM and PM_{2.5} emissions were assessed for potential health risks to the nearest off-site sensitive receptors. As discussed in **Section 3.2.3**, the proposed Project is located within a designated Air Pollution Exposure Zone (APEZ) as defined by the City of San Francisco. CCSF, in commitment to the San Francisco Clean Construction Ordinance Air Pollution Exposure Zone requirements, would comply with the equipment requirements set forth in the Clean Construction Ordinance by incorporating the use of Tier 4 Final equipment. Tier 4 Final equipment engines automatically meet Verified Diesel Emission Control Strategies requirements. Implementation of **Mitigation Measure AQ-2** would require construction equipment exceeding 25 horsepower that would operate for more than 20 total hours to meet the Tier 4 emission standards. Equipment with Tier 4 compliant emissions can reduce construction emissions by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.¹⁷

The American Meteorological Society (AMS) / U.S. EPA Regulatory Model (AERMOD) was utilized to quantify the concentrations of DPM and PM_{2.5} at the nearest sensitive receptors, and a worst-case receptor location was analyzed. AERMOD is a steady-state plume modeling system specially designed to support the U.S. EPA's regulatory modeling programs. AERMOD allows the user to conduct site-specific modeling with the use of various inputs, including source types, receptor locations, terrain data, meteorological conditions, and much more. Please refer to **Appendix C** to this SEIR for all assumptions and inputs associated with the Project's Construction HRA. As shown in **Table 3.2-10, Construction Health Risk Summary**, the maximum health risks at the nearest residential and high school sensitive receptors (i.e.,

¹⁶ Bay Area Air District, *BAAD CEQA Air Quality Guidelines*, 2022. Available online at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

¹⁷ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 1 and Tier 2 with Tier 4 final emissions standards. Tier 1 PM emissions standards were established for equipment with 25- <50 horsepower and equipment with horsepower <175. Tier 1 emissions standards for these engines were compared against Tier 4 final emissions standards, resulting in a 96 percent reduction in PM. The EPA established PM standards for engines with horsepower between 50-<175 as part of the Tier 2 emission standards. For these engines Tier 2 emissions standards were compared against Tier 4 final emissions standards, resulting in between 93-95 percent reduction in PM.

residences to the west and Archbishop Riordan High School north of the Project Site) would be less than the BAAD thresholds of significance for incremental cancer risk, non-cancer risk, and annual PM2.5 concentrations. Health risks at locations farther than this maximum impact receptor would be further reduced and, thus, impacts to sensitive receptors would be less than significant with mitigation.

**Table 3.2-11
Construction Health Risk Summary**

Scenario	Incremental Cancer Risk	Non-Cancer Chronic Risk	Annual PM2.5 Concentrations (ug/m3)
Project Construction (Max Resident)	3.79	0.012	0.03 ug/m3
Project Construction (Max High School Student)	0.897	0.012	0.06 ug/m3
BAAD Threshold of Significance	>10.0 per one million	>1.0	>0.3 ug/m3
Significant Impact?	No	No	No

Source: See *Appendix C* to this SEIR for the Project's Construction Health Risk Assessment.

The proposed Project operation impacts related to increased health risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors, or by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs.

The proposed Project would not generate new parking demand or vehicle trips but instead would accommodate a portion of the vehicle parking demand generated by students, employees (including the relocated campus police and custodial services), and visitors at the Ocean Campus. Therefore, operation of the Project would not generate TAC or PM2.5 emissions that could affect the health of sensitive receptors. As such, the Project would not contribute to human health risk to nearby receptors during operation, and the Project would not contribute to any cumulative human health risk impact.

Carbon Monoxide Hotspots

The BAAD Guidelines include screening criteria for localized carbon monoxide (CO) concentrations. The BAAD Guidelines state that a proposed project would be considered to have a less than significant CO concentration if:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.

2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, bridge underpass, natural or urban street canyon, below-grade roadway).

As discussed in **Section 3.5, Transportation**, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Furthermore, peak hour traffic volumes at the studied intersections would reach up to 618 vehicles during peak hours. As such, the Project would not have the potential to increase traffic volumes at affected intersections to more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards. Impacts with respect to localized CO concentrations would be less than significant.

Mitigation Measures

MM AQ-2 All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT determination, and CARB or BAAD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

Impact AQ-4 **The proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

The BAAD Guidelines identify certain land uses as sources of odors. These land uses include wastewater treatment plants, food processing facilities, composting facilities, petroleum refineries, chemical manufacturing, landfills, dairies, and fiberglass manufacturing. The Project would not include any of the land uses that have been identified by the BAAD as odor sources.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term

in nature and cease upon buildout. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and this impact would be less than significant.

3.2.7 CUMULATIVE IMPACTS

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from cumulative projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.¹⁸ The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, cumulative criteria air pollutant analysis is presented in Impacts AQ-2 concluded that cumulative criteria air pollutant impacts would be less than significant.

The proposed project and cumulative projects in the vicinity such as the Balboa Reservoir Development would result in cumulative emissions of toxic air contaminants, including diesel particulate matter emissions from new vehicle trips, as well as diesel emissions from construction activities.

As described in Impact AQ-3, above, the proposed parking garage would not generate new parking demand or vehicle trips but instead would accommodate a portion of the vehicle parking demand generated by students, employees (including the relocated campus police and custodial services), and visitors at the Ocean Campus. Therefore, it would not pose a significant health impact during operations even in combination with other nearby sources. However, the project would involve construction activities that require off-road equipment that emit diesel particulate matter and other toxic air contaminants. Therefore, the proposed project would result in a considerable contribution to significant cumulative health risks. This would be a significant cumulative impact. Implementation of **Mitigation Measure M-AQ-1** and **M-AQ-2**, would reduce the project's diesel particulate emissions by as much as 95-96 percent and would reduce the project's contribution to cumulative health risk impacts to a less-than-significant with mitigation level.

¹⁸ Bay Area Air District, *BAAD CEQA Air Quality Guidelines*, April 2022

The proposed project and cumulative projects would generate some odors during construction, but odors would be temporary. Upon completion of construction activities, cumulative projects combined with the proposed project would not generate substantial odors. Therefore, cumulative odor impacts would be considered less than significant.

3.2.8 CONCLUSION

The 2021 Updated FMP EIR determined that the Updated FMP construction and operational emissions were below the regional thresholds of significance established by the BAAD. The Updated FMP implemented **MM AQ-1**, the BAAD Basic Best Management Practices for Construction-Related Fugitive Dust Emissions. The 2021 Updated FMP also determined it would have less than significant impacts on applicable air quality plans and less than significant impacts related to the emission of odors.

Similarly, **Table 3.2-9** and **Table 3.2-10** demonstrate that the construction and operational emissions for the proposed Project are below the regional thresholds of significance established by BAAD. Moreover, the proposed Project would implement BAAD Basic Best Management Practices for Construction-Related Fugitive Dust Emission. Additionally, any potential odor impacts to adjacent land uses will be short-term and insubstantial. Therefore, similar to the Updated FMP, the air quality impacts from both construction and operation phases of the proposed Project are less than significant with mitigation.

3.2.9 REFERENCES

- Bay Area Air District. *BAAD CEQA Air Quality Guidelines, see Table 5-2*. 2022. Available online at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed September 9, 2025.
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- California Air Resources Board. "CARB Identified Toxic Air Contaminants." Available online at: <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed September 9, 2025.

California Air Resources Board. "Sensitive Receptor Assessment." Available online at: <https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment>, accessed September 9, 2025.

California Emissions Estimator Model. *Appendix C Emission Calculation Details for CalEEMod*. 2022. Available online at: https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf, accessed October 9, 2025.

City of San Francisco. *San Francisco General Plan Air Quality Element*. Amended January 2023. Available online at: https://generalplan.sfplanning.org/I10_Air_Quality.htm, accessed September 9, 2025.

City of San Francisco. "San Francisco Property Information – Map Viewer," Available online at: <https://sfplanninggis.org/pim/map/?search=1%20DR%20CARLTON%20B%20GOODLETT%20PL&layers=Air%20Pollutant%20Exposure%20Zone>, accessed October 9, 2025.

Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA's *Air Toxics Hot Spot Program Risk Assessment Guidelines*. Available online at: <https://oehha.ca.gov/air/crrr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>, accessed March 31, 2023.

Office of Environmental Health Hazard Assessment and The American Lung Association of California. "Air Pollution and Children's Health." Available online at: <https://oehha.ca.gov/air/air-pollution-and-childrens-health-fact-sheet-oehha-and-american-lung-association>, accessed September 9, 2025.

3.3 CULTURAL RESOURCES

INTRODUCTION

This section describes the existing cultural resource conditions of the Project Site. It also discusses the potential impact on historical resources as a result of construction and operation activities associated with the implementation of the proposed Project. This section will also focus on a comparison of the proposed Project to the 2021 Updated FMP impact on historical resources.

3.3.1 ENVIRONMENTAL SETTING

CCSF Ocean Campus

CCSF's Ocean Campus is a concentration of sites, buildings, structures, and objects. These features are the physical evidence of past uses, events, and associations. They reflect a variety of activities occurring at one time, as well as evolving functions in different periods of time. Not all are historic or contribute to the significance for which the districts meet the eligibility criteria.

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

College Hill is historically, physically, and topographically central to the Ocean Campus. The hill, with the Science Hall and Cloud Hall atop it, is the predominant feature of the campus. The rest of the campus surrounds College Hill on three sides; north of College Hill are buildings associated with the creative arts, including the Creative Arts building, Creative Arts Extension, Visual Arts building, and the Ornamental Horticulture facilities. East of College Hill are the outdoor athletic facilities – a soccer pitch, tennis courts, and track and field/football stadium. The campus area west of Frida Kahlo Way that includes the Project Site, the STEAM building, the empty lot planned for the Diego Rivera Theater, and the Harry Britt Building is geographically disconnected from the concentrated campus to the east of Frida Kahlo Way.

The portion of the campus located east of the Project Site contains two eligible historic districts: the Historic Core District and the Modern Architecture Historic District. The Modern Architecture Historic District

encompasses the Historic Core District and represents a broader concentration of historically significant campus development.

The Historic Core District is bounded by Cloud Circle to the north, east, and south, and Frida Kahlo Way (formerly Phelan Avenue) to the west. This district encompasses College Hill and includes Science Drive, as well as the Science Hall and Cloud Hall buildings. The Modern Architecture Historic District includes the entire Historic Core District and extends across a larger portion of the Ocean Campus. Its geographic extent includes the northern campus area containing the Visual Arts and Creative Arts buildings and extends south and east to include Smith Hall and the Statler Wing, the Student Union, and Batmale Hall. The district also includes the system of pedestrian circulation structures that interconnect these buildings and were integral to the campus's original design (see **Figure 3.3-1, Eligible Historic Districts**).

Science Hall (1940), the first permanent building constructed on the campus, is individually eligible for listing in the National Register of Historic Places and the California Register of Historical Resources (see **Figure 3.3-1, Eligible Historic Districts**).

Historic Context

The description below is based on the Historical Resource Assessment prepared for the campus in support of the Updated FMP.¹

Ocean Campus Historic Context

The Ocean Campus site was purchased in 1854 by the city of San Francisco from John Horner to establish the San Francisco Industrial School, which opened in 1859 as California's first institution for neglected and delinquent youths under the Industrial School Act of 1858. Modeled after penitentiaries, the school aimed to detain, educate, and reform children. Between 1874 and 1876, the city built the House of Correction (Ingleside Prison) for adult men on the same grounds, separated by a fence. Despite public criticism over harsh conditions, the Industrial School operated for 33 years before closing in 1892, with students transferred to other reformatories. The building was then converted into a women's prison, which, despite severe damage from the 1906 earthquake, continued operations until 1934.

The San Francisco Board of Education authorized the creation of San Francisco Junior College (now City College of San Francisco) on February 15, 1935, with Dr. Archibald Jeter Cloud as its first president. Opening on August 26, 1935, the college aimed to provide an alternative to four-year universities or low-skill vocations, offering both transferable academic courses and semi-professional programs. Initial classes

¹ Garavaglia Architecture, *City College of San Francisco Ocean Campus Historical Resources Evaluation*, September 2020.

were held in multiple temporary locations across San Francisco, serving 1,483 students from California, other U.S. states, and international locations.

As enrollment grew, the Board sought a centralized campus and, in 1936, selected a city-owned 33-acre site in Ingleside, which was later expanded to 58 acres. Architect Timothy Pflueger designed a campus including the Science Hall, library, auditorium, student union, and administrative buildings, incorporating public art by WPA artists and Diego Rivera's *Pan American Unity* mural. Construction began in 1938; the Science Hall and two gymnasiums were completed by late 1940 and occupied in January 1941.

World War II temporarily halted expansion, with programs adapted to support the war effort. Post-war enrollment surged with the G.I. Bill, reaching over 5,500 students, prompting temporary facilities (West Campus) and student housing (Hurley Village) in 1946. The college renamed itself City College of San Francisco in 1948.

Permanent campus expansion resumed under President Louis Conlan and Timothy Pflueger's successor, Milton Pflueger, in the 1950s to 1970s. Key buildings included the following (see **Figure 3.3-1, Eligible Historic Districts**):

- **Cloud Hall (1952–1954):** Library, classrooms, offices, and labs.
- **Smith Hall/Student Union (1954–1963):** Cafeteria, bookstore, Hotel & Restaurant program, and Statler Wing addition.
- **Arts-Classroom Building (1959–1962) and Creative Arts Extension (1970–1972):** Classrooms, theater, and Diego Rivera mural installation.
- **Educational Services Facility / Conlan Hall (1966–1968):** Administrative offices and lecture halls.
- **Visual Arts Building (1968–1970) and Student Union (1969–1970):** Classrooms, studios, and student services.
- **Social Sciences Classroom and Laboratory Building / Batmale Hall (1974–1978).**

Campus landscaping was enhanced in the 1960s to 1970s, including terracing, pathways, and gardens, with contributions from students and professional landscape architects. CCSF's public art collection expanded during this period, featuring works by Diego Rivera, Dudley Carter, Beniamino Bufano, and others.

Athletic facilities evolved from the original gyms (1940) to a track, football stadium (1960s–1990s), tennis courts (1974), and later the Fitness Center. Temporary structures and bungalows addressed enrollment pressures but were gradually replaced by permanent buildings.

In the 2000s, campus development included the Orfalea Family Center, Student Health Center, Community Health and Wellness/Fitness Center, and the Multi-Use Building at West Campus (2009), continuing the expansion and modernization of CCSF's Ocean Campus.

Project Site Historic Context

In 1957, the Public Utilities Commission (PUC) began the construction of two large water reservoirs on the western portion of the Ocean Campus. After three years, the project stalled; the PUC had excavated and paved the reservoirs with asphalt, but they had insufficient funds to complete the project. They never finished or filled the reservoirs, and by 1963, students and faculty used the basins as de facto parking lots. The Multi-Use Building (MUB), south of the Project Site, was the first building constructed in the West Campus on the former paved basins being used as parking lots. MUB was built in 2009. Further construction has occurred on the West Campus in the form of the newly completed STEAM Center, which was occupied in Spring 2025.

Historic Resource Evaluation Findings

Historic Buildings

The Historic Resource Evaluation (HRE) evaluated eleven buildings for their potential for individual eligibility. To be potentially eligible for individual listing on the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR), a building must usually be at least 50 years old, must have historic significance, and must retain its physical integrity. A contributor to a district may be less than 50 years of age. The CCSF Ocean Avenue campus (or Ocean Campus) was initially established with the completion of the Science Hall in 1940.

The HRE addressed fourteen individual buildings on campus that by the year 2030² will be 45 years of age, having been built in or prior to 1985. At the time of the preparation of the HRE, three of these buildings were evaluated for the 2004 FMP EIR. These buildings are the Science Hall, Cloud Hall, and California Bookstore.³ The Science Hall and the Cloud Hall were evaluated for the 2004 FMP EIR and found eligible for the NRHP and CRHR: the Science Hall and the Cloud Hall. However, the findings of the HRE prepared

² The Updated FMP sets the framework and guides future CCSF development through 2030.

³ The evaluation in 2004 of historic buildings included two additional buildings that were extant at the time of the preparation of the 2021 HRE: the 1949-constructed Childcare Center and the Men's and Women's Gymnasium.

for the 2021 Updated FMP EIR determined that Cloud Hall is not individually eligible. The HRE concluded that Cloud Hall is a contributor to the historic district that includes the historic core of the campus (described below).

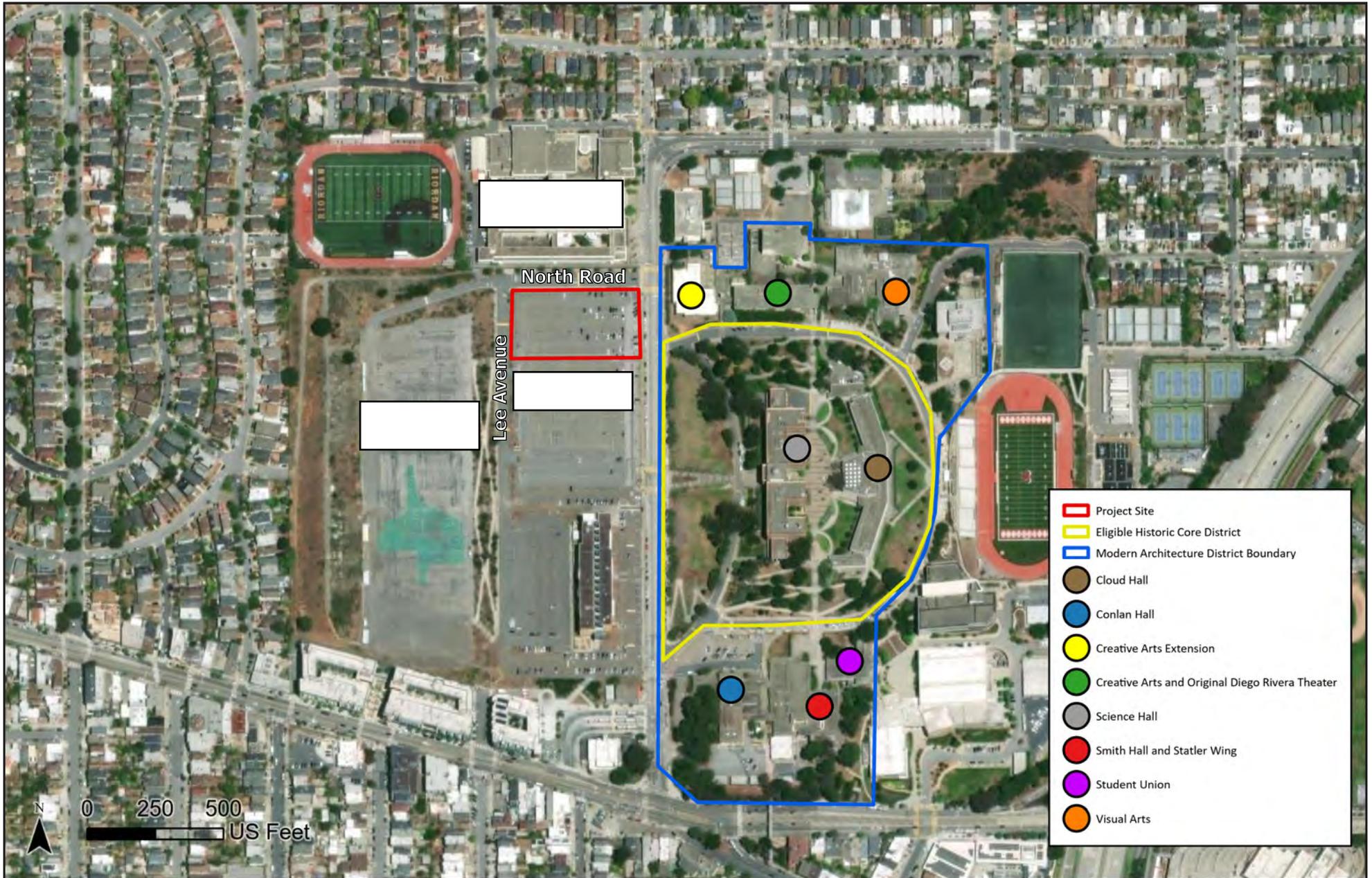
The remaining eleven buildings analyzed in the HRE prepared for the 2021 Updated FMP EIR are Smith Hall (1955) and Statler Wing (1963,1973), Creative Arts (1961), Ornamental Horticulture and Floristry (1964-5), Conlan Hall (1968), Bungalows 201-208 (1969), Student Union (1970), Extended Opportunity Program and Services Building (1970), Visual Arts (1970), Creative Arts Extension (1972), and Batmale Hall (1978). None of these buildings was found eligible for individual listing on the NRHP or CRHR.

The HRE did not assess any of the post-1985-built buildings, as they will not be 50 years old in 2030.

Historic Core District

The HRE prepared for the 2021 Updated FMP EIR found that the entire Ocean Campus is not an NRHP or CRHR-eligible historic district. However, the HRE identified two historic districts within the campus, the Historic-Core District and the Modern Architecture Historic District (see **Figure 3.3-1, Eligible Historic Districts**).

East of the Project Site, a portion of the Ocean Campus, the “historic-core district,” is significant on the local level as an eligible historic district. The boundary of this district, within the campus, is Cloud Circle on the north, east, and south, and Frida Kahlo Way (formerly referred to as Phelan Avenue) on the west. The district includes College Hill, Cloud Circle, Science Drive, the Science Hall, and Cloud Hall. All are contributors to the district; only the Science Hall is individually eligible. This district was determined eligible as (1) it is representative of the creation of the City College of San Francisco and the early junior college movement in the San Francisco Bay Area; (2) it is the work of a master and embodies the distinctive character of a place of higher education. Its period of significance is 1940-1954, with the construction of the core campus on College Hill, which includes the first two permanent classroom buildings (Cloud Hall and Science Hall). Master architect Timothy Pflueger designed the original campus master plan, siting the first, center, and grandest building (Science Hall) on the highest point of the campus, visible from afar and looking west toward the Pacific Ocean. The plan was classically symmetrical in design, and the secondary or subordinate buildings were to surround and face inward toward the central building on three sides. The 1954-built Milton Pflueger-designed Cloud Hall is similar in footprint to the two buildings, except for the addition of a central auditorium that projects into the plaza and blocks the planned view east from the Science building toward the San Francisco Bay. It forms a shallow "C" with its ends generally lining up with the north and south wings of the Science building, as designed by Timothy Pflueger. This relationship fulfills the original objective of a plaza atop the hill.



SOURCE: Esri, 2021

FIGURE 3.3-1

Eligible Historic Districts

Modern Architecture Historic District

The second historic district identified in the HRE is the Modern Architecture Historic District, which encompasses the smaller “historic-core district,” as shown in **Figure 3.3-1**. The buildings within the Modern Architecture Historic District include Conlan Hall, Smith Hall, Statler Wing, Student Union, Batmale Hall, Visual Arts, Creative Arts, the Creative Arts Extension, Science Hall, and Cloud Hall (see **Figure 3.3-1**). The district also includes the pedestrian circulation structures that interconnect the buildings that were part of the buildings’ original designs. The district was determined eligible because it forms an intact concentration of Modern and Late Modern architecture designed by a single architectural firm, originally Timothy L. Pflueger, then Milton T. Pflueger, AIA & Associates.

3.3.2 REGULATORY FRAMEWORK

This section presents the regulatory framework applicable to the proposed Project. Since the certification of the 2021 Updated FMP EIR, there have been no changes to the regulatory setting associated with historical resources, including local, state, or federal regulations, that would affect the Project’s environmental review or compliance requirements.

Federal

National Historic Preservation Act, Section 106

The National Historic Preservation Act (NHPA) of 1966 establishes the NRHP and defines federal criteria for determining the historical significance of archaeological sites, historic buildings, and other resources. To be determined eligible for the NRHP, a potential historic property must meet one of four historical significance criteria (listed below), and also must possess sufficient deposition, architectural, or historic integrity to retain the ability to convey the resource’s historic significance. Resources determined to meet these criteria are eligible for listing in the NRHP and are termed historic properties. A resource may be eligible at the local, state, or national level of significance.

Properties are eligible for the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and they meet the following criteria:

- **Criteria A:** Associated with events that have made a significant contribution to the broad patterns of our history;
- **Criteria B:** Associated with the lives of a person or persons of significance in our past;

- **Criteria C:** Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- **Criteria D:** have yielded or may be likely to yield information important in prehistory or history.

A resource that lacks integrity or does not meet one of the NRHP criteria of eligibility is not considered a historic property under federal law, and effects to such a resource are not considered significant under the NHPA. Archaeological sites are generally evaluated under Criterion D, which concerns the potential to yield information important in prehistory or history.

Secretary of the Interior Standards for the Treatment of Historic Properties

Under the NHPA, the Secretary of the Interior is responsible for establishing professional standards and for providing guidance on the preservation of the nation’s historic properties. The United States Department of the Interior develops national standards and guidelines for preserving, rehabilitating, restoring, and reconstructing historic properties. The *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* is intended to provide guidance to historic building owners and building managers, preservation consultants, architects, contractors, and project reviewers prior to beginning work.

The treatment Standards, developed in 1992, were codified as 36 CFR Part 68 in the July 12, 1995, Federal Register (Vol. 60, No. 133). Per 36 CFR Part 68, “one set of standards ... will apply to a property undergoing treatment, depending upon the property’s significance, existing physical condition, the extent of documentation available, and interpretive goals, when applicable. The Standards will be applied, taking into consideration the economic and technical feasibility of each project.”

The treatment Standards address four treatment procedures for impacted historic buildings: preservation, rehabilitation, restoration, and reconstruction. Options for the appropriate treatment for a historic building that may be impacted through building repair, alterations, and additions.

State

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on “historical resources.” Pursuant to California Public Resources Code (PRC) Section 21084.1, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.”

“Historical resource” is a term of art with a defined statutory meaning (see PRC Section 21084.1 and *State CEQA Guidelines* Sections 15064.5[a] and 15064.5[b]). The term embraces any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be “historical resources” for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and 14 CCR 4850). Unless a resource listed in a survey has been demolished or has lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project’s impacts on historical resources (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

- A. Is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and
- B. Meets any of the following criteria:
 1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 2. Is associated with the lives of persons important in our past;
 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 4. Has yielded, or may be likely to yield, information important in prehistory or history (*State CEQA Guidelines* Section 15064.5(a)(3)).

These factors are known as “Criteria 1, 2, 3, and 4” and parallel Criteria A, B, C, and D under the NHPA (discussed earlier). The fact that a resource is not listed or determined to be eligible for listing does not

preclude a lead agency from determining that it may be a historical resource (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)(4)).

CEQA states that if a proposed project would result in an impact that might cause a substantial adverse change in the significance of a historical resource, then an environmental impact report (EIR) must be prepared, and mitigation measures (MMs) should be considered. A “substantial adverse change” in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (*State CEQA Guidelines* Section 15064.5(b)(1)).

State CEQA Guidelines Section 15126.4(b) sets forth principles relevant to means of mitigating impacts on historical resources. It provides as follows:

- Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, Weeks and Grimmer, the Project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.
- In some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.

Data recovery shall not be required for a historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center.

Local

City of San Francisco

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

San Francisco City Landmarks

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

3.3.3 SUMMARY OF PRIOR ANALYSIS

Updated FMP impact on historical resources

The 2021 Updated FMP EIR found impacts related to the demolition of the buildings⁴ that contribute to the Modern Architecture Historic District would be significant and unavoidable. The 2021 Updated FMP EIR determined that demolition of Conlan Hall and Smith Hall/Statler Wing would permanently remove contributing elements of the historic district, eroding its integrity and boundaries. Demolition of the theater portion of the Creative Arts Building was determined to alter the historic district boundary. The 2021 Updated FMP EIR identified **MM HIST-1a** through **MM HIST-1c**, which require LiDAR documentation, large-format photography (**MM HIST-1a**), creation of an interpretive exhibit (**MM HIST-1b**), and an interpretive display about New Deal-era art and the original campus design (**MM HIST-1c**). The 2021 Updated FMP EIR determined that implementation of **MM HIST-1a** through **MM HIST-1c** would reduce the severity of the impact; however, it would not reduce it to a less-than-significant level.

The 2021 Updated FMP EIR found that impacts related to the decommissioning of historic resources (Creative Arts and Visual Arts buildings) by closing and securing them would likely result in their deterioration over time, and have the potential to result in a substantial adverse change to both historical resources that could result in a substantial adverse change in the significance of the Modern Architecture Historic District. This impact was found to be significant. The 2021 Updated FMP EIR identified **MM HIST-2a**, which would require preparing and implementing a mothballing plan that follows the steps described in the National Park Service's "Technical Preservation Services Preservation Brief 31, Mothballing Historic Buildings." The 2021 Updated FMP EIR also identified **MM HIST-2b**, which would require assessing the conditions of the buildings at the end of the 10-year period and implementing any identified measures to

⁴ Conlan Hall and Smith Hall/Statler Wing on the south side of campus, and the theater portion of the Creative Arts building, on the north side of campus

preserve the building from deterioration or vandalism. The 2021 Updated FMP EIR determined that with implementation of **MM HIST-2a** and **MM HIST-2b**, decommissioning of historic resources under the Updated FMP would result in a less-than-significant impact related to historic resources.

The 2021 Updated FMP EIR found that renovation, reorganization, and seismic upgrade of Cloud Hall, Science Hall, Student Union, Creative Arts Extension, and Batmale Hall, all contributors to one or both historic districts, would result in a significant impact on historic resources. The 2021 Updated FMP EIR identified **MM HIST-3a**, which requires all rehabilitation work to follow the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (SOIS), and **MM HIST-3b**, which would ensure that any exterior alterations associated with new elevator shafts for the Cloud Hall are designed and constructed consistent with SOIS. The 2021 Updated FMP EIR determined that implementation of **MM HIST-3a** and **MM HIST-3b** would reduce this impact to a less than significant level.

The 2021 Updated FMP EIR determined that some exterior planning concepts in the Updated Facilities Master Plan (FMP), such as the STEAM Plaza, parking and transit programs, and the Ocean and Wellness Gateways, are located outside of the historic districts and would not adversely impact historic resources.

Other planning concepts, including the preparation of a landscape master plan and alterations to circulation systems, plazas, and landscaped areas, could affect contributing features of both the Historic Core District and the Modern Architecture Historic District and impair their integrity.

The 2021 Updated FMP EIR identified **MM HIST-4a**, which requires that all landscape and open space alterations be designed consistently with the SOIS, and **MM HIST-4b**, which requires a design of the Wellness Plaza that would not compromise the Student Union's character-defining features, such as its transparency and floating planes.

The 2021 Updated FMP EIR determined that with implementation of **MM HIST-4a** and **MM HIST-4b**, potential impacts to the historic districts and contributing features from landscape, open space, and circulation improvements would be reduced to less than significant.

The 2021 Updated FMP EIR found that cumulative projects, including the Balboa Reservoir Project, the Balboa Park Upper Yard, other mixed-use developments at 1601-1631 and 350 Ocean Avenue, and transportation projects such as I-280 improvements, BART, and Muni Quick Build projects, would not adversely impact historic resources. The settings of these projects have been substantially altered over time, and proposed changes do not affect historic built resources or historic districts. Although the Updated FMP projects on the Ocean Campus would result in substantial adverse changes to the two historic districts, the other surrounding projects would not add to or increase these impacts.

The 2021 Updated FMP EIR determined that with implementation of **MMs HIST-1, HIST-2, HIST-3, and HIST-4**, the Updated FMP impact on historic resources would be reduced but would remain significant and unavoidable. Therefore, the Updated FMP's contribution to cumulative impacts on historic resources is also significant and unavoidable.

2021 Updated FMP EIR Mitigation Measures

MM HIST-1a Recordation. Prior to commencement of demolition, the District shall retain the services of a team of professionals to document the exteriors of all buildings proposed for demolition. The team shall include a professional surveyor with appropriate experience to measure and record each buildings' elevation using a light detecting and ranging system (LiDAR) or another similar remote sensing technology, a photographer with demonstrable experience in following the photographic specifications of the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation and the National Parks Service's Heritage Document Program's Historic American Building Survey (HABS) Level 1.⁵ The team shall also include a professionally qualified architectural historian to work with the photographer to identify the architectural features and elevations to be photographed to ensure that the buildings' significant features are adequately explicated. These products shall be successfully completed prior to demolition and shall be used in the fulfillment of **MM HIST-1b** and **MM HIST-1c**.

MM HIST-1b Architectural History Interpretation. The District shall engage the services of an architectural historian to lead the preparation of a permanent interpretive exhibit to be placed in a public area of the new Student Success Center. The exhibit shall document the history of the development of the campus's Modern Architecture Historic District; architects Timothy, Milton, and John Pflueger and their contributions to the campus's architectural design; and the evolution of the modern architectural styles between 1940 and 1978 found within the Modern Architecture Historic District. The exhibit may also include a touch-screen monitor to display an interactive multi-media presentation prepared using Esri's ArcGIS Story Map software to compile the LiDAR documentation, the large-format photographs, historic photographs, drawings, articles, ephemera, and interviews to tell the history of the City College of San Francisco. The interactive portion

⁵ U.S. Department of the Interior, National Park Service, *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. "Heritage Document Programs." HABS Guidelines HABS/HAER /HALS. Available online at: <https://www.nps.gov/subjects/heritagedocumentation/guidelines.htm>, accessed September 30, 2025.

of the exhibit shall follow the example of the Mount Vernon Virtual Tour⁶ in the use of LiDAR technology, and the University of California, Los Angeles (UCLA) Story Map titled *Open UCLA* in the use of the Story Map software. The District shall engage the services of professionals who fabricate and install such exhibits. The lobby of the Student Success Center shall be designed to accommodate the exhibit.

The architectural historian shall contact and team with, as much as possible, the students and faculty of CCSF's Fine Applied Communication Arts Department, the School of Library and Learning Resources, the School of Science, Technology, Engineering and Mathematics, and the CCSF Works of Art Committee in the research, writing, design, and development of the exhibit. The team shall follow the guidance, as applicable, provided in the National Park Service's planning document, *Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways*.⁷ The product shall also include an oral history with John Pflueger, if possible. The exhibit shall be completed and installed within two years of the demolition of Conlan Hall.

MM HIST-1c Art History Interpretation. The District shall engage the services of an architectural historian who has experience in preparing and implementing interpretive exhibits to lead the effort of developing an interpretive display about the original campus design. The interpretive display shall be placed either in the new Diego Rivera Theater or elsewhere on campus within the boundary of the historic architecture district. The District shall also engage the services of a landscape architect if the exhibit would be placed outside the historic architecture district. The interpretive display shall be completed within two years of the demolition of the original Diego Rivera Theatre. As much as possible, the architectural historian shall engage with the students and faculty of CCSF's Fine Applied Communication Arts Department, the School of Library and Learning Resources, the School of Science, Technology, Engineering and Mathematics, and the CCSF Works of Art Committee in the research, writing, and design of the exhibit. The team shall follow the

⁶ Mount Vernon, "George Washington's Mount Vernon." Available online at: https://virtualltour.mountvernon.org/?utm_attribute=google_grant_revenue&gad_source=1&gad_campaignid=201387551&gclid=CjwKCAjw_-3GBhAYEiwAjh9fUPLgY4rIS6rGbdEfJEMKwtzRqnZtpCOGV9CPpSWWdgr8KiNN7kPqhoCknYQAvD_BwE, accessed September 30, 2025.

⁷ U.S. Department of the Interior. National Park Service, Chesapeake Bay Office, *Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways*, July 2010. Available online at: <https://www.americantrails.org/resources/interpretive-planning-tools-for-historic-areas-historic-trails-and-gateways>, accessed September 30, 2025.

guidance, as applicable, provided in the National Park Service’s planning document, *Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways*.⁸

MM HIST-2a Mothballing Historic Buildings. A qualified architectural historian shall document the building's architectural and historical significance, prepare a chronology of alterations or additions and their approximate dates, and identify the building materials, construction techniques, and any unusual detailing or regional variations of craftsmanship, pursuant to Preservation Brief 31, *Mothballing Historic Buildings*. The architectural historian shall also prepare an assessment of the buildings’ conditions. In addition, a structural engineer shall prepare the building plans to guide any necessary stabilization. The architectural historian shall ensure that the historic fabric is adequately protected, and that all temporary stabilization is removable and the original fabric can be restored. Under the category of stabilization, the buildings shall be structurally stabilized based on the professionally prepared condition assessment, pests shall be exterminated, and the buildings’ exterior shall be protected from moisture penetration; and under the category of mothballing, the buildings shall be secured to reduce vandalism or break-ins, the ventilation of the interior shall be made adequate, the utilities and mechanical systems shall be secured, and a maintenance and monitoring plan for protection would be developed.

MM HIST-2b Post-Decommissioning Treatment. Prior to the end of the 10-year period during which the buildings are decommissioned, CCSF would assess the condition of the buildings. All temporary stabilization measures shall be removed, and the historic fabric restored or repaired by qualified professionals. The two buildings have been described as currently structurally deficient and therefore shall need rehabilitation at the end of the decommission period. All future plans for the buildings shall be executed following the Secretary of the Interior’s Standards (SOIS) and Guidelines for the Treatment of Historic Properties.⁹ These standards and guidelines are further described in **MM HIST-3**. Should

⁸ U.S. Department of the Interior, National Park Service, Chesapeake Bay Office, *Interpretive Planning Tools for Heritage Areas, Historic Trails, and Gateways*, July 2010. Available online at: <https://www.americantrails.org/resources/interpretive-planning-tools-for-historic-areas-historic-trails-and-gateways>, accessed September 30, 2025.

⁹ U.S. Department of the Interior, National Park Service, Technical Preservation Services, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*, 2017. Available online at: <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>, accessed September 30, 2025.

the plans be to demolish or otherwise significantly alter the buildings, additional mitigation measures shall be identified and implemented.

MM HIST-3a Apply the Secretary of the Interior’s Standards and Guidelines for the Treatment of Historic Properties. To ensure the proposed rehabilitation of the historic buildings follows the SOIS, CCSF’s planners, consulting architects, and contractors shall develop and implement project plans in consultation with a professionally qualified architectural historian. The Guidelines on Sustainability for Rehabilitating Historic Buildings¹⁰ provide additional guidance to ensure energy-efficient and sustainable measures would not result in an adverse impact on historic buildings. These guidelines shall also be implemented in consultation with the above-listed professionals.

The Ten Standards for Rehabilitation are as follows:

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials.

¹⁰ U.S. Department of the Interior, National Park Service, *The Secretary of the Interior’s Standards for Rehabilitation and Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings*, 2011. Available online at: <https://www.nps.gov/tps/standards/rehabilitation/guidelines/index.html>, accessed September 30, 2025.

Replacement of missing features shall be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment shall be unimpaired.

The Guidelines for Rehabilitation are as follows:

1. Protect and maintain historic materials and features. An overall evaluation of the physical condition of all the exterior features and materials shall be conducted by a team consisting of a structural engineer, an architect, and an architectural historian. This “historical compliance” team shall prepare a report that would guide the Project designer. The report shall include what materials and features should be protected and repaired, and what materials and features may be replaced in kind.
2. Advance the project design, designing for the protection/rehabilitation/ replacement of historic materials and features. This shall be completed through an iterative process between the historical compliance team and the project designer. The historical compliance team and the project designer/proponent shall initiate the consultation with a kick-off meeting to make clear the participants’ goals and objectives prior to any further advancement of the designs. The architectural historian shall prepare a presentation that clearly illustrates the standards and guidelines for rehabilitation. The project designer shall prepare a schedule that includes regular workshops to be attended by all parties. The historical compliance team shall formally review 30 percent, 60 percent, 90 percent, and 100 percent complete designs.

3. Proposed exterior additions/alterations. Ensure there is no reasonable alternative to exterior additions or alterations. If the designer proposes additions, they shall need to demonstrate that there is no reasonable or feasible alternative. If there is no other solution, the project designer shall design the additions in a manner that, if removed in the future, the building could be restored to its original condition.
4. Code work and sustainability. The project designer shall work with the historic compliance team to ensure sensitive solutions are implemented to meet code requirements, seismic safety requirements, and energy-efficient upgrades or other sustainability improvements.
5. Completion of plans. Prior to breaking ground, the architectural historian shall prepare a report assessing the proposed Project's compliance with the SOIS for Rehabilitation.
6. Completion of construction. Upon completion of the work, the architectural historian shall prepare a report documenting new materials and features, and rehabilitated original materials and features. The report shall include recommendations for the ongoing maintenance of the original materials and features, and may consider future projects.

MM HIST-3b Move or Revise Design of Proposed Elevator Shafts on Cloud Hall Exterior. The project designer shall consider options to upgrade the existing interior elevators. If the existing system is determined to be inadequate, the designer shall consider additional interior shafts. If this is still inadequate, the designer shall provide such evidence to the District. If exterior shafts are to be added, they shall be designed to minimize their visual impact and constructed in a manner that, if removed in the future, the façade could be restored. Reduction of visual impact includes minimizing the size and scale of the shafts to ensure they are subordinate to the building's façade, minimizing the amount they extend out from the vertical plane of the building, and using material consistent with the façade's historic fabric and color. All exterior alterations of the building shall be reviewed by a professionally qualified architectural historian to ensure they are consistent with the Secretary of the Interior's Standards for Rehabilitation.

MM HIST-4a Analysis of Historic Resources Treatment to Open Spaces and Circulation within Historic Districts. The District shall retain the services of a professionally qualified architectural historian who shall work with a landscape architect to ensure that the design

of all circulation, open spaces, and landscape features follows the SOIS for rehabilitation. Analysis of historical resources treatment based on the SOIS shall be prepared prior to alterations to the landscape within the historic districts. Should a landscape master plan be developed, a historical resources treatment component shall be prepared and included in the master plan. The architectural historian shall prepare a historical resources treatment plan as a component of the landscape master plan. Should any landscape renovations or alterations be proposed prior to the preparation of the landscape master plan, such proposed work shall be reviewed by a qualified architectural historian prior to any alterations of the existing landscape, including plazas and circulation systems, to ensure that any alterations follow the Secretary of the Interior's guidance for the treatment of historic properties. The treatment plan shall identify significant historic features of the landscape and recommend measures, following the SOIS for rehabilitation, to ensure that alterations to the districts' landscapes would comply with the SOIS. This shall be an iterative process between the architectural historian, the landscape architect, and the project designer. Using the SOIS Guidelines for Rehabilitation, the historical resources treatment component of the landscape master plan shall include the following:

1. Identification of historic features and materials. Using historical photographs, including available aerial photographs, a clear understanding of the historic landscape shall be developed. A more detailed identification of significant historical landscape- and open-space-related materials and features shall be used to inform the treatment plan.
2. Protect and maintain historic materials and features. An overall evaluation of the physical condition of all the features and materials shall be conducted by a team consisting of a landscape architect and an architectural historian. This team shall prepare a report that would inform the landscape master plan. Living landscape features are dynamic and require replacement over time. The focus shall be on responding to the original plans, massing, and density of planted material. Pedestrian and automobile circulation systems, plazas, and other open spaces that contribute to the historic landscape shall be assessed, and recommendations for potential replacement materials shall be included.
3. Advance the Project design, designing for the protection/rehabilitation /replacement of historic materials and features. This shall be an iterative process between the architectural historian, the landscape architect, and the project designer/proponent. The architectural historian, the landscape architect, and the Project proponent shall

initiate the consultation with a kick-off meeting to make clear the participants' goals and objectives prior to any further advancement of the designs. The architectural historian shall prepare a presentation that clearly illustrates the standards and guidelines for rehabilitation. The project designer shall prepare a schedule that includes regular workshops to be attended by all parties as plans advance. The architectural historian shall formally review 30 percent, 60 percent, 90 percent, and 100 percent complete designs.

4. Ensure there is no reasonable alternative to alterations. The project designer shall demonstrate that there is no reasonable alternative to the removal/replacement of significant historical material and features, and the historic balance between hardscape and plant material cannot be maintained. The architectural historian shall offer recommendations for alternative materials and features to minimize the impacts.
5. Sustainability. The project designer shall work with the architectural historian to ensure sensitive solutions are implemented with sustainability improvements. Landscaping adjacent to the contributing buildings shall be designed to prevent damage to the buildings and ensure water flows away from the buildings' foundations.
6. Completion of plans. Prior to breaking ground, the architectural historian shall prepare a report assessing the proposed Project's compliance with the SOIS for Rehabilitation.
7. Completion of construction. Upon completion of the work, the architectural historian shall prepare a report documenting new materials and features and rehabilitated original materials and features. The report shall include recommendations for the ongoing maintenance of the original materials and features, and may consider future projects.

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

3.3.4 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to cultural resources, specifically historical resources, are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the proposed Project could result in significant impacts related to historic resources if any of the following would occur:

Impacts related to cultural resources are considered significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

3.3.5 ENVIRONMENTAL ANALYSIS

Impact HIST-1 The proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

As discussed in **Chapter 2.0, Project Description**, the proposed Project would build a parking garage of approximately 200,000 square feet (sf) with five above-ground levels of up to approximately 52.5 feet to the top of the building. The parking garage would be designed to accommodate the future installation of photovoltaic panels and their associated structures above the building's uppermost deck. The top level of the photovoltaic structure installation would be approximately 58 feet above grade. The parking garage would provide approximately 641 vehicle parking spaces with designated space on the ground floor for the Campus Police (approximately 4,000 sf) and Custodial Services (approximately 3,500 sf).

As discussed above, east of the Project Site, the Historic-Core District and the Modern Architecture Historic District are not NRHP eligible. However, they are significant on the local level as eligible historic districts. As defined in Section 15064.5 of the *State CEQA Guidelines*, a "[s]ubstantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." As shown in **Figure 3.3-1** above, the Project Site is not located within the eligible Historic Core District. The Project involves the development of a parking structure on an existing paved surface parking lot and would not include demolition, destruction, relocation, or alteration of a historic resource.

As discussed under Impact AES-3, the Project Site is within the viewshed of several historic resources, including the Historic-Core District, Modern Architecture District, and Science Hall. While the proposed parking garage would introduce a new multi-level structure west of these resources, it would be compatible

with the height, scale, and design of surrounding campus buildings. The proposed parking garage would not dominate the campus or obscure views of historic resources. Therefore, the proposed Project's impact on historical resources would be less than significant.

Impact C-HIST-1 The proposed Project would not result in significant cumulative impact on historical resources.

Impacts to cultural resources, including historical resources, are generally site-specific and are evaluated based on the particular characteristics and conditions of each resource. The proposed Project is confined entirely within the boundaries of the Project Site and does not physically affect, alter, or encroach upon historical resources elsewhere on the campus or within the surrounding region. Given the localized nature of the Project and its adherence to established design and siting considerations, it would not result in any adverse effects on off-site historical resources. Therefore, the proposed Project would not contribute to cumulative impacts on historical resources.

INTRODUCTION

The purpose of this section is to evaluate the potential for noise and groundborne vibration impacts resulting from the proposed Project. This section includes an evaluation of potential impacts associated with substantial temporary and permanent increases in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise or groundborne vibration levels; and whether exposure is in excess of any applicable standards. Finally, this section provides a comparison of the proposed Project to the City College of San Francisco (CCSF) 2021 Updated Facilities Master Plan (FMP) impact on Noise and Vibration. Noise data and modeling conducted for the Project are contained within **Appendix D, Noise and Vibration Data**, of this Supplemental Environmental Impact Report (SEIR).

3.4.1 FUNDAMENTALS OF NOISE AND VIBRATION

Characteristics of Noise

Noise is usually defined as unwanted sound that is an undesirable byproduct of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, and/or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than medium frequencies, which more closely correspond with human speech. In response to the sensitivity of the human ear to different frequencies, the A-weighted noise level (or scale), which corresponds better with people's subjective judgment of sound levels, has been developed. This A-weighted sound level, referenced in units of dBA (A-weighted decibel), is measured on a logarithmic scale such that a doubling of sound energy results in a 3 dBA increase in noise level. Typically, changes in a community's noise level of less than 3 dBA are not noticed by the human ear.¹ Changes from 3 to 5 dBA may be noticed by some individuals who are sensitive to changes in noise. A greater than 5 dBA increase is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound.

On the A-weighted scale, the range of human hearing extends from approximately 3 to 140 dBA. **Table 3.4-1, A-Weighted Decibel Scale**, provides examples of A-weighted noise levels from common sources. Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles;

¹ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed September 9, 2025.

and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically “hard” sites and 7.5 dBA at acoustically “soft” sites.^{2,3} For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.⁴

**Table 3.4-1
A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA, Leq)
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35

Source: United States Occupational Safety & Health Administration, *Noise and Hearing Conservation Technical Manual*, 1999.

Sound levels also can be attenuated by man-made or natural barriers (e.g., sound walls, berms, and ridges), as well as elevational differences. Noise is most audible when traveling by direct line-of-sight, an uninterrupted visual path between the noise source and noise receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver, can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

² Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, 2011. Available online at: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed September 9, 2025.

³ Examples of “hard” or reflective sites include asphalt, concrete, and hard and sparsely vegetated soils. Examples of acoustically “soft” or absorptive sites include soft soil, sand, plowed farmland, grass, crops, heavy ground cover, etc.

⁴ Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, 2011. Available online at: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed September 9, 2025.

Sound Rating Scales

Various rating scales approximate the human subjective assessment of the “loudness” or “noisiness” of a sound. Noise metrics have been developed to account for additional parameters, such as duration and cumulative effect of multiple events. Noise metrics are categorized as single-event metrics and cumulative metrics, as summarized below.

In order to simplify the measurement and computation of sound loudness levels, frequency-weighted networks have obtained wide acceptance. The A-weighted scale, discussed above, has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this analysis are all based on the dBA scale.

Equivalent Noise Level

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several single-event noise exposure level events during a given sample period. Leq is the “acoustic energy” average noise level during the period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of the noise. The equivalent noise level is expressed in units of dBA. Leq can be measured for any period, but is typically measured for 15 minutes, 1 hour, or 24 hours. Leq for a 1-hour period is used by the Federal Highway Administration (FHWA) for assessing highway noise impacts. Leq for 1 hour is referred to as the Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community Noise Equivalent Level values for aircraft operations. Construction noise levels and ambient noise measurements in this section use the Leq scale.

Community Noise Equivalent

Community Noise Equivalent Level (CNEL) is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term “time-weighted” refers to the penalties attached to noise events occurring during certain sensitive periods. In the CNEL scale, 5 dB are added to measured noise levels occurring between the hours of 7:00 PM and 10:00 PM. For measured noise levels occurring between the hours of 10:00 PM and 7:00 AM, 10 dB are added. These decibel adjustments are an attempt to account for the higher sensitivity to noise in the evening and nighttime hours and the expected lower ambient noise levels during these periods.

Day-Night Average Noise Level

The day-night average sound level (Ldn) is another average noise level over a 24-hour period. Noise levels occurring between the hours of 10:00 PM and 7:00 AM are increased by 10 decibels (dB). This noise is weighted to consider the decrease in community background noise of 10 dBA during this period. Noise levels measured using the Ldn scale are typically similar to CNEL measurements.

Adverse Effects of Noise Exposure

Noise is known to have several adverse effects on humans, which has led to laws and standards being set to protect public health and safety, and to ensure compatibility between land uses and activities. Adverse effects of noise on people include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narrative.

Hearing Loss

Hearing loss is generally not a community noise concern, even near a major airport or a major freeway. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long-term exposure, or certain very loud recreational activities (e.g., target shooting and motorcycle or car racing). The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dBA for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud to cause hearing loss.

Communication Interference

Communication interference is one of the primary concerns in environmental noise. Communication interference includes speech disturbance and intrusion with activities such as watching television. Noise can also interfere with communications, such as within school classrooms. Normal conversational speech is in the range of 60 to 65 dBA, and any noise in this range or louder may interfere with speech.

Sleep Interference

Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages, and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Physiological Responses

Physiological responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, and other physical changes. Studies to determine whether exposure to high noise levels can adversely affect human health have concluded that, while a relationship between noise and health effects seems plausible, there is no empirical evidence of the relationship.

Characteristics of Vibration

Vibration consists of waves transmitted through solid material. Groundborne vibration propagates from a source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating and is measured in hertz (Hz). Most environmental vibrations consist of a composite, or “spectrum” of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibrations that can be felt generally starts from a low frequency of less than one Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in/sec) when considering impacts on buildings or other structures, as PPV represents the maximum instantaneous peak of vibration that can stress buildings. Because it is a representation of acute vibration, PPV is often used to measure the temporary impacts of short-term construction activities that could instantaneously damage existing structures. Vibration is often also measured by the Root Mean Squared (RMS) because it best correlates with human perception and response. Specifically, RMS represents “smoothed” vibration levels over an extended period of time and is often used to gauge the long-term chronic impact of a project’s operation on the adjacent environment. RMS amplitude is the average of a signal’s squared amplitude. It is most commonly measured in decibel notation (VdB).

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High-frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss (i.e., the foundation of the structure does not move in sync with the ground vibration), but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves, or the motion of building surfaces. At high levels, vibration can result in damage to structures.

Manmade groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration

to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic induces perceptible vibration in buildings, such as window rattling or shaking of small loose items (typically caused by heavy trucks in passing), then it is most likely an effect of low-frequency airborne noise or ground characteristics.

3.4.2 ENVIRONMENTAL SETTING

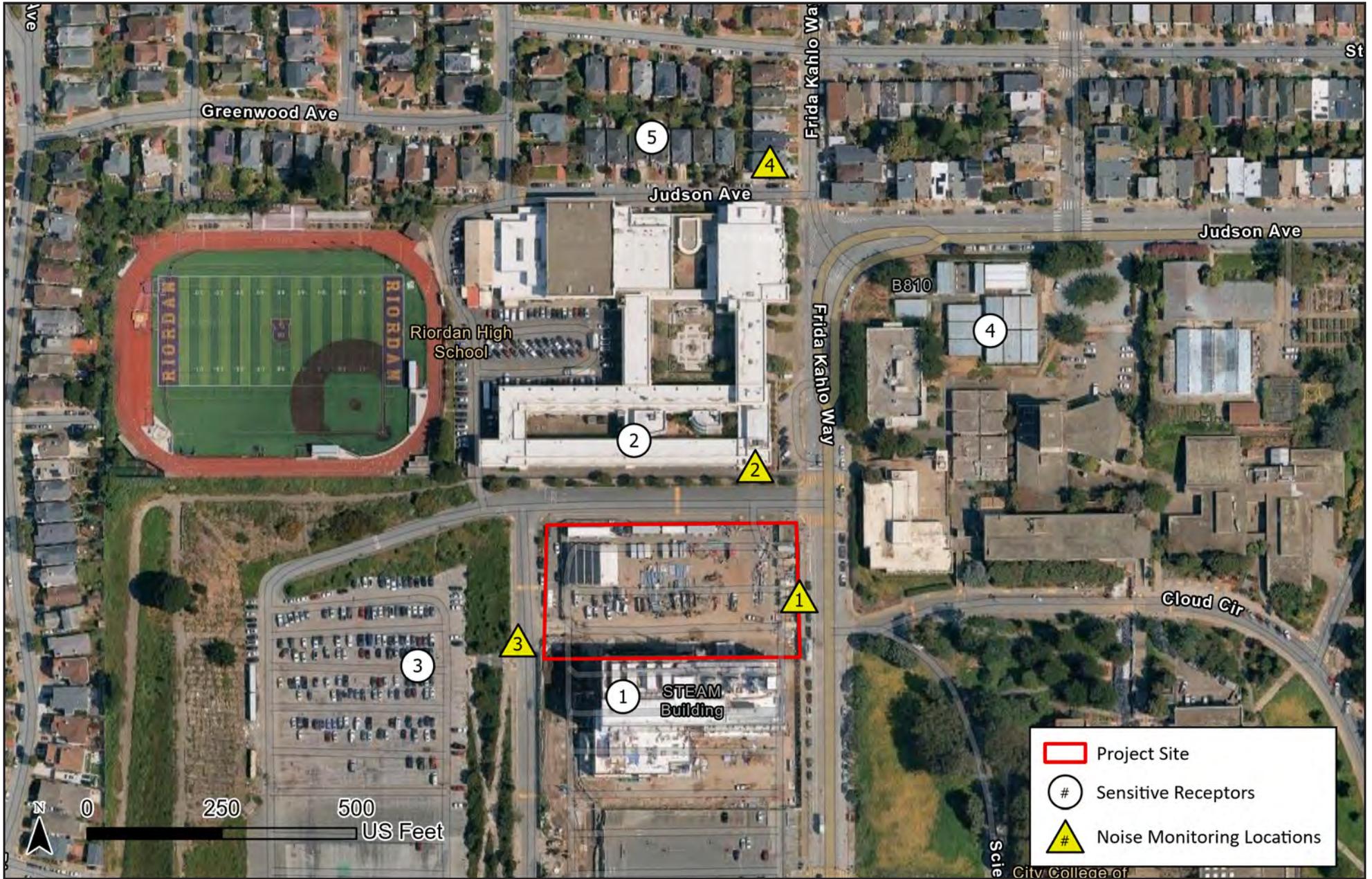
Existing Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at four locations in the vicinity of the Project Site. The locations where the noise measurements were taken are depicted in **Figure 3.4-1, Noise Monitoring and Sensitive Receptor Location Map**. The noise survey was conducted in November 2024 using the Larson Davis Sound Expert 821 (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 3.4-2, Existing Noise Levels in the Vicinity of the Project Site**. As shown in **Table 3.4-2**, the daytime ambient noise levels ranged from 52.0 dB(A) Leq to 60.4 dB(A) Leq in the vicinity of the Project Site. The existing ambient noise level on the Project Site (Noise Monitoring Location 1) is estimated to be 62.8 dB(A) Ldn. See **Appendix D** to this report.

Table 3.4-2
Existing Noise Levels in the Vicinity of the Project Site

Noise Monitoring Locations	Primary Noise Sources	Noise Levels [dB(A)]		
		Leq	Lmin	Lmax
Daytime (7 AM – 7 PM)				
1. Project Site	Vehicle Traffic, Campus Activity	60.0	47.5	78.5
2. Archbishop Riordan Highschool	Vehicle Traffic, Campus Activity	58.7	54.9	67.4
3. Lee Avenue	Vehicle Traffic, Campus Activity	52.0	45.0	64.9
4. Residences to the North	Vehicle Traffic, Neighborhood Activity	60.4	47.6	81.2
Evening (7 PM – 10 PM)				
1. Project Site	Vehicle Traffic	63.7	45.2	84.9
Night (10 PM – 7 AM)				
1. Project Site	Vehicle Traffic	55.4	41.8	70.4

Source: Impact Sciences, November 2024. See **Appendix D, Noise Data**. As shown therein, 15-minute Leq data was collected for all locations.



SOURCE: Esri, 2026

FIGURE 3.4-1

Noise Monitoring and Sensitive Receptor Location Map

Baseline Modeled Roadway Noise Levels

Baseline roadway noise levels were calculated for primary roadway segments located in the vicinity of the Project Site. The roadways selected are representative of the segments that would be most impacted by an increase in traffic, according to the Project's Transportation Analysis presented in **Section 3.5, Transportation**, of this SEIR.

The baseline includes the implementation of the 2021 Updated FMP and includes the changes to the travel demand estimates in the 2021 Updated FMP EIR to reflect CCSF's 2025 revisions to the student and employment projections. Permanent changes in student enrollment following the COVID-19 pandemic are anticipated to reduce the annual student enrollment projections for 2030 at the Ocean Campus from about 36,800 students to 24,800 students, an overall decrease of approximately 12,000 students. In addition, the employment projections for 2030 at the Ocean Campus would decrease from about 2,000 (80 percent of 2,500 total CCSF employment) to 1,240 (80 percent of 1,570 total CCSF employment) employees, a decrease of about 740 faculty/staff (see **Section 3.5, Transportation**).

Calculations of the baseline roadway noise levels are based on the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the Project's Transportation Analysis.⁵ The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along the study area roadway segments are presented in **Table 3.4-3, Baseline Roadway Noise Levels**.

⁵ See **Appendix D** for roadway noise calculations.

Table 3.4-3
Baseline Roadway Noise Levels

Roadway	Roadway Segment	Existing Land Uses Along Segment	dBALdn
Frida Kahlo Way	Between Judson Avenue and North Street	Education	56.7
	Between North Street/Cloud Circle N. and Cloud Circle S.	Education	57.3
	Between Cloud Circle South and Ocean Avenue	Education	58.2
North Access	West of Frida Kahlo Way	Education	53.3
Lee Avenue	South of North Access Road	Education/Residential	52.8
	North of Ocean Avenue	Education/Commercial	0.0
Ocean Avenue	West of Geneva Avenue/Frida Kahlo Way	Education/Commercial/Residential	57.5
	Between Frida Kahlo Way/Geneva Avenue and Howth Street	Education/Commercial	59.5

Source: Impact Sciences, September 2025. See Appendix D.

Traffic data: Traffic information from Transportation Analysis, see Appendix E.

Existing Groundborne Vibration

The main sources of groundborne vibration near the Project Site are heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and transit buses) on local roadways and I-880. Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB at 50 feet, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.⁶ In terms of PPV levels, a heavy-duty vehicle traveling at a distance of 50 feet can result in a vibration level of approximately 0.001 inch per second.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for individuals to be exposed to increased and prolonged exposure to both interior and exterior noise levels. Noise-sensitive uses include schools, hospitals, libraries, care facilities, and residential areas. The closest noise-sensitive receptors to the Project Site include: (1) Adjacent STEAM Building (2) Archbishop Riordan High School to the north (79 feet), (3) Balboa Reservoir Residences⁷ to the west (109 feet), (4) on-campus Child Care Center

⁶ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed September 9, 2025.

⁷ The Balboa Reservoir project was approved in 2020, and construction on the first phase of the project is planned to start in 2025. See <https://balboareservoir.com/the-project/>. Therefore, this analysis assumes residences will be in operation by the time Project construction begins.

(341 feet) and (5) residences to the north along Judson Avenue (491 feet). See **Figure 3.4-1, Noise Monitoring and Sensitive Receptor Location Map.**

3.4.3 REGULATORY FRAMEWORK

Federal Laws and Regulations

Federal Transit Administration Vibration Guidance

The Federal Transit Administration (FTA) has published guidance relative to vibration impacts. Construction vibration damage criteria are assessed based on structural category (e.g., reinforced-concrete, steel, or timber). The FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.⁸ The FTA guidelines include a table showing the vibration damage criteria based on structural category and is presented below in **Table 3.4-4, Construction Vibration Damage Criteria.**

**Table 3.4-4
Construction Vibration Damage Criteria**

Building/Structural Category	PPV, in/sec
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*.

State Laws and Regulations

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations, Title 24, Section 3501, et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise

⁸ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed September 9, 2025.

equivalent level (CNEL)⁹ in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less. Compliance is required for newly constructed buildings, additions, and alterations to existing buildings.

Local Plans and Policies

San Francisco General Plan

The San Francisco General Plan focuses on the effects of transportation-related noise on the health and welfare of people in their everyday activities. The plan provides officials and developers with a land-use compatibility chart that serves to inform the consideration of new land uses in areas where existing transportation noise may be considered unacceptable. The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise for determining the compatibility of various land uses with different noise levels. These guidelines, which are similar to the state guidelines set forth by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various land uses. Although this table presents a range of noise levels that are considered compatible or incompatible with various land uses, the maximum satisfactory noise level is 60 dBA (Ldn) for residential and hotel uses; 65 dBA (Ldn) for school classrooms, libraries, churches, and hospitals; 70 dBA (Ldn) for playgrounds, parks, office uses, retail commercial uses, and noise-sensitive manufacturing/communications uses; and 77 dBA (Ldn) for other commercial uses such as wholesale, some retail, industrial/manufacturing, transportation, communications, and utilities.

The Environmental Protection Element includes the following objectives and policies that pertain to noise:

Objective 9	Reduce Transportation-Related Noise.
Policy 9.2	Impose traffic restrictions to reduce transportation noise.
Policy 9.6	Discourage changes in streets which will result in greater traffic noise in noise-sensitive areas.

⁹ Measurements are based on Ldn or CNEL.

Objective 10 Minimize impact of noise on affected areas.

- Policy 10.1** Promote site planning, building orientation and design, and interior layout that lessen noise intrusion.
- Policy 10.2** Promote the incorporation of noise insulation materials in new construction.
- Policy 10.3** Construct physical barriers to reduce noise transmission from heavy traffic carriers.

Objective 11 Promote land uses that are compatible with various transportation noise levels.

- Policy 11.1** Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use (see Figure 3.C-4).
- Policy 11.2** Consider the relocation to more appropriate areas of those land uses which need more quiet and cannot be effectively insulated from noise in their present location, as well as those land uses which are noisy and are presently in noise-sensitive areas.
- Policy 11.3** Locate new noise-generating development so that the noise impact is reduced.

San Francisco Noise Control Ordinance

Article 29 of the San Francisco Police Code, which is part of the San Francisco Municipal Code, regulates noise generated by a variety of noise source types. The public health department is jointly responsible for implementation of this Police Code. The public health department develops and maintains the Guidelines for Noise Control Ordinance Monitoring and Enforcement (Article 29 Guidelines), which provides both definitions for and guidance on the interpretation of the Police Code. Police Code Section 2900(c) makes the following declaration with regard to community noise levels: “It shall be the policy of San Francisco to maintain noise levels in areas with existing healthful and acceptable levels of noise and to reduce noise levels, through all practicable means, in those areas of San Francisco where noise levels are above acceptable levels as defined by the World Health Organization’s Guidelines on Community Noise.”

The following paragraphs provide a summary of Article 29 and the guidelines that would apply to the proposed Project:

Construction Equipment

Noise generated by any construction equipment on a permitted construction site, except for impact tools, such as jackhammers, shall not exceed 80 dBA when measured at a distance of 100 feet from the equipment or the construction site boundary. Exemptions to this requirement include impact tools with approved mufflers, pavement breakers, and jackhammers with approved acoustic shields, and construction equipment used in connection with emergency work.

Construction Work at Night

The operation of construction equipment on a permitted construction site during the nighttime hours, defined as 8 PM to 7 AM., shall not increase ambient measured noise levels at the nearest property plane by greater than 5 dBA. Noise permits may be granted that allow exceedance of the noise standards by the San Francisco Department of Building Inspection or the San Francisco Department of Public Works. Construction projects with night noise permits are subject to the limits detailed by the enforcing departments in the permit.

Exceptions

Certain noise sources do not violate local law and will not be investigated by any City of San Francisco (City) department. Those specific to this noise analysis include, but are not limited to, emergency generators, delivery and service trucks, vehicle and traffic noise, and public roadways.

3.4.4 CHANGES IN REGULATORY SETTING SINCE THE CERTIFICATION OF THE 2021 UPDATED FMP EIR

Since the certification of the 2021 Updated FMP EIR, there have been no changes to the regulatory setting associated with noise and vibration, including local, state, or federal regulations, that would affect the Project's environmental review or compliance requirements.

3.4.5 SUMMARY OF PRIOR ANALYSIS

This Supplemental EIR evaluates only the potential environmental effects of the proposed Project. Based on the analysis discussed further in **Section 3.4.7** below, no changes to the environmental impacts previously identified in the 2021 FMP EIR would occur.

The 2021 Updated FMP EIR found there would be no increases above 5 dB(A) at sensitive receptors near the project area during any of the construction phases. Therefore, noise generated during construction activities under the Updated FMP would be less than significant. The temporary increase in ambient noise

along hauling routes during construction activities of the Updated FMP's individual projects was also determined to be less than significant. The increase in operational traffic volume as a result of the Updated FMP would not cause an audible noise increase. Vibration impacts associated with building damage due to construction activities under the Updated FMP and associated individual projects would result in a less-than-significant impact. The Updated FMP program and associated individual projects; in combination with past, present, and reasonably foreseeable future projects; would not cause a substantial temporary or periodic increase in ambient noise levels or generation of excessive groundborne vibration impacts. Therefore, impacts related to noise and vibration were determined to be less than significant.

3.4.6 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *California Environmental Quality Act Guidelines (State CEQA Guidelines)*, impacts related to noise and vibration would be considered significant if the Project would cause:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive ground-borne vibration or ground-borne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Construction Noise Threshold

As discussed above, construction noise is regulated by sections 2907 and 2908 of the San Francisco Municipal Code (SFMC). Section 2907(a) requires that equipment have a noise level limit of 80 dBA at 100 feet from the source. The limit is not applicable to impact tools that are fitted with manufacturer-recommended intake and exhaust mufflers, acoustically attenuating shields, or acoustically attenuating shrouds. This analysis assumes that construction of the Project would meet the requirements of the City's noise ordinance for individual pieces of equipment. However, the use of multiple pieces of equipment simultaneously is not covered under the provisions of the ordinance. As such, noise generated by multiple pieces of equipment was assessed using the FTA general construction assessment methodology. This

analysis applies a fixed daytime threshold of 90 dB(A) Leq (1-hour) and a fixed nighttime threshold of 80 dB(A) Leq (1-hour).¹⁰

Construction Vibration Thresholds

The *State CEQA Guidelines* do not define the levels at which groundborne vibration or groundborne noises are considered “excessive.” Thus, in terms of construction-related vibration impacts on buildings, the adopted guidelines and recommendations by the FTA to limit groundborne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity are used in this analysis to evaluate potential groundborne vibration impacts. Based on the FTA criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In terms of groundborne vibration impacts associated with human annoyance, this analysis uses the FTA’s vibration impact criteria for sensitive buildings, residences, and institutional land uses under conditions where there is a frequent number of events per day, which would provide for the most conservative vibration analysis. These criteria are 65 VdB at buildings where vibration would interfere with interior operations, 72 VdB at residences and buildings where people normally sleep, and 75 VdB at other institutional buildings.¹¹ The 65 VdB criterion applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal

¹⁰ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018. See Table 7-2, General Assessment Construction Noise Criteria. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed September 9, 2025.

¹¹ FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

optical microscopes. The 72 VdB criterion applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 75 VdB criterion applies to institutional land uses such as schools, churches, and doctors' offices. Commercial or industrial locations, including office buildings, are not included in this category unless there is vibration-sensitive activity or equipment within the building.

Operational Noise Threshold

The *State CEQA Guidelines* do not define the levels at which noise would be considered a substantial increase. Thus, for purposes of this analysis, the Project would normally have a significant impact on mobile-source noise levels from project operations if project traffic causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA if the total ambient noise levels without the Project exceed the City's General Plan exterior noise standards, or any 5 dBA or greater noise increase when total ambient noise levels without the Project are within the City's General Plan exterior noise standards. The Project's potential to result in significant noise impacts from on-site operational noise sources is compared to the maximum allowable noise levels permitted by the SFMC.

3.4.7 METHODOLOGY

Noise levels associated with Project-related construction activities were calculated using the FHWA Roadway Construction Noise Model (RCNM). Noise levels were compared to the threshold identified above. The analysis does not account for attenuation from intervening structures between construction equipment and receivers or for soft-site attenuation.

An analysis of traffic noise was conducted to determine if the Project would have a perceptible increase in traffic-related noise. Studies have shown that a 3 dBA increase in sound level pressure is barely detectable by the human ear. A 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.¹²

Construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers. Since groundborne vibration could cause physical damage to structures, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at the edge of a development area, to the edge of nearby structures.

¹² California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed September 9, 2025.

3.4.8 ENVIRONMENTAL IMPACTS

Impact NOI-1 Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

Construction activities associated with the Project would result in temporary noise level increases in the vicinity of the Project Site on an intermittent basis and, as such, would expose nearby sensitive receptors to increased noise levels. The increase in noise at off-site sensitive receptors during construction under the Project would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would occur. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition and grading work) and reduced in the later construction phases (i.e., interior building construction) because the physical structure of the building would break line-of-sight noise transmission from the construction area to the nearby sensitive receptors. Noise levels would fluctuate depending on the construction phase, equipment type, and duration of use, distance between the noise source and receivers, and presence or absence of intervening structures, terrain, or other noise attenuation barriers.

During each stage of construction, several types of equipment could potentially be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity. Typical noise levels at 100 feet from various types of equipment that may be used during construction are listed in **Table 3.4-5, Construction Equipment Noise Levels at 100 Feet**. Construction noise would occur intermittently throughout construction, and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that can be incrementally higher than what is shown in **Table 3.4-5**.

Construction is expected to be completed in three phases, over a period of 18 to 21 months (see **Section 2.0, Project Description**). **Table 3.4-6, Estimated Construction Noise Levels**, shows the maximum expected noise levels at sensitive receptors in the vicinity of the Project Site. The analysis shows the maximum noise levels from the use of equipment anticipated to be used during demolition, grading, building construction, architectural coating, and paving.

**Table 3.4-5
Construction Equipment Noise Levels at 100 Feet**

Equipment	Leq	Exceeds SFMC 80 dBA maximum for construction equipment @ 100 feet?
Concrete Saw	76.6	No
Dozer	71.7	No
Tractor	74	No
Backhoe	67.6	No
Grader	75	No
Crane	66.6	No
Generator	71.6	No
Welder / Torch	64	No
Concrete Mixer Truck	68.8	No
Paver	68.2	No
Roller	67	No
All Other Equipment > 5 HP	76	No

Source: See *Appendix D* to this SEIR.

**Table 3.4-6
Estimated Construction Noise Levels**

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Construction Noise Levels [dBA]	Exceed FTA 90 dB(A) 1-Hour Leq Criteria During Daytime?	Exceed FTA 80 dB(A) 1-Hour Leq Criteria During Nighttime?
1. STEAM Building	Adjacent	75.1	No	No
2. Archbishop Riordan High School	79	74.0	No	No
3. Balboa Reservoir	109	68.7	No	No
4. Child Care Center	341	64.1	No	No
5. Residences to the north	491	62.9	No	No

^a See *Figure 3.4-1* for locations of sensitive receptors.

^b While the project would include construction activities up to the Project Site boundary, consistent with FTA methodology, these calculations are based on distances from the center of the site to the receptors.

See *Appendix D* to this SEIR.

As shown in **Table 3.4-6**, construction activity would generate noise levels of up to 75.1 dBA Leq at the nearest sensitive receptor (Sensitive Receptor No. 1). As such, temporary construction noise would not exceed the FTA's general construction noise criteria of 80 or 90 dB(A) Leq (1-hour) during nighttime or daytime construction activities, respectively. The Project would also adhere to SFMC Section 2907(a), which requires that equipment have a noise level limit of 80 dBA at 100 feet from the source. Consistent with SFMC Section 2908, should construction occur between the hours of 8:00 PM on any day and 7:00 AM on the following day, CCSF would seek to obtain a special permit from the Director of Public Works or the Director of Building Inspection. Therefore, the Project would be consistent with the City's noise ordinance, and Project construction noise would not exceed the FTA's general construction noise criteria. Impacts would be less than significant.

Operational Noise

Traffic Noise

The increase in traffic resulting from implementation of the Project would increase ambient noise levels at off-site locations in the Project vicinity. Calculation of Project roadway noise levels was based on the FHWA Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the Project's traffic analysis. The calculations include the Ldn for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds, and/or noise barriers. Based on the traffic analysis prepared for the Project in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Project's vehicular traffic would result in a significant impact at off-site locations. The "Plus Project" scenarios reflect the potential increases along roadways that would accommodate future passenger vehicle trips. It is noted that the Project would not draw new regional passenger vehicle trips to the CCSF Ocean Campus, and this analysis presents the potential Project-related increases in noise levels at the primary roadway segments located in proximity to the Project Site (see **Table 3.4-7, Baseline Plus Project Roadway Noise Levels**).

As shown in **Table 3.4-7**, the Project would increase local roadway noise levels by a maximum of 1.4 dBA Ldn during the Project buildout scenario, which would be less than the 3.0 dBA Ldn threshold identified previously. As such, the Project's traffic-related noise level increases would not exceed thresholds of significance, and off-site traffic noise levels associated with the Project would be *less than significant*.

Table 3.4-7
Baseline Plus Project Roadway Noise Levels

Roadway	Roadway Segment	dBA Ldn		
		Baseline [1]	Baseline Plus Project [2]	Project Net Increase [2] – [1]
Frida Kahlo Way	Between Judson Avenue and North Street	56.7	57.0	0.3
	Between North Street/Cloud Circle N. and Cloud Circle S.	57.3	56.8	-0.5
	Between Cloud Circle South and Ocean Avenue	58.2	57.5	-0.7
North Access Road	West of Frida Kahlo Way	53.3	53.0	-0.3
Lee Avenue	South of North Access Road	52.8	52.6	-0.2
	North of Ocean Avenue	0.0	52.3	N/A ^a
Ocean Avenue	West of Geneva Avenue/Frida Kahlo Way	57.5	58.9	1.4
	Between Frida Kahlo Way/Geneva Avenue and Howth Street	59.5	57.3	-2.2

^a As part of the Balboa Reservoir project, Lee Avenue will be extended north along the right-of-way of the parking lot access road (i.e., between the Balboa Reservoir site and the Ocean Campus) to North Access Road. This means there are no existing vehicle trips along Lee Avenue north of Ocean Avenue, and thus a Project net increase cannot be provided. It is noted that the future with Project scenario along this segment would be 52.3 dBA Ldn, which is within the acceptable exterior noise standards for the area.

Source: Impact Sciences, October 2025. See **Appendix D, Noise Data**.

Traffic data: see **Appendix E, Transportation Data**

On-Site Noise

Operation of the Project would generate on-site noise from mechanical equipment such as HVAC and exhaust fans, delivery trucks for the custodial space, trash hauling trucks, parking, and typical noise associated with proposed uses. Noise from HVAC equipment serving the Project would typically generate noise in the range of 60 to 70 dBA Leq at a reference distance of 15 feet from the source.¹³ As discussed previously, noise-sensitive receptors with exterior spaces are located at least 79 feet from the Project Site, and noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source. (i.e., approximately 52 dBA Leq at 79 feet). As shown in **Table 3.4-2**, ambient noise levels in the Project Site vicinity were measured between 52.0 and 60.4 dBA Leq. Based on the estimated noise level of 52 dBA Leq for HVAC equipment at the nearest off-site receptor, noise levels from

¹³ Illingworth & Rodkin, *Environmental Noise Assessment for Wal-Mart Expansion, Williamson Ranch Plaza – Antioch, California*. Available online at: <https://www.antiochca.gov/fc/community-development/planning/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf> Accessed on September 9, 2025.

such equipment would not exceed ambient noise levels at off-site sensitive receptors. Furthermore, HVAC units are traditionally rooftop-mounted and/or shielded from surrounding land uses, serving to block line-of-sight noise transmission to sensitive receptors.

Other operational noise sources are associated with on-site parking and vehicle circulation, including delivery trucks and trash-hauling trucks. There is potential for intermittent truck trips associated with custodial supplies. However, noise associated with commercial delivery and trash-hauling trucks would be intermittent and is also a common existing occurrence in the vicinity of the Project Site due to existing educational uses. As such, noise levels from delivery and trash trucks would not be considered a new or frequent source of noise in the vicinity and would not have the potential to exceed ambient noise levels at off-site sensitive receptors.

Various noise events would occur periodically from the Project's parking uses. Such periodic events would include activation of car alarms, sounding of car horns, slamming of car doors, engine revs, and tire squeals. It should be noted that the existing urban environment of the Project Site currently generates noise levels associated with these parking and vehicular noise sources. Although the Project would increase the number of vehicles parking in the area, the types of noise would be similar to those currently occurring at the Project Site and in the vicinity. Furthermore, the parking structure would be predominantly enclosed, and any noise generated within the structure would be attenuated by the structure itself, minimizing any potential to substantively increase ambient noise levels at off-site sensitive receptors. As discussed previously, stationary and non-transportation noise sources could result in a potentially significant impact if the Project increases ambient noise levels by more than 3 dBA Ldn. As shown above, the Project's on-site stationary and non-transportation noise sources would not have the potential to substantively increase ambient noise levels in the vicinity of the Project Site. As such, on-site operational noise impacts from Project implementation would be less than significant, and no mitigation measures are required.

Impact NOI-2 Would the Project generate excessive groundborne vibration or groundborne noise levels?

Construction activities associated with the Project would intermittently generate vibration in the Project Site vicinity when it reaches building walls and floors of sensitive receptors. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, jackhammers to break apart concrete, and caisson drills for foundations.

With respect to human annoyance, the FTA thresholds under conditions where there is a frequent number of events per day are 65 VdB at buildings where vibration would interfere with interior operations, 72 VdB

at residences and buildings where people normally sleep, and 75 VdB at other institutional buildings such as schools. With respect to building damage, the FTA guidelines consider 0.12 inch/sec PPV to be the significant impact level for buildings extremely susceptible to vibration damage, 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings, 0.3 inch/sec PPV to be the significant impact level for engineered concrete and masonry, and 0.5 inch/sec PPV to be the significant impact level for reinforced-concrete, steel or timber. The vibration levels at nearby structures are shown below in **Table 3.4-8, Vibration Levels at Nearby Structures from Project Construction.**

**Table 3.4-8
Vibration Levels at Nearby Structures from Project Construction**

Sensitive Uses	Distance to Project Site (ft.)	Receptor Significance Threshold PPV (in./sec)/RMS	Estimated PPV (in./sec)/RMS (VdB)
1. STEAM Building	Adjacent ^b	0.2/75	0.191/64
2. Archbishop Riordan High School	79	0.2/75	0.016/62
3. Balboa Reservoir residences	109	0.2/72	0.010/54
4. Child Care Center	341	0.2/75	0.002/49
5. Residences to the north	491	0.2/72	0.001/45

^a See **Figure 3.4-1** for locations of nearby structures.

^b Consistent with FTA methodology, annoyance calculations are based on distances from the center of the site to the receptors, and building damage calculations are based on the nearest distance to receptors. See **Appendix A** to this report.

The vibration velocities predicted to occur at the nearest receptors to the Project Site (STEAM Building) would be 0.19 in/sec PPV when equipment operates along the nearest property line. This analysis conservatively applies the vibration damage criterion of 0.20 inch/sec PPV for “non-engineered timber and masonry buildings” to all nearby buildings pursuant to FTA guidelines. As shown in **Table 3.4-8**, vibration levels at these receptors would not exceed the vibration damage criterion of 0.20 inch/sec PPV for “non-engineered timber and masonry buildings” during construction activities at the Project Site. As such, construction vibration impacts associated with building damage would be *less than significant*.

With regard to human annoyance, vibration levels would reach 64 VdB at the nearest sensitive receptor (STEAM Building). These vibration levels would not exceed the FTA’s annoyance threshold of 75 VdB for institutional uses, nor 72 VdB at residences and buildings where people normally sleep. Therefore, construction vibration impacts with respect to human annoyance would be *less than significant*.

Impact NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

The Project Site is not in the vicinity of a private airstrip or airport land use plan. Likewise, the Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the San Francisco International Airport, which is located 12.3 miles from the Project Site. As such, the Project would not expose people residing or working in the project area to excessive airport-related noise levels. No impact would occur.

3.4.9 CUMULATIVE IMPACTS

Construction

Construction activities associated with the Project may overlap with construction activities for other development projects that are in the vicinity of the Project Site. Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore, construction noise levels would potentially become cumulative if two development sites were to have construction occurring within 500 feet of each other. The nearest related project to the Project Site is the Balboa Reservoir Project, located approximately 109 feet to the west of the Project Site.¹⁴ However, like the Project, all related projects in the City would be required to comply with the SFMC, which limits the noise level of equipment used during construction activities. In addition, each of the related projects could be subject to additional project-specific mitigation measures aimed at the reduction of construction noise and vibration levels. As such, cumulative impacts with respect to construction noise and vibration would be *less than significant*.

Operation

Noise levels associated with on-site sources are localized to a project site and sensitive receptors within the immediate vicinity. The nearest related project to the Project Site is the Balboa Reservoir Project, located approximately 109 feet to the west of the Project Site.¹⁵ The SEIR prepared for the related project concluded operational noise impacts would be less than significant, and no mitigation measures were required for on-site noise sources. Because the Project would not have the potential to substantively increase ambient noise

¹⁴ City and County of San Francisco, *Balboa Reservoir Project Final Supplemental EIR*, Case No. 2018-007883ENV; certified May 2020.

¹⁵ *Ibid.*

levels from on-site sources, and because impacts for the related project would be less than significant without mitigation, cumulative impacts associated with on-site noise sources would be less than significant. With respect to traffic noise levels, the Project would not increase local traffic noise to a significant level. As discussed in **Section 3.5**, the Project would not increase the Average Daily Trips (ADT) to Ocean Campus, and the 2025 revisions to the student and employment projections would decrease the number of trips by all modes traveling to and from the Ocean Campus. As such, cumulative impacts associated with traffic noise would be less than significant.

3.4.10 CONCLUSION

The 2021 Updated FMP EIR determined that the Updated FMP program and associated individual projects would generate a less-than-significant temporary or permanent increase in ambient noise levels in the vicinity of the project. It also determined that the Updated FMP program and associated individual projects would result in a less-than-significant generation of groundborne vibration or groundborne noise levels. Similarly, as shown in **Table 3.4-5** through **Table 3.4-8**, the proposed Project would not generate a significant increase in ambient noise or groundborne vibration levels from both construction and operation.

3.4.11 REFERENCES

- California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. 2013. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed September 9, 2025.
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Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Manual*. 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed September 9, 2025.

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3.5 TRANSPORTATION

This section presents existing transportation conditions and analyzes potential project-level and cumulative impacts on transportation and circulation during the construction and operation of the proposed Project. Transportation topics cover issues concerning people walking, bicycling, or driving, public transit, emergency access, vehicle miles traveled (VMT), and loading and parking. Information supporting this analysis of transportation impacts is included in **Appendix E** of this Supplemental EIR.

This section discusses the environmental setting, regulatory framework, summary of the prior analysis, approach to analysis, environmental impacts, and mitigation measures for transportation.

3.5.1 ENVIRONMENTAL SETTING

The Project Site is within the CCSF Ocean Campus in the Oceanview neighborhood of San Francisco. The transportation study area encompasses the transportation network within generally two blocks of the Ocean Campus, where the proposed Project could potentially affect transportation and circulation. The transportation study area is generally bounded by Plymouth Avenue to the west, I-280 to the east, Geneva Avenue to the south, and Staples Avenue to the north (see **Figure 3.5-1, Transportation Study Area**). The description of the existing environmental setting focuses on the transportation network near the Project Site.

Counts of vehicles and people walking and bicycling within the transportation study area were gathered from various sources and included counts conducted in May 2019 (Quality Counts) and January 2018 (Kittelson),¹ with additional data in the vicinity of the Project Site collected in August 2025.² The description of transportation conditions near the Project Site is based on field surveys and observations conducted on multiple days in September 2025 when school was in session.

The transportation network within the transportation study area is primarily the same as described in the 2021 Updated FMP EIR, except for vehicle and bicycle lane changes on Frida Kahlo Way and updates to transit service on selected Muni routes. The following sections identify all pertinent changes relevant to the transportation network in the transportation study area since publication of the 2021 Updated FMP EIR.

¹ City and County of San Francisco, *Balboa Reservoir Project Final Supplemental EIR*, Case No. 2018-007883ENV; certified May 2020.

² Counts of vehicle, pedestrians, and bicyclists were conducted during the AM and PM peak period on August 26, 2025, at the intersections of Frida Kahlo Way/Ocean/Geneva, Frida Kahlo Way/North Access Road, Lee Avenue/North Access Road, and Frida Kahlo Way/Judson Avenue. See **Appendix E**.

Regional and Local Roadways

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

The Project Site is served by multiple local streets. **Table 3.5-1, Roadways in Vicinity of the Project Site**, lists local roadways in the study area by street name, direction (east–west or north–south), number of travel lanes, the streets’ designation in the San Francisco General Plan and on the City’s Vision Zero Network, the streets’ classification in the San Francisco Better Streets Plan (Better Streets Plan), transit routes that use the street (if any), and bicycle facilities provided on the street (if any).

**Table 3.5-1
Roadways in Vicinity of the Project Site**

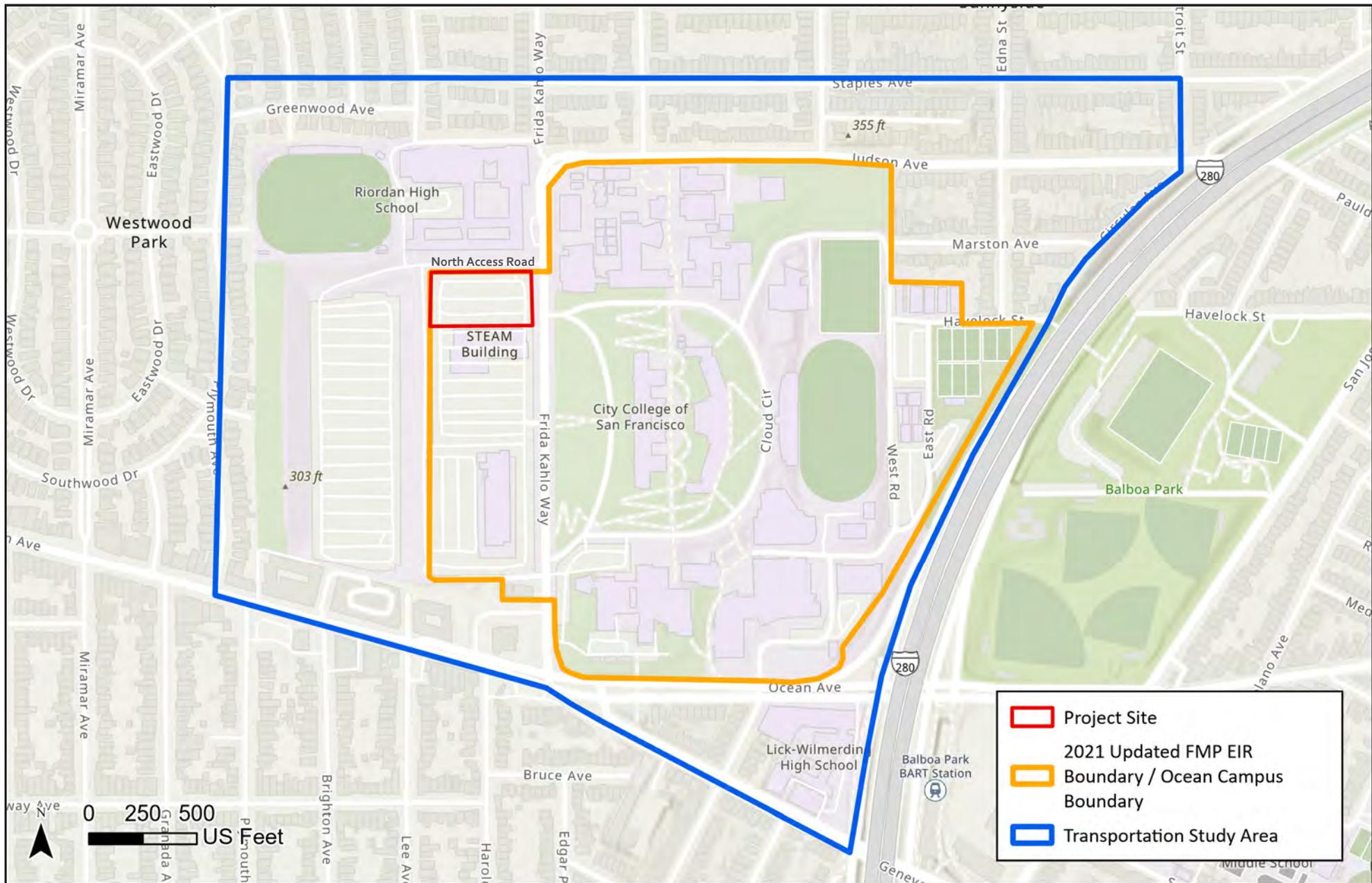
Street Name	Direction	Number of lanes each way (typical)	San Francisco General Plan and Vision Zero High Injury Network Designation ^a	Better Streets Plan Designation	Transit Routes	Bicycle Facilities (typical) ^b
Ocean Ave	E-W	2/3	CMP and MTS Major Arterial, Vision Zero HIN	Commercial and Residential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

^a CMP = Congestion Management Program, MTS = Metropolitan Transportation System, HIN = High Injury Network.

^b Class II bikeways are striped within the paved areas of roadways and established for the preferential use of people bicycling in separated bicycle lanes. Class III bikeways are signed bicycle routes that allow people bicycling to share travel lanes with vehicles and may include a shared-lane marking. Class IV bikeways are exclusive bicycle facilities that are separated from vehicular traffic by a buffer zone.

^c Lee Avenue south of Ocean Avenue.

Source: Adavant Consulting/LCW Consulting, 2025.



SOURCE: Adavant, 2025, LCW Consulting, 2025, Esri, 2026

FIGURE 3.5-1

Transportation Study Area

Frida Kahlo Way is a two-way north-south local street with one travel lane each way. A two-way protected bicycle facility is provided on the east side of the street between Ocean and Judson avenues, a bicycle lane is provided on the west side of the street between Judson Avenue and North Access Road, and a signed bicycle route and on-street parking is provided on the west side of the street between North Access Road and Cloud Circle South. Frida Kahlo Way has sidewalks on both sides of the street.

North Access Road currently extends between Frida Kahlo Way and the parking lot access road that serves the upper and lower reservoirs. In addition, North Access Road provides access to the off-street parking lots for Riordan High School. North Access Road currently has one westbound and two eastbound travel lanes, and sidewalks on both sides of the street. As described below under baseline conditions, as part of the Balboa Reservoir project, North Access Road will be reconstructed to provide a vehicle travel lane and a bicycle lane each way, a parking lane on the south side of the street (i.e., adjacent to the Project Site), and sidewalks on both sides of the street. North Access Road is part of the Balboa Reservoir project's Phase 1 Development Application's right-of-way and street improvements currently underway at the site.

Lee Avenue currently extends between approximately 200 feet north of Ocean Avenue and Lakeview Avenue to the south. It is a two-way north-south street with one travel lane each way, and on-street parking and sidewalks on both sides of the street. There is a bicycle lane on the west side of the street. North of the terminus of Lee Avenue, a parking lot access road that runs north-south between the upper and lower reservoir sites and connects to North Access Road is also referred to as Lee Avenue. As described below under baseline conditions, as part of the Balboa Reservoir project, Lee Avenue will be extended north along the right-of-way of the parking lot access road (i.e., between the Balboa Reservoir site and the Ocean Campus) to North Access Road. The reconstructed Lee Avenue will contain a vehicle travel lane and a protected bicycle lane each way, and sidewalks on both sides of the street. This extension of Lee Avenue is part of the Balboa Reservoir project's Phase 1 Development Application's right-of-way and street improvements currently underway at the site.

Table 3.5-2, Existing Weekday AM and PM Peak Hour Total Two-Way Traffic Volumes on Streets in Vicinity of Project Site, summarizes the existing weekday AM and PM peak hour traffic volumes for the street segments in the vicinity of the Project Site. The traffic volume counts in **Table 3.5-2** reflect counts conducted in January 2018 and May 2019 prior to the COVID-19 pandemic. Counts of vehicles at selected study intersections were conducted in August 2025 to determine whether there were substantial changes from the 2018/2019 condition. The vehicle traffic volumes collected in 2025 are generally lower than those observed in 2018/2019, and therefore, as a conservative assumption, this analysis uses the 2018/2019 traffic volumes included in the 2021 Updated FMP EIR for existing conditions.

Table 3.5-2
Existing Weekday AM and PM Peak Hour
Total Two-Way Traffic Volumes on Streets in Vicinity of Project Site

Street Segment		AM Peak Hour	PM Peak Hour
Frida Kahlo Way	between Judson Ave and North Access Road	825	913
	between North Access Road to Cloud Circle North	659	826
	between Cloud Circle South and Ocean Avenue	1,089	1,222
North Access Road	between Frida Kahlo Way and Lee Avenue	394	323
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	1,923	1,973
	between Frida Kahlo Way/Geneva Ave and Howth St	1,333	1,326
Geneva Avenue	south of Ocean Avenue	1,147	1,273

Source: Quality Counts, 2019; Kittelson and Associates, 2018.

Walking Conditions

The primary pedestrian access to the Project Site is from the east via Frida Kahlo Way. **Table 3.5-3, Existing Weekday AM and PM Peak Hour Counts of Pedestrians within Crosswalks in Vicinity of Project Site**, presents counts conducted in August 2025 of the number of people crossing within crosswalks at the intersections between the Project Site and the campus to the south and east. In general, the number of people crossing at the study intersections is typically greater during the weekday PM peak hour than during the AM peak hour.

Table 3.5-3
Existing Weekday AM and PM Peak Hour
Counts of Pedestrians within Crosswalks in Vicinity of Project Site

Study Intersection	A.M Peak Hour	PM Peak Hour
Frida Kahlo Way/Judson Ave	118	42
Frida Kahlo Way/North Rd	147	191
Frida Kahlo Way/Ocean Ave/Geneva Ave	166	201

Source: Traffic Counts Plus, 2025.

Existing pedestrian conditions were evaluated during field visits to the Project Site in the PM period in September 2025 when classes were in session. Pedestrian activity was observed to be generally heavy along Frida Kahlo Way and Ocean Avenue. The majority of the pedestrian activity appeared to be school-related as students, employees, and visitors were observed walking from the west side of Frida Kahlo Way at the Reservoir lots to the campus itself. Additionally, with the City College Terminal serving Muni routes,

people walking were observed walking between the campus and the nearby Muni bus stops. In general, the conditions for people walking in the vicinity of the Project Site are satisfactory. Ocean and Geneva avenues are designated as part of the Vision Zero High Injury Network for people walking or bicycling. Vision Zero is a policy that assists in focusing traffic safety investments to reduce severe and fatal injuries to people walking, bicycling, and driving on streets where most severe or fatal injuries are concentrated. The City adopted Vision Zero as a policy in 2014, with the goal of zero traffic deaths for all ways of people travel.³

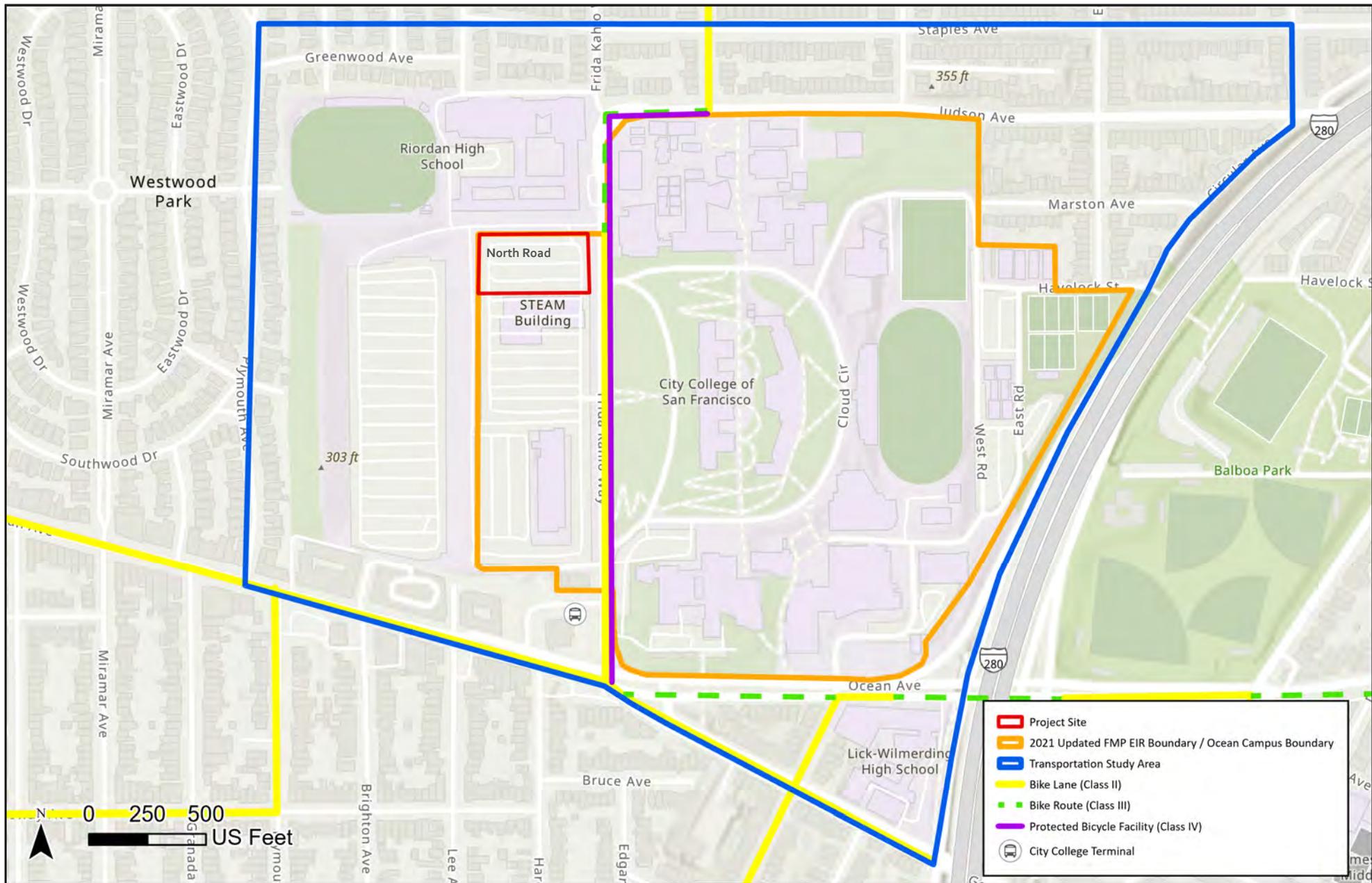
Bicycle Conditions

Bicycle facilities are typically classified as class I, class II, class III, or class IV facilities.⁴ Class I bikeways are bike paths with exclusive rights-of-way for use by people bicycling or people walking. Class II bikeways are striped within the paved areas of roadways and established for the preferential use of people bicycling in separated bicycle lanes. Separated bicycle lanes provide a striped, marked, and signed lane that is buffered from vehicular traffic. These facilities, which are located on roadways, reserve 4 to 5 feet of space for bicycle traffic exclusively. Class III bikeways are signed bicycle routes that allow people bicycling to share travel lanes with vehicles and may include a shared-lane marking. A class IV bikeway is an exclusive bicycle facility that is separated from vehicular traffic by a buffer zone (also referred to as a cycle track). The separation from vehicular traffic could be by grade separations, flexible posts, inflexible physical barriers, or on-street vehicular parking. **Figure 3.5-2, Existing Bicycle Network in Transportation Study Area**, presents the bicycle network in the transportation study area. As shown in the figure, the streets adjacent to and near the Project Site have the following bicycle facilities:

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

³ Vision Zero is a policy that assists in focusing traffic safety investments to reduce severe and fatal injuries to people walking, bicycling, and driving on streets where most severe or fatal injuries are concentrated. The City adopted Vision Zero as a policy in 2014, with the goal of zero traffic deaths for all ways people travel. The bicycle and bus lane improvements project on Potrero Avenue is an example of a city project to address safety issues and achieve Vision Zero.

⁴ *California Streets and Highway Code* Section 890.4. Available online at: <https://codes.findlaw.com/ca/streets-and-highways-code/shc-sect-890-4.html>, accessed October 2, 2025.



SOURCE: Advant, 2025, LCW Consulting, 2025, Esri, 2025

FIGURE 3.5-2

Existing Bicycle Network in Transportation Study Area

- **Judson Avenue** runs east-west and between Frida Kahlo Way and Genessee Street has a class IV protected bicycle facility on the south side of the street and a class II bicycle route on the north side of the street.
- **Frida Kahlo Way** runs north-south and **on the west side of the street** has a class II bicycle lane between Judson Avenue and North Street and a class III bicycle route designation between North Street and Ocean Avenue. On the east side of the street, there is a class IV protected bicycle facility between Ocean and Judson avenues. In 2024, SFMTA implemented the Frida Kahlo Quick-Build Project that removed on-street parking and bus stops serving the 43 Masonic bus route on the east side of the street and upgraded the prior bicycle lane to the current class IV protected bicycle facility.
- **Lee Avenue** runs north-south and has a class II bicycle lane in the uphill (southbound) direction and extends one block between Ocean and Holloway avenues. In the downhill (northbound) direction, this segment of Lee Avenue has a class III route designation.

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

- On the south side of Judson Avenue, east of Genessee Street, and has a capacity for up to 27 bicycles.
- On the east side of Frida Kahlo Way at Cloud Circle and has a capacity for up to 27 bicycles.

A summary of counts of people bicycling conducted during the weekday AM and PM peak periods in August 2025 is summarized in **Table 3.5-4, Existing Weekday AM and PM Peak Hour Counts of People Bicycling in Vicinity of Project Site**. The number of people bicycling near the Project Site is generally low, fewer than 22 bicyclists in all directions at the study intersection during both the AM and PM peak hours, and the volume of bicycles is generally similar during both peak hours.

**Table 3.5-4
Existing Weekday AM and PM Peak Hour
Counts of People Bicycling in Vicinity of Project Site**

Study Intersection	A.M Peak Hour	PM Peak Hour
Frida Kahlo Way/Judson Ave	6	15
Frida Kahlo Way/North Rd	8	21
Frida Kahlo Way/Ocean Ave/Geneva Ave	19	22

Sources: Traffic Counts Plus, 2025.

No safety hazards or right-of-way conflicts between bicyclists, pedestrians, buses, or other vehicles on the transportation study area were observed during field surveys conducted in September 2025. While Ocean and Geneva avenues are designated as part of the Vision Zero High Injury Network for cyclists, during field surveys no unsafe behavior or potentially hazardous conditions for bicyclists were observed.

Public Transit Conditions

Local public transit service in San Francisco is provided by the San Francisco Municipal Railway (Muni), the transit division of the SFMTA. Muni bus routes and light rail lines can be used to access regional transit operators. **Figure 3.5-3, Existing Transit Network in Transportation Study Area**, presents the existing transit network serving the transportation study area. **Table 3.5-5, Existing Muni Routes in Vicinity of the Project Site**, presents information for each Muni bus route and light rail line that operates within the transportation study area, including service frequencies⁵ for the AM and PM. peak periods, nearest stop location, and neighborhoods served. The local transit network is the same as described in the 2021 Updated FMP EIR, except for minor changes to the service frequencies (i.e., between one and three minutes) for the 29 Sunset, 43 Masonic, and 49 Van Ness/Mission bus routes and for the K Ingleside light rail line.

Four bus stops for the 43 Masonic bus route are located along Frida Kahlo Way (two on the east side and two on the west side of the street) between Judson and Ocean avenues. There is a bus stop on the west side of the Frida Kahlo Way south of North Access Road and adjacent to the project. A Muni transit hub and bus layover⁶ is provided at the City College Terminal located at the northwest corner of the intersection of Frida Kahlo Way/Ocean Avenue/Geneva Avenue (approximately 150 feet north of Ocean Avenue). During field surveys of the Project Site conducted in September 2025, no conditions that would result in potentially hazardous conditions for buses operating on Frida Kahlo Way and other nearby streets (i.e., conditions in which vehicles could potentially collide with a transit vehicle) were observed.

Regional transit providers include BART, Golden Gate Transit, and San Mateo County Transit District (SamTrans). Access to regional transit service providers is via Muni service or BART. BART operates heavy rail regional trains providing access to downtown San Francisco, the Peninsula and the East Bay. The closest BART station (Balboa Park) is located approximately 0.5 miles east of the Project Site, and can be reached via Geneva Avenue, Howth Street, or the Havelock Street Bridge. Golden Gate Transit primarily serves downtown and can be reached via the Muni light rail lines or by BART. SamTrans routes can be reached

⁵ The service frequency is the number of minutes between buses or trains on a particular bus route or light rail line.

⁶ A layover is a period of time included in the schedule at the end of a trip that typically takes place at a transit terminus.

via BART or Muni in the vicinity of the Daly City BART station.

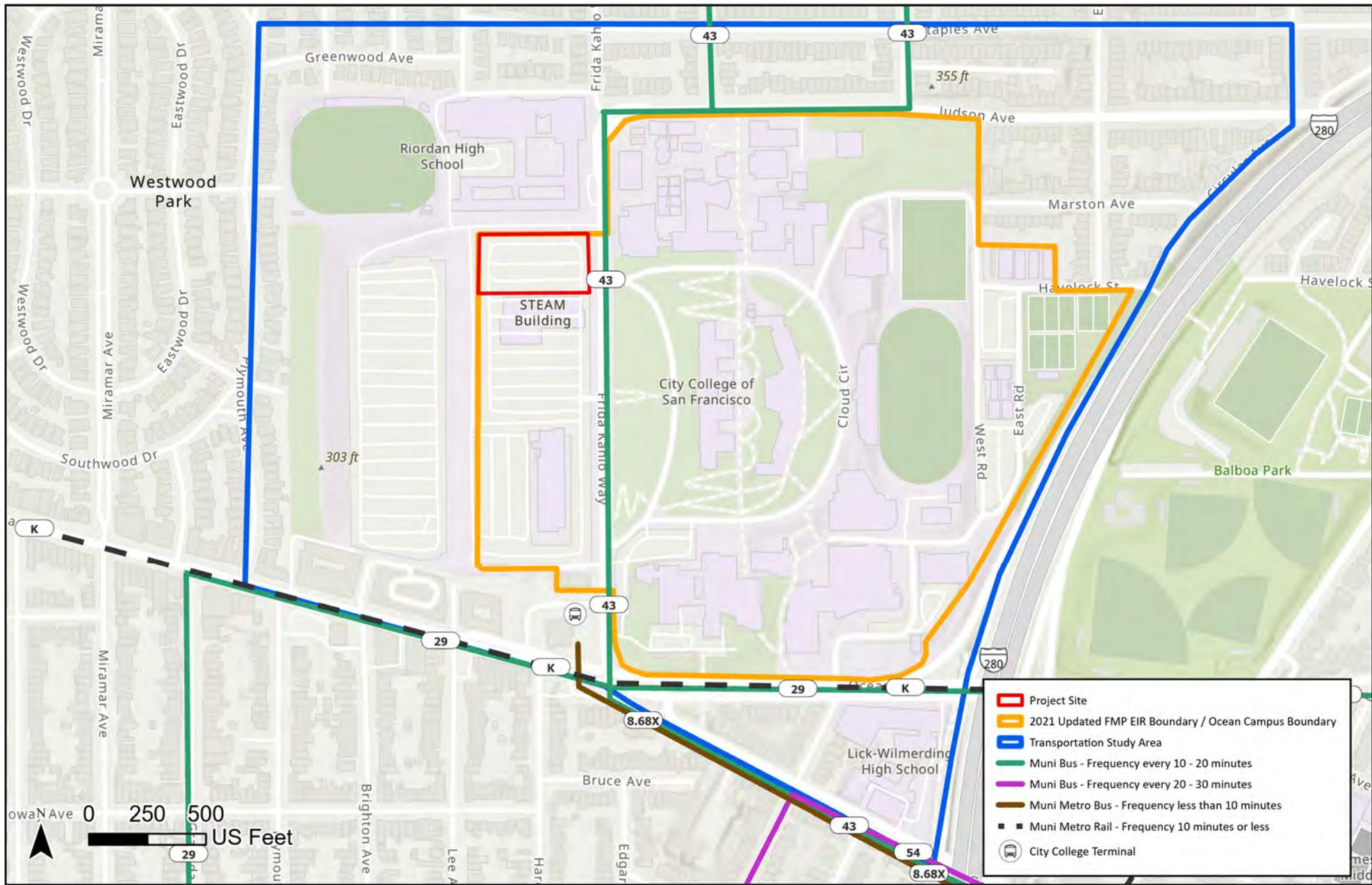
**Table 3.5-5
Existing Muni Routes in the Vicinity of the Project Site**

Bus Route	Frequencies ^A (in minutes)		Nearest Stop to Project Site	Neighborhoods Served
	AM Peak Period ^B	PM Peak Period ^B		
8 Bayshore	8	8	City College Terminal	Chinatown, Crocker Amazon, Excelsior, Financial District, Nob Hill, North Beach, Ocean View, Outer Mission, Russian Hill, South of Market, Visitacion Valley, West of Twin Peaks
8BX Bayshore Express	8	8		
29 Sunset	9	9	Ocean Ave/Lee Ave	Bayview, Excelsior, Golden Gate Park, Inner Richmond, Lakeshore, Ingleside, Inner Sunset, Outer Mission, Outer Richmond, Outer Sunset, Parkside, Presidio, Seacliff, Visitacion Valley, West of Twin Peaks,
43 Masonic	12	12	FKW/Judson & FKW/City College Terminal	Crocker Amazon, Excelsior, Golden Gate Park, Inner Richmond, Marina, Ocean View, Outer Mission, Pacific Heights, Presidio, Presidio Heights, Twin Peaks, West of Twin Peaks, Western Addition, Inner Sunset
49 Van Ness/Mission	6	6	City College Terminal	Bernal Heights, Downtown/Civic Center, Excelsior, Glen Park, Marina, Mission, Nob Hill, Noe Valley, Ocean View, Outer Mission, Pacific Heights, Russian Hill, South of Market, West of Twin Peaks, Western Addition
54 Felton	20	20	City College Terminal	Bayview, Crocker Amazon, Excelsior, Lakeshore, Ocean View, Outer Mission, Visitacion Valley, West of Twin Peaks
91 Third Street/19 th Avenue Owl	--	--	Ocean Ave/Geneva Ave	Bayview, Chinatown, Crocker Amazon, Downtown Civic Center, Excelsior, Financial District, Golden Gate Park, Inner Richmond, Inner Sunset, Lakeshore, Marina, Nob Hill, North Beach, Ocean View, Outer Mission, Outer Sunset, Parkside, Potrero Hill, Presidio, Russian Hill, South of Market, Visitacion Valley, West of Twin Peaks
K Ingleside	10	10	Ocean Ave/CCSF pedestrian Bridge	Bayview, Castro/Upper Market, Chinatown, Downtown/Civic Center, Financial District, Lakeshore, Mission, Noe Valley, Ocean View, Outer Mission, Parkside, Potrero Hill, South of Market, Twin Peaks, Visitacion Valley, West of Twin Peaks

Source: SFMTA, <https://www.sfmta.com/getting-around/muni/routes-stops>; Adavant Consulting/LCW Consulting, 2025.

^a Frequencies represent wait times between transit vehicles.

^b The AM peak period for Muni service is between 7 AM and 10 AM, and the PM peak period is between 3 PM and 7 PM.



SOURCE: Advant, 2025, LCW Consulting, 2025, Esri, 2025

FIGURE 3.5-3

Existing Transit Network in Transportation Study Area

Emergency Access Conditions

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

Emergency vehicle access to the Project Site is currently provided via Ocean Avenue and Frida Kahlo Way. During field surveys conducted in September 2025, no emergency vehicles or conditions that would impede emergency service providers (e.g., physical barriers that could restrict emergency vehicle access, inadequate turning radii at intersections) were observed. Arterial roadways such as Ocean Avenue, Geneva Avenue, and Frida Kahlo Way provide multiple travel and/or bicycle lanes to permit vehicles to maneuver out of the path of emergency vehicles and yield the right-of-way to the emergency vehicle, as required by the California Vehicle Code.⁷

Commercial Vehicle and Passenger Loading Conditions

On-street commercial vehicle loading spaces (i.e., yellow zones or metered spaces) are reserved for use by commercial vehicles, while passenger loading/unloading zones (i.e., white zones) provide a place to load and unload passengers for adjacent businesses and residences. There are no on-street commercial vehicle or passenger loading spaces directly adjacent to the Project Site on Lee Avenue, North Access Road, or Frida Kahlo Way. During field surveys conducted in September 2025, no commercial vehicle loading activities were observed occurring within the travel lane and/or bicycle lanes on Frida Kahlo Way, North Access Road, or Lee Avenue.

Parking Conditions

There are currently about 195 vehicle parking spaces on the Project Site, which are accessed via North Access Road and the parking lot access road (i.e., Lee Avenue). As of April 2024, a portion of the site is being used as a temporary construction staging area for ongoing CCSF projects. Within the Ocean Campus,

⁷ Per the California Vehicle Code section 21806, all vehicles must yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle has passed.

there are currently a total of 1,342 vehicle parking spaces. This total reflects the permanent elimination of about 1,340 parking spaces that were available in 2018, including the removal of 540 parking spaces within campus surface parking lots for the new Diego Rivera Theater, STEAM buildings and childcare center, and the removal of about 1,100 parking spaces on the Balboa Reservoir Project Site that were available to students, faculty, and staff. Under existing conditions, the surface parking lots are well-utilized.

Updated Baseline Conditions

The analysis in California Environmental Quality Act (CEQA) documents typically presents existing and existing-plus-project scenarios to identify impacts by comparing conditions with the proposed Project to existing conditions. Because this SEIR is a revision of the 2021 Updated FMP EIR to incorporate the addition of a parking garage to the Ocean Campus, and because parking facilities at the Ocean Campus do not generate travel demand but instead accommodate parking demand generated by students, faculty and staff, the comparison of conditions without and with the proposed Project need to factor in the growth in travel demand consistent with the 2021 Updated FMP. A modified or future baseline, different from the existing conditions, was determined to be appropriate for the transportation and circulation analyses because an analysis based on existing conditions could be misleading to decision-makers and the public. The transportation impact analysis uses the 2021 Updated FMP with 2025 revisions to the student and employment projections as the baseline against which environmental impacts are assessed.

Land Use Assumptions for Baseline Conditions. The baseline includes the implementation of the 2021 Updated FMP and includes the changes to the travel demand estimates in the 2021 Updated FMP EIR to reflect CCSF's 2025 revisions to the student and employment projections presented in **Table 2.0-2**. As shown in **Table 2.0-2**, permanent changes in student enrollment following the COVID-19 pandemic are anticipated to reduce the annual student enrollment projections for 2030 at the Ocean Campus from about 36,800 students to 24,800 students, an overall decrease of approximately 12,000 students. In addition, the employment projections for 2030 at the Ocean Campus would decrease from about 2,000 (80 percent of 2,500 total CCSF employment) to 1,240 (80 percent of 1,570 total CCSF employment) employees, a decrease of about 740 faculty/staff.

Transportation Network Assumptions for Baseline Conditions. The baseline condition includes the minor changes to the transportation network that would be implemented as part of the 2021 Updated FMP. These include upgraded and new pathways and sidewalks, reconfiguration of parking lots, and removal of on-street parking from Cloud Circle.

The baseline conditions also assume that the reconfiguration and reconstruction of the street network adjacent to the Project Site on North Access Road and Lee Avenue by the Balboa Reservoir project⁸ would be completed prior to the start of construction of the proposed Project. The Balboa Reservoir project street network improvements adjacent to the Project Site include new 12-foot-wide sidewalks and 5 to 7-foot-wide bicycle lanes on both Lee Avenue and North Access Road, as well as crosswalks in the continental design at the intersections of Lee Avenue/North Access Road/CCSF driveway and Lee Avenue/North Access Road.⁹ With the extension of Lee Avenue, the CCSF parking lots on the upper reservoir site would have access to Ocean Avenue via Lee Avenue. In addition to these roadway changes, as part of the Balboa Reservoir project, the SFMTA will modify the intersections of Brighton Avenue/Ocean Avenue and Plymouth Avenue/Ocean Avenue to manage left turns from eastbound and westbound Ocean Avenue.

Travel Demand at the Ocean Campus under Baseline Conditions. This section summarizes the changes in travel demand associated with the 2021 Updated FMP with 2025 revisions to student and employment projections. The methodology used to estimate the travel demand is presented in “**Travel Demand Methodology and Results.**” Additional details are included in **Appendix E**. The travel demand for the 2021 Updated FMP with 2025 revisions to the student and employment projections assumes an increase in the number of daily students attending the Ocean Campus of 4,270 (compared to an increase of 12,400 students in the 2021 Updated FMP EIR) and that the number of daily faculty/staff working at the Ocean Campus would decrease by about 330 (compared to an increase of 255 faculty/staff in the 2021 Updated FMP EIR).

As shown in **Table 3.5-7** and **Table 3.5-8**, the 2021 Updated FMP with 2025 revisions to the student and employment projections would add about 465 person trips by all ways of travel and 216 vehicle trips during the AM peak hour (1,090 fewer person trips and 550 fewer vehicle trips than analyzed in the 2021 Updated FMP EIR) and 410 person trips by all ways of travel and 190 vehicle trips during the PM peak hour (960 fewer person trips and 480 fewer vehicle trips than analyzed in the 2021 Updated FMP EIR).

⁸ City and County of San Francisco, *Balboa Reservoir Project Final Supplemental EIR*, Planning Department Case No. 2018-007883ENV, Certified August 28, 2020.

⁹ As part of the Balboa Reservoir project, Lee Avenue adjacent to the project site will be reconstructed to provide an approximately 10-foot-wide vehicle travel lane and a 7-foot-wide protected bicycle lane each way, and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway along Lee Avenue into the project site. The Balboa Reservoir project will install crosswalks in the continental design at the intersection of Lee Avenue/North Access Road/CCSF driveway. North Access Road adjacent to the project site will be reconstructed to provide a 10-foot-wide vehicle travel lane and a 5-foot-wide bicycle lane each way, an 8-foot-wide parking lane on the south side of the street (i.e., adjacent to the project site), and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway into the project site and install continental crosswalks at the intersection of Lee Avenue/North Access Road.

Future Baseline Conditions. Transportation conditions under baseline conditions would be similar to conditions with the 2021 Updated FMP presented in the 2021 Updated FMP EIR, except that the number of person and vehicle trips traveling to and from the Ocean Campus on a weekday daily basis and during the AM and PM peak hours would be less. In addition, under baseline conditions, there would be a reassignment of some vehicles traveling to and from the CCSF upper reservoir parking lots from using North Access Road and Frida Kahlo Way to access Ocean Avenue to using the new Lee Avenue constructed as part of the Balboa Reservoir project.

The off-street parking supply within the Ocean Campus under baseline conditions will be 1,381 parking spaces, a net increase of 39 parking spaces from existing conditions due to implementation of the 2021 Updated FMP projects. **Table 3.5-6, Existing and Baseline Off-Street Parking Supply, Demand, and Peak Utilization for the Ocean Campus**, presents a summary of parking supply and demand conditions for existing and baseline conditions. As shown in **Table 3.5-6**, there will be a parking deficit of 880 spaces under baseline conditions. This is a continuation of the parking deficit under existing conditions that is associated with the permanent removal of approximately 1,580 parking spaces due to CCSF projects on the upper reservoir lot and the Balboa Reservoir project on the lower reservoir lot.

Table 3.5-6
Existing and Baseline Off-Street Parking Supply, Demand and Peak Utilization for the Ocean Campus

	Existing Conditions ^a	Baseline Conditions ^b
	Total	Total
Supply ^c (spaces)	1,342	1,381
Demand ^d (spaces)	2,171	2,261
Peak Utilization ^d	162%	164%
Surplus / Deficit (spaces)	-829	-880

Source: Adavant Consulting/LCW Consulting, 2025. See **Appendix E**.

^a Reflects 2025 conditions and does not include the lower reservoir parking lot used by students on the Balboa Reservoir project site or CCSF parking supply removed as part of the Diego Rivera Theater, STEAM building and new childcare center projects.

^b Reflects conditions for 2021 Updated FMP with 2025 revisions to student and employment projections and minor changes to on-street and off-street parking supply at the Ocean Campus implemented as part of the 2021 Updated FMP.

^c Spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, campus police, etc.

^d Peak demand and utilization are reached between 10 AM and noon on a typical school day.

^d Spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, campus police, etc.

3.5.2 REGULATORY FRAMEWORK

CCSF is exempted from compliance with local land use regulations, including general plans and zoning, when using property under its control in furtherance of its educational mission. However, CCSF consults and coordinates as needed with City agencies (i.e., the Planning Department, SFMTA, and public works).

State, CCSF, and City plans and policies that are relevant to the proposed Project are described below. There have been no changes to the regulatory setting since publication of the 2021 Updated FMP EIR.

State

CEQA Section 21099(b)(1) (Senate Bill 743)

California Environmental Quality Act (CEQA) Section 21099(b)(1) of the Public Resources Code required that the State Office of Planning and Research develop revisions to the *State CEQA Guidelines* establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the Office of Planning and Research published for public review and comment a Revised Proposal on Updates to the *State CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, recommending that transportation impacts for projects be measured using a VMT metric.¹⁰ In January 2019, changes to the CEQA statutes and guidelines went into effect, including a new section 15064.3 that states that VMT is the most appropriate measure of transportation impacts, and includes updated criteria for analyzing transportation impacts.

City College of San Francisco

Sustainability Plan for Construction, Retrofitting, and Operations

The College’s Sustainability Plan lays out sustainable policies, programs, and practices for all centers. Sustainable operations include implementation of transportation demand management measures to decrease the percentage of automobile trips on all campuses by promoting transit use, carpooling, and motorcycling, and to pursue a goal of a 5 percent to 10 percent reduction in automobile trips by 2020.

CCSF Design Standards

The College recognizes the need to deliver a sustainable built environment in support of its overall academic vision and mission. The CCSF Design Standards, updated in December 2019, include several

¹⁰ California Office of Planning and Research, *Revised Proposal on Updates to the State CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*, January 20, 2016.

principles that require facilitating the use of sustainable modes of transportation, including public transit, bicycling, carpooling, and non-fossil fuel vehicles.

City of San Francisco

Transit First Policy

The City's Transit First policy is a set of principles that emphasize the City's commitment to encourage the use of public rights of way by people walking, bicycling, and riding public transit above the use of the personal automobile.

Vision Zero

In 2014, the San Francisco Board of Supervisors adopted a resolution to implement an action plan to reduce traffic fatalities to zero by 2024 through engineering, education, and enforcement (Resolution 91-14). Numerous San Francisco agencies responsible for the aforementioned aspects of the action plans adopted similar resolutions. In 2017, the board of supervisors amended the transportation and urban design elements of the general plan to implement Vision Zero (Ordinance 175-17).

San Francisco General Plan

The transportation element of the San Francisco General Plan is composed of objectives and policies that relate to the nine aspects of the citywide transportation system: general, regional transportation, congestion management, vehicle circulation, transit, pedestrian, bicycles, citywide parking, and goods management. The transportation element, which references San Francisco's Transit First Policy in its introduction, contains objectives and policies that are directly pertinent to consideration of the project, including objectives related to prioritizing sustainable modes of travel and designing streets for walking and bicycling.

Balboa Park Station Area Plan

The area plan was adopted in 2009 and is informed by three key principles: improve the area's public realm, make the transit experience safer and more enjoyable, and improve the economic vitality of the Ocean Avenue Neighborhood Commercial District. It supports better integrating the campus with the surrounding neighborhood and redesigning Frida Kahlo Way as a campus-oriented street; and includes policies to knit together isolated areas of the neighborhood; integrate diverse land uses with the area's commercial and transit; encourage walking, bicycling, and public transit as the primary means of transportation; and otherwise strengthen the Balboa Park area.

Better Streets Plan

The Better Streets Plan is a unified set of standards, guidelines, and implementation strategies to govern how San Francisco designs, builds, and maintains its pedestrian environment, which it defines as the areas of the street where people walk, sit, shop, play, or interact. The Better Streets Plan focuses on creating a positive pedestrian environment through measures such as careful streetscape design and traffic calming measures to increase pedestrian safety. The guidelines are for the design of sidewalks and crosswalks; however, in some cases, the Better Streets Plan includes guidelines for certain areas of roadway, particularly at intersections.

San Francisco Bicycle Strategy

The San Francisco Bicycle Strategy describes a City program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The Bicycle Strategy identifies the citywide bicycle route network and establishes the level of treatment in terms of user comfort for each route.

San Francisco Regulations for Working in San Francisco Streets (SFMTA Blue Book)

The San Francisco Regulations for Working in San Francisco Streets (also known as the “SFMTA blue book”) contains regulations that are prepared and regularly updated by the SFMTA, under the authority derived from the San Francisco Transportation Code, to serve as a guide for contractors working in San Francisco streets. The manual establishes rules and guidance so that work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. The manual also contains relevant general information, contact information, and procedures related to working in the public right-of-way when it is controlled by agencies other than the SFMTA.

In addition to the regulations presented in the manual, all traffic control, warning, and guidance devices must conform to the California Manual on Uniform Traffic Control Devices.¹¹ Furthermore, contractors are responsible for complying with all applicable city, state, and federal codes, rules, and regulations. The party responsible for setting up traffic controls during construction is responsible if such controls do not meet the guidance and requirements established by this manual and any applicable state requirements.

3.5.3 SUMMARY OF PRIOR ANALYSIS

The potential transportation impacts of the 2021 Updated FMP are analyzed in Section 4.2, Transportation, of the 2021 Updated FMP EIR. The EIR identified less-than-significant impacts related to construction,

¹¹ Caltrans, “California Manual of Uniform Traffic Control Devices,” 2014, Revision 5. Available online at: <https://dot.ca.gov/programs/safety-programs/camutcd/camutcd-rev5>, accessed October 2, 2025.

potentially hazardous conditions, accessibility, vehicle miles traveled (VMT), loading and parking, and mitigation measures were not required. The EIR identified significant impacts related to transit delay, and a mitigation measure was identified for transit delay impacts. Even with the implementation of the mitigation measure, impacts related to transit delay would remain significant and unavoidable.

3.5.4 METHODOLOGY AND THRESHOLDS OF SIGNIFICANCE

Significance Criteria

The proposed Project would have a significant effect if it would:

- Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Conflict or be inconsistent with *State CEQA Guidelines* section 15064.3, subdivision (b).¹²
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.
- Result in inadequate emergency access.

CCSF has adopted the San Francisco Planning Department's significance criteria contained within the San Francisco Transportation Impact Analysis Guidelines (SF transportation guidelines) to facilitate the transportation analysis and address the Appendix G Checklist. The SF transportation guidelines separate the significance criteria into construction and operation.

Construction of a project would have a significant effect on the environment if it would require a substantially extended duration or intense activity, and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with accessibility for people walking or bicycling, or substantially delay public transit.

The operational impact analysis addresses the following six significance criteria. A project would have a significant effect if it would:

- Create potentially hazardous conditions for people walking, bicycling, or driving, or for public transit operations;

¹² *State CEQA Guidelines* Section 15064.3 subdivision (b) refers to the discontinuance of vehicle level of service (LOS).

- Interfere with accessibility of people walking or bicycling to and from the project area, and adjoining areas, or result in inadequate emergency access;
- Substantially delay public transit;
- Cause substantial additional VMT or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network;
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving, or substantially delay public transit; or
- Result in a vehicle parking deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving, or interfere with accessibility for people walking or bicycling, or provide inadequate access for emergency vehicles, or substantially delay public transit.

Approach to Analysis

Analysis Periods

In San Francisco, the weekday PM peak period is typically the period when the most overall travel happens and is the standard period of analysis; however, because CCSF generally generates more person and vehicle trips in the morning than in the evening, the AM peak hour was also included in the analysis. The project construction-related and operations impact assessment includes daily and/or AM and PM peak hour analysis periods. The AM peak hour was defined as the 60-minute period with the highest traffic volume between 7 AM and 9 AM, and the PM peak hour was defined as the 60-minute period with the highest traffic volume between 4 PM and 6 PM.

The analysis of the proposed Project was conducted for baseline plus project and cumulative conditions. The baseline plus project conditions assess the near-term impacts of the proposed Project, while cumulative conditions assess the long-term impacts of the proposed Project in combination with cumulative development.

Travel Demand Methodology and Results

The proposed parking garage would not generate new parking demand or vehicle trips but instead would accommodate a portion of the vehicle parking demand generated by students, employees (including the relocated campus police and custodial services), and visitors at the Ocean Campus. Therefore, a two-step process was implemented to determine the travel demand associated with the proposed Project:

1. The travel demand analysis first estimates the change in travel demand due to CCSF's 2025 revisions to the student and employment projections. As described below, the 2025 revisions would reduce the number of students and faculty/staff traveling to and from the Ocean Campus by all means of travel from conditions presented in the 2021 Updated FMP EIR. The reduction of vehicle trips generated by students and faculty/staff during the AM and PM peak hours would result in a reduction in the number of vehicles on the transportation study area roadways. The decrease in vehicles on transportation study area roadways to reflect the reduction in students and faculty/staff at the Ocean Campus also included a reassignment of vehicle trips to account for the extension of Lee Avenue from Ocean Avenue to North Access Road to be undertaken by the Balboa Reservoir project. This scenario represents the baseline conditions against which the proposed Project is evaluated.
2. The proposed Project would increase the number of vehicle parking spaces on the Project Site by about 455 spaces. The travel demand assessment determined the number of vehicles traveling to and from the Project Site throughout the day and determined the increase in AM and PM peak hour trips from baseline conditions (i.e., surface parking lot containing 195 spaces). Because the 2021 Updated FMP EIR conservatively assumed that all student and faculty/staff generated vehicles would drive to and from the Ocean Campus regardless of the projected parking deficit, with the implementation of the proposed, some of the students and faculty/staff vehicles assigned to other parking locations within the Ocean Campus (i.e., those located east of Frida Kahlo Way) were reassigned to park at the proposed Project. This scenario represents the baseline plus project conditions.

2021 Updated FMP with 2025 Revisions to the Student and Employment projections.

As described in **Section 2.0, Project Description**, the student and employment projections used in the 2021 Updated FMP EIR were revised by CCSF to account for the effects of the COVID-19 pandemic on reducing school attendance. Therefore, the travel demand estimates for the Ocean Campus were revised to reflect the 2021 Updated FMP with the 2025 revisions to student and employment projections. As shown in **Table 2** and described above, permanent changes in student enrollment following the COVID-19 pandemic are anticipated to reduce the 2030 student enrollment projections at the Ocean Campus by approximately 12,000 students and the 2030 employment projections by about 740 faculty/staff. The travel demand and parking demand estimates for the 2021 Updated FMP with 2025 revisions to student and employment projections are based on the same methodology and assumptions used for the 2021 Updated FMP EIR, which is documented on pp. 4.2-36 through 4.2-42 and Appendix D of the 2021 Updated FMP EIR. The travel demand for the 2021 Updated FMP with 2025 revisions to the student and employment projections represents the environmental baseline conditions for the impact assessment for the proposed Project.

Table 3.5-7 presents a comparison of AM and PM peak hour person trip generation by way of travel for the Ocean Campus for the 2021 Updated FMP as presented in Table 4.2-12 of the EIR (referred to in the following tables as Approved Project), and person trip generation for the 2021 Updated FMP with 2025 revisions to the student and employment projections (referred to in the following tables as 2025 Revisions). As shown in **Table 3.5-7**, when the 2025 revisions to the student and employment projections are considered, during both the AM and PM peak hours, the number of person-trips by all ways of travel would decrease from conditions analyzed in the 2021 Updated FMP EIR. Compared to the 2021 Updated FMP EIR, with the 2025 revisions to the projections, the number of total person-trips would decrease by about 1,100 trips during the AM peak hour and by about 960 trips during the PM peak hour.

**Table 3.5-7
Growth in Person Trips Between 2019 and 2030 By Way of Travel for Approved FMP and 2025 Revisions**

FMP Scenario	AM Peak Hour					PM Peak Hour				
	Auto	Taxi/ TNC	Transit	Other ^a	Total	Auto	Taxi/ TNC	Transit	Other	Total
Approved Project ^b	574	116	528	333	1,551	507	102	466	294	1,368
2025 Revisions ^c	149	40	168	108	465	132	35	148	95	410
Net Change in Growth Between 2019 and 2030 for 2025 Revisions Compared to Approved FMP	-425	-76	-360	-225	-1,086	-375	-67	-318	-199	-959

Source: 2021 Updated FMP EIR, Table 4.2-12, p. 4.2-40; Adavant Consulting/LCW Consulting 2025. See **Appendix E**.

^a Other includes trips by walking, bicycling, motorcycling, and other modes such as scooters.

^b Travel demand presented in the 2021 Updated FMP EIR.

^c Travel demand for the 2021 Updated FMP with 2025 revisions to the student and employment projections.

Table 3.5-8 presents a comparison of AM and PM peak hour vehicle trips for the Ocean Campus for the 2021 Updated FMP, as presented in Table 4.2-13 of the EIR, and the vehicle trips for the 2021 Updated FMP with 2025 revisions to the student and employment projections. Compared to the 2021 Updated FMP EIR, the 2025 revisions to the projections would result in about 550 fewer vehicle trips during the AM peak hour and about 480 fewer vehicle trips during the PM peak hour.

**Table 3.5-8
Growth in Vehicle Trips Between 2019 and 2030 by Direction for Approved FMP and 2025 Revisions**

FMP Scenario	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Approved Project ^a	573	191	764	270	405	675
2025 Revisions ^b	162	54	216	76	114	190
Net Change in Growth Between 2019 and 2030 for 2025 Revisions Compared to Approved FMP	-411	-137	-548	-194	-291	-481

Source: 2021 Updated FMP EIR, Table 4.2-13, p. 4.2-40; Advant Consulting/LCW Consulting 2025. See Appendix E.

^a Travel demand presented in the 2021 Updated FMP EIR.

^b Travel demand for the 2021 Updated FMP with 2025 revisions to the student and employment projections.

Table 3.5-9, AM and PM Peak Hour Traffic Volume Changes on Streets for Approved FMP and 2025 Revisions without Proposed Project, presents the expected additional AM and PM peak hour two-way traffic volumes for the Ocean Campus for the 2021 Updated FMP as presented in Table 4.2-14 of the EIR, and the vehicle trips for the 2021 Updated FMP with 2025 revisions to the student and employment projections (i.e., baseline conditions used in the environmental assessment). The baseline conditions also include reassignment of vehicles to reflect the street network changes that will be implemented as part of the Balboa Reservoir project (i.e., the extension of Lee Avenue from Ocean Avenue to North Access Road).

As shown in **Table 3.5-9**, the number of vehicles on Frida Kahlo Way, North Access Road, and Ocean Avenue for baseline conditions (i.e., with 2025 revisions to the student and employment projections) would be less during both the AM and PM peak hours than those analyzed within the 2021 Updated FMP EIR. However, because baseline conditions include the extension of Lee Avenue to North Access Road by the Balboa Reservoir project, there would be a reassignment of vehicles destined to the upper reservoir parking lots from Frida Kahlo Way to Lee Avenue north of Ocean Avenue. This reassignment would increase the number of vehicles on Lee Avenue north of Ocean Avenue by about 130 vehicles during the AM peak hour and about 100 vehicles during the PM peak hour.

Table 3.5-9
AM and PM Peak Hour Two-way Traffic Volume Trip Changes on Streets for Approved FMP and
2025 Revisions without Proposed Project

Street Segment		Future Growth for Approved Project ^a		Future Growth for 2025 Revisions to FMP (Baseline Conditions) ^b		Difference between Approved Project and 2025 Revisions	
		AM	PM	AM	PM	AM	PM
Frida Kahlo Way	between Judson Ave and North Rd	-30	26	28	12	58	-14
	between North Rd and Cloud Circle S.	133	193	-14	-15	-147	-208
	between Cloud Circle South and Ocean Avenue	229	214	17	6	-212	-209
North Access Road	between Frida Kahlo Way and Lee Ave	199	159	2	-28	-198	-187
Lee Ave	south of North Access Road	NA	NA	2	-28	NA	NA
	north of Ocean Avenue	0	0	131	102	131	102
Ocean Ave	west of Frida Kahlo Way/Geneva Ave	219	193	185	128	-34	-65
	between Frida Kahlo Way/Geneva Ave & Howth St	104	151	66	61	-37	-89

Source: 2021 Updated FMP EIR, Table 4.2-14, p. 4.2-41; Advant Consulting/LCW Consulting 2025. See **Appendix E**.

Notes:

^a 2021 Updated FMP vehicle assignment is presented in Table 4.2-14 in the 2021 Updated FMP EIR. Does not include extension of Lee Avenue as part of the Balboa Reservoir project or existing/background traffic volumes at these locations.

^b Vehicle assignment for the 2021 Updated FMP with 2025 revisions to the student and employment projections. Includes extension of Lee Avenue from Ocean Avenue to North Access Road as part of the Balboa Reservoir project. Does not include existing/background traffic volumes at these locations.

Table 3.5-10 presents a comparison of the typical peak hour parking demand for the Ocean Campus for the 2021 Updated FMP as presented in Table 4.2-16 of the EIR, and the parking demand for the 2021 Updated FMP with 2025 revisions to the student and employment projections. Compared to the 2021 Updated FMP EIR, with the 2025 revisions to the projections, the overall parking demand during the typical peak hour would decrease by 584 vehicle spaces.

Table 3.5-10
Growth in Peak Hour Parking Demand Between 2019 and 2030 at Ocean Campus for Approved FMP and 2025 Revisions ^a

FMP Scenario	Parking Demand (spaces)		
	Students	Faculty/Staff	Total
Approved FMP ^b	587	87	674
2025 Revisions ^c	202	-112	90
Net Change in Parking Demand between 2019 and 2030 for 2025 Revisions Compared to Approved FMP	-385	-199	-584

Source: 2021 Updated FMP EIR, Table 4.2-16, p. 4.2-43; Adavant Consulting/LCW Consulting 2025. See **Appendix E**.

^a Typical peak hour parking demand conditions represent those on a typical school day in the middle of the semester.

^b Travel demand presented in 2021 Updated FMP EIR.

^c Travel demand for 2021 Updated FMP with 2025 revisions to the student and employment projections.

Parking Utilization of the Proposed Garage

Operating characteristics were developed for the proposed garage based on the travel demand estimates for the increase in students and faculty/staff at the Ocean Campus presented above and in **Appendix E**, as well as information on hourly characteristics of surface parking lot operations (e.g., hourly inbound and outbound volumes, occupancy) at facilities serving the Ocean Campus.¹³ **Table 3.5-11** presents the estimated number of vehicles entering and exiting the proposed garage and parking accumulation by hour for the 6 AM to 12 AM hours of operation of the garage. As shown in the table, the highest period of utilization at the garage would occur between 9 AM and 2 PM when occupancy is above 75 percent. The maximum garage utilization occurs between noon and 2 PM, when it reaches 95 percent, which is considered the maximum practical capacity of a parking facility. After 3 PM, parking utilization is less than 50 percent.

¹³ Nelson\Nygaard, Balboa Area TDM Plan – Existing Conditions, October 2016; and Fehr & Peers, CCSF TDM and Parking Plan, March 2019.

Table 3.5-11
Proposed Project Inbound and Outbound Vehicles and Accumulation by Hour

Start Time	Hourly Vehicles			Accumulation	
	Inbound	Outbound	Total	Vehicles	% Utilization
6 AM	17	0	17	17	3%
7 AM	132	69	201	80	12%
8 AM	268	103	371	245	38%
9 AM	352	98	450	499	78%
10 AM	215	114	329	600	94%
11 AM	183	172	355	611	95%
12 PM	169	221	390	559	87%
1 PM	115	165	280	509	79%
2 PM	111	226	337	394	61%
3 PM	105	192	297	307	48%
4 PM	98	168	266	237	37%
5 PM	136	145	281	228	36%
6 PM.	147	123	270	252	39%
7 PM.	55	109	164	198	31%
8 PM	41	149	190	90	14%
9 PM.	13	82	95	21	3%
10 PM	6	22	28	5	1%
11 PM	2	5	7	2	0%

Source: Advant Consulting/LCW Consulting 2025. See Appendix E.

^a **Bold** highlight indicates AM and PM peak-hour conditions.

Table 3.5-12, Inbound and Outbound Vehicles for AM and PM Peak Hours for Project Site for Baseline and Baseline plus Project Conditions, presents a comparison of AM and PM peak hour vehicle trips traveling to and from the Project Site for baseline conditions (i.e., with the 195 vehicle parking spaces currently on the Project Site), and for baseline plus project conditions (i.e., with the 641 vehicle parking spaces within the proposed garage). As shown in **Table 3.5-12**, with the implementation of the project, the number of vehicles traveling to and from the Project Site would increase during both peak hours. During the AM peak hour, the number of vehicles traveling to/from the Project Site would increase by about 260 vehicles, while during the PM peak hour, the number of vehicle trips traveling to/from the Project Site would increase by about 200 vehicles. These net additional vehicles traveling to and from the Project Site were considered in the impact assessment for the proposed Project.

Table 3.5-12
Inbound and Outbound Vehicles for AM and PM Peak Hours for Project Site for Baseline and Baseline plus Project Conditions

Peak Hour/Condition	Inbound	Vehicle Trips Outbound	Total
AM Peak Hour			
Baseline - 195 space surface parking lot	82	32	113
Baseline plus Project – 0641 space garage	268	103	371
Net Change Compared to Baseline	186	71	257
PM Peak Hour			
Baseline - 195 space parking lot	41	45	86
Baseline plus Project – 641 space garage	136	145	281
Net Change Compared to Baseline	95	100	195

Source: Adavant Consulting/LCW Consulting 2025. See Appendix E

^a Baseline represents implementation of the 2021 Updated FMP with 2025 revisions to the student and employment projections, with the existing 195-space surface parking lot on the project site.

^b Baseline plus Project represents Baseline conditions plus construction of the 641-space garage.

Table 3.5-13, AM and PM Peak Hour Traffic Volume Changes on Streets for Baseline and Baseline plus Project Conditions, presents the projected AM and PM peak hour traffic volumes for the 2021 Updated FMP with 2025 revisions to the student and employment projections for baseline (i.e., without parking garage) and baseline plus project (i.e., with parking garage) conditions.

As shown in **Table 3.5-13**, the proposed Project would increase the number of AM and PM peak hour vehicles traveling to and from the project over baseline conditions on North Access Road, Lee Avenue, and Ocean Avenue. On Frida Kahlo Way, there would be an increase in the number of AM and PM peak hour vehicles on the segment between Judson Avenue and North Access Road, and a decrease in the number of vehicles on the section between North Access Road and Ocean Avenue, as vehicles from the north would use North Access Road to access the project site to park. As described above, the 2021 Updated FMP EIR conservatively assumed that all students and faculty/staff would drive to and from the Ocean Campus regardless of the projected parking deficit (see **Table 3.5-10**), and the changes in traffic volumes between baseline and baseline plus project conditions reflect the increase in parking supply at the Project Site and the associated reassignment of parking demand from other locations within the Ocean Campus (i.e., east of Frida Kahlo Way) to the Project Site.

Table 3.5-13
AM and PM Peak Hour Two-way Traffic Volume Changes on
Streets for Baseline and Baseline plus Project Conditions

Street Segment		Baseline ^a		Baseline plus Project ^b		Difference between Baseline and Baseline plus Project	
		AM	PM	AM	PM	AM	PM
Frida Kahlo Way	between Judson Ave and North Rd	28	12	83	57	56	45
	between North Rd and Cloud Circle S.	-14	-15	-31	-40	-17	-25
	between Cloud Circle South and Ocean Avenue	17	6	-55	-47	-72	-53
North Access Road	between Frida Kahlo Way and Lee Ave	2	-28	60	22	59	50
Lee Ave	south of North Access Road	2	-28	60	22	59	50
	north of Ocean Avenue	131	102	330	247	199	145
Ocean Ave	west of Frida Kahlo Way/Geneva Ave	185	128	353	231	168	102
	between Frida Kahlo Way/Geneva Ave & Howth St	66	61	163	111	96	50

Source: Adavant Consulting/LCW Consulting 2025. See **Appendix E**.

Notes:

^a Baseline conditions include the 2021 Updated FMP with 2025 revisions to the student and employment projections, extension of Lee Avenue, and reassignment of vehicles traveling to and from the remaining Ocean Campus upper reservoir parking lots from Frida Kahlo Way driveway to Lee Avenue. Does not include existing/background traffic volumes at these locations.

^b Baseline plus project conditions adds the additional demand associated with the increase in off-street parking supply on the project site (i.e., an increase in the number of parking spaces from 195 to 641 spaces). Does not include existing/background traffic volumes at these locations.

Construction Impact Analysis Methodology

The construction impact analysis assesses if construction of the proposed Project would require a substantially extended construction duration or intense construction activity and, if so, the analysis assesses the effects of construction activities on people walking, bicycling, driving, or riding transit and on emergency vehicle operators. Potential short-term construction impacts on sidewalks, in bicycle lanes, and/or in travel lanes were assessed qualitatively, based on current project specifications.

Operational Impact Analysis Methodology

Potentially Hazardous Conditions

As used in this section, the term “hazard” refers to a project-generated vehicle potentially colliding with a person walking, bicycling, or driving, or with a public transit vehicle such that serious or fatal physical

injury could result, accounting for the aspects described below. Human error or non-compliance with laws, weather conditions, time-of-day, and other factors can affect whether a collision could occur. However, for purposes of CEQA, hazards refer to engineering aspects of a project (e.g., speed, turning movements, complex designs, substantial distance between street crossings, sight lines) that may cause a greater risk of collisions that result in serious or fatal physical injury than a typical project. This analysis focuses on hazards that could reasonably stem from the project itself, beyond collisions that may result from the aforementioned non-engineering aspects or the transportation system as a whole.

Therefore, the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or public transit operations. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking, bicycling, or driving.

Accessibility

The methodology qualitatively addresses the potential for the project to interfere with accessibility for people walking or bicycling or to result in inadequate emergency access. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking and bicycling or to emergency service operator facilities.

Public Transit Delay

The SF transportation guidelines identify a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual Muni routes, if the project would result in a transit delay greater than or equal to four minutes, then it might result in a significant impact. For individual Muni routes with headways less than eight minutes, the SF transportation guidelines indicate that a threshold of significance less than four minutes may be used. For individual surface routes operated by regional agencies, if the project would result in a transit delay greater than one-half headway, then it might result in a significant impact.¹⁴ The SF transportation guidelines include the following qualitative criteria for consideration for determining whether that delay would result in significant impacts due to a substantial number of people riding transit switching to riding in private or

¹⁴ The threshold uses the adopted Transit First Policy City Charter section 8A.103 85 percent on-time performance service standard for Muni. The Charter considers vehicles arriving more than four minutes beyond a published schedule time as late.

for-hire vehicles: transit service headways and ridership, origins and destinations of trips, availability of other transit and modes, and competitiveness with private vehicles.

The SF transportation guidelines set forth a screening criterion for types of projects that would typically not result in significant transit delay impacts. This screening criterion was used as a starting point for assessing the proposed Project's transit delay impacts.

The transit delay analysis for the proposed Project uses the transit analysis conducted for the Balboa Reservoir project because of the close proximity of the Project Site and similar availability of transit options.¹⁵ The Balboa Reservoir Project Supplemental EIR analyzed AM and PM peak hour delay for Muni routes operating along Frida Kahlo Way (43 Masonic), Ocean Avenue (K Ingleside, 29 Sunset, and 49 Van Ness/Mission), and Geneva Avenue (8 Bayshore, 8BX Bayshore "B" Express, 43 Masonic, and 54 Felton). The qualitative analysis was conducted by comparing the number of vehicle and transit trips generated as part of the implementation of the 2021 Updated FMP with 2025 revisions to the student and employment projections at the Ocean Campus with the number of vehicle and transit trips generated by the Balboa Reservoir project and its quantitative analysis.

Vehicle Miles Traveled

The methodology for VMT analysis follows the screening criteria from the Senate Bill 743 (SB 743) checklist used by the San Francisco Planning Department to identify types, characteristics, or location of projects, and a list of transportation projects that would not result in significant transportation impacts under the VMT metric.¹⁶ If a project would result in additional VMT, but meets the screening criteria for development projects related to VMT per capita¹⁷ or falls within the types of transportation projects identified by the California Office of Planning and Research that would not likely lead to a substantial or measurable increase in vehicle miles traveled (i.e., induced automobile travel), then a detailed VMT analysis is not required for a project.

Commercial Vehicle and Passenger Loading

The methodology assesses the potential for convenient off- and on-street commercial freight and passenger loading facilities to meet the project's loading demand during the peak period of loading activities. Per the

¹⁵ City and County of San Francisco, *Balboa Reservoir Project Final Supplemental EIR*, Case No. 2018-007883ENV; certified May 2020.

¹⁶ San Francisco Planning Department, *San Francisco Transportation Impact Analysis Guidelines*, Appendix L Vehicle Miles Traveled (VMT)/Induced Automobile Travel, Attachment A Screening Criteria (SB743 Checklist), October 2019.

¹⁷ Vehicle miles traveled per capita is calculated as the total annual miles of vehicle travel divided by the total population in a given area.

SF transportation guidelines, convenient loading refers to facilities within 250 linear feet of the Project Site. If convenient loading facilities meet the estimated demand, the analysis is complete. If convenient loading facilities do not meet the demand, then the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or to substantially delay public transit.

Parking

California Senate Bill (SB) 743 amended CEQA by adding section 21099 regarding the analysis of parking impacts for certain urban infill projects in transit priority areas.¹⁸ Section 21099(d), effective January 1, 2014, provides that "...parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, parking is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three criteria established in the statute.

The proposed Project would not be considered a "residential, mixed-use residential, or employment center project," although the 2021 Updated FMP, for which the proposed Project would be an accessory use, would be considered an employment center. An analysis was conducted to determine whether the proposed Project could result in a substantial parking deficit (i.e., the demand for parking spaces exceeds the available supply by 600 vehicle parking spaces) and whether the substantial parking deficit would result in secondary effects. Secondary effects of a parking deficit could create potentially hazardous conditions for people walking, bicycling, or driving; interfere with accessibility for people walking or bicycling, or provide inadequate access for emergency vehicles; or substantially delay public transit.

The SF transportation guidelines include a screening criterion for projects to determine if a proposed Project would result in a substantial parking deficit that could result in secondary effects.¹⁹ Projects located within the department's map-based screening area for the VMT analysis would not create a substantial vehicle parking deficit. If the Project Site is not within the map-based screening area for the VMT analysis, an additional

¹⁸ A "transit priority area" is defined as an area within 0.5 mile of an existing or planned major transit stop. A "major transit stop" is defined in CEQA section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco's Transit Priority Areas is available online at: <https://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf>.

¹⁹ San Francisco Planning Department, *Transportation Impact Analysis Guidelines*, Appendix O, Vehicular Parking, October 2019, Available online at: <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>, accessed October 2, 2025.

assessment is conducted to determine whether the project would result in a substantial parking deficit and whether a substantial parking deficit would result in secondary effect.

Cumulative Conditions

The discussion of cumulative transportation impacts assesses whether the project, in conjunction with overall citywide growth and other cumulative projects, would significantly impact the transportation network and, if so, whether the project's contribution to the cumulative impact would be considerable. Cumulative development projects are described in **Section 3.0, Cumulative Impact Analysis**, and include the Balboa Reservoir project located directly west of the Project Site. Cumulative projects affecting the transportation network that were considered as part of the cumulative conditions include the following:

- **SFMTA K Ingleside Rapid Project.**²⁰ This project includes a set of improvements to the full Muni Forward project on the corridor. This project would reduce delay on the K Ingleside light rail line and enhance safety for people walking on Ocean Avenue between Junipero Serra Boulevard and the Balboa Park BART station.
- **I-280 Ocean Avenue Off-ramp Project.**²¹ This project will change the southbound I-280 Ocean Avenue off-ramp from a free-flow right turn to a T-intersection with a traffic signal on Ocean Avenue. This project will reduce conflicts between vehicles, bicyclists, and pedestrians. Construction on this project is anticipated to start in 2027.
- **Ocean Avenue Mobility Action Plan.**²² This plan, completed in 2023, prioritizes and identifies funding for transportation, pedestrian safety, bicycle safety, and traffic circulation improvements for the Ocean Avenue corridor between Junipero Serra Boulevard and San Jose Avenue. Projects include pedestrian safety improvements such as crosswalks, daylighting, ADA-compliant curb ramps and crosswalks, vehicle speed management measures, and bicycle connectivity improvements such as the recently completed Frida Kahlo Way Quick Build Project on Frida Kahlo Way and Judson Avenue.

²⁰ SFMTA K Ingleside Rapid Project. Available online at: <https://www.sfmta.com/projects/k-ingleside-rapid-project>, accessed September 20, 2025.

²¹ SFCTA, I-280 Ocean Avenue Off-ramp Project. Available online at: <https://www.sfcta.org/projects/280-Ocean-Ave-Ramp>, accessed September 20, 2025.

²² SFCTA, *Ocean Avenue Mobility Action Plan*. Available online at: <https://www.sfcta.org/projects/ocean-avenue-mobility-action-plan>, accessed September 20, 2025.

3.5.5 ENVIRONMENTAL ANALYSIS

Baseline plus Project Conditions

Impact TR-1: Construction of the proposed Project would not require a substantially extended duration or an intense activity that would create potentially hazardous conditions for people walking, bicycling, or driving, or for public transit operations; would not interfere with emergency access or accessibility for people walking or bicycling; and would not substantially delay public transit. (*Less than Significant*)

The SF transportation guidelines set forth screening criteria for types of construction activities that would not result in significant construction-related transportation effects based on Project Site context and construction duration and magnitude. The proposed Project's construction is not expected to require a substantial duration or intense activity, as described below.

Construction of the proposed Project is expected to start in 2027 and continue over a period of 18 to 21 months, which is less than the SF transportation guidelines screening criteria of 30 months.²³ Construction would begin with demolition; then the site would be graded and the garage constructed. The garage would be constructed on a reinforced concrete mat, which would involve the removal of approximately 6,300 cubic yards of soil from the Project Site. According to the SF transportation guidelines, the proposed Project would meet the Project Site context criterion because it would result in less than 20,000 cubic yards of material removed from the site. In addition, the proposed Project would meet the construction duration and magnitude criterion because it would be constructed in less than 30 months.

Construction of the proposed Project is projected to begin in 2027 after completion of the construction of the STEAM building to the south of the Project Site, and likely before completion of construction of the Diego Rivera Theater in mid-2028. Construction staging would occur on site, and vehicular access to the site would be via existing driveways on Lee Avenue and/or North Access Road. During the construction period, there would be a flow of construction-related trucks to and from the Project Site, which could temporarily lower the capacities of local streets due to the slower movement and larger turning radii of trucks. The number of construction trucks traveling to and from the site would vary depending on the type of construction activity, averaging 2 to 20 trucks per day over the course of construction. Truck activity would likely be concentrated during the morning and midday periods. The majority, if not all, of construction truck trips would be expected to travel to and from the Project Site from points south of the

²³ San Francisco Planning Department, *San Francisco Transportation Impact Analysis Guidelines*, Appendix N, Construction, October 2019.

site, via Frida Kahlo Way, Ocean Avenue, Geneva Avenue, and the I-280 freeway. Construction activities would also generate construction worker trips to and from the Project Site (on average, 15 construction workers per day) and temporary demand for vehicle parking and public transit. Temporary construction worker parking demand would likely be accommodated within the campus parking lots.

As described above under baseline conditions, the Balboa Reservoir project would reconfigure and reconstruct Lee Avenue and North Access Road adjacent to the Project Site. The project sponsor for the Balboa Reservoir project and CCSF are coordinating construction projects at their respective sites²⁴ and would coordinate any overlaps in construction at the Project Site.

Overall, construction activities would be temporary and would not involve a substantially extended duration or intense activity, and would be conducted in accordance with city requirements, including SFMTA's Regulations for Working in San Francisco Streets (the "SFMTA blue book"). Therefore, the proposed Project would not create potentially hazardous conditions for people walking, bicycling, driving, or riding transit. Furthermore, construction activities would not interfere with emergency access, interfere with accessibility for people walking or bicycling, or substantially delay transit. Therefore, the proposed Project would have less-than-significant impacts related to construction-related transportation impacts, and no mitigation measures are required.

Comparison of Impact TR-1 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant impacts related to construction-related transportation impacts and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to the effects of construction on people walking, bicycling, or driving and public transit, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to construction than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

²⁴ Per Balboa Reservoir Development Agreement, Exhibit J; as amended and approved by the San Francisco Board of Supervisors on August 18, 2020.

Impact TR-2: The proposed project would not create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations. (*Less than Significant*)

The proposed Project does not include any changes to the transportation network that could increase hazardous conditions for people walking, bicycling, or driving in the project vicinity. The proposed Project would not change the adjacent travel lanes or transit operations for transit routes in the vicinity of the Project Site, or any existing bus stops in the area.

The proposed Project would include one driveway on Lee Avenue in the same location as the planned driveway under the Balboa Reservoir project. The existing driveway into the project site on North Access Road would be closed. As described above, both Lee Avenue and North Street will be reconstructed as part of the Balboa Reservoir project (site preparation and infrastructure work are ongoing and are anticipated to be built out prior to the start of construction of the proposed Project in 2027. Adjacent to the Project Site, there will be class II bicycle lanes on Lee Avenue and on North Access Road that will be constructed as part of the Balboa Reservoir project. In addition, a two-way protected bicycle lane (class IV facility) is provided on the east side of Frida Kahlo Way between Ocean and Judson avenues. The proposed Project's 27-foot-wide two-way driveway on Lee Avenue would be designed consistently with city standards and designed to accommodate trucks and passenger vehicles turning into and out of Lee Avenue. Therefore, the garage driveway would not create potentially hazardous conditions for people walking, bicycling, or driving on Lee Avenue.

The proposed Project would replace the existing parking lot containing 195 vehicle spaces with a garage containing 641 vehicle spaces, an increase of 446 vehicle parking spaces on the Project Site. The proposed Project would not result in a substantial increase in vehicle trips to or from the site. During the AM peak hour, there would be about 268 vehicles entering and 103 vehicles exiting the proposed garage on Lee Avenue (about 78 more inbound vehicles and 29 more outbound vehicles than under conditions with the 195-space parking lot). During the PM peak hour, there would be about 136 vehicles entering and 145 vehicles exiting the proposed garage (about 40 more inbound vehicles and 42 more outbound vehicles than under conditions with the 195-space parking lot). In addition, there would be a minimal number of custodial and campus police vehicles entering and exiting the garage during the peak hours. The proposed Project does not include any driveways on North Access Road or Frida Kahlo Way, which have higher volumes of people walking and bicycling than on Lee Avenue.

The entrance/exit for the parking garage would have one inbound and one outbound lane, and a third reversible center lane, and the gates would be located about 270 feet from the back of the sidewalk/property line on Lee Avenue. A separate entrance/exit to the 24 campus police and custodial parking spaces would be

located about 75 feet from the back of the sidewalk/property line on Lee Avenue. This design would accommodate inbound vehicles within the Project site without vehicle queuing spilling back into the adjacent travel or bicycle lane on Lee Avenue or blocking the sidewalk. Thus, the proposed Project garage operations would not create potentially hazardous conditions for people walking, bicycling, or driving on Lee Avenue.

There is no public transit service on Lee Avenue adjacent to the site where the proposed Project driveway would be located. Therefore, the proposed Project would not create potentially hazardous conditions for public transit operations.

Therefore, the proposed Project would have less-than-significant impacts related to potentially hazardous conditions, and no mitigation measures are required.

Comparison of Impact TR-2 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant impacts related to potentially hazardous conditions and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to potentially hazardous conditions, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to potentially hazardous conditions than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact TR-3: The proposed project would not interfere with accessibility for people walking or bicycling to and from the project site and adjoining areas and would not result in inadequate emergency access. (*Less than Significant*)

The proposed Project does not include any changes to the street network that could interfere with walking or bicycling to and from the Project Site and adjacent areas. As described above, the proposed Project would not result in a substantial increase in vehicle trips to or from the site. The proposed Project would be designed in compliance with the Americans with Disabilities Act. Pedestrian access to the garage would be along Frida Kahlo Way. Bicyclists would access the bicycle storage room via Frida Kahlo Way.

Emergency access to the Project Site would remain the same with the proposed Project as under baseline conditions. Emergency vehicles would continue to access the Project Site from Frida Kahlo Way, North Access Road, and Lee Avenue. In addition, emergency vehicles would be able to access the drive aisle between the proposed garage and the STEAM building. Therefore, the proposed Project would not result in inadequate emergency access.

Therefore, the proposed Project would have less-than-significant impacts related to accessibility, and no mitigation measures are required.

Comparison of Impact TR-3 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant impacts related to accessibility and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to accessibility, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to accessibility than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact TR-4: The proposed project would not substantially delay public transit. (*Less than Significant*)

The SF transportation guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. As described above, the proposed parking garage would not generate new vehicle trips but instead would accommodate a portion of the vehicle parking demand generated by students and faculty/staff (including the relocated campus police and custodial services) at the Ocean Campus. With the implementation of the proposed Project, a portion of vehicles currently parked at other on-campus and off-campus locations would instead park at the garage.

As shown in **Table 3.5-8**, under baseline conditions, the 2021 Updated FMP with 2025 revisions to the student and employment projections would generate 216 net-new vehicle trips during the AM peak hour and 190 vehicles during the PM peak hour, traveling to and from the Ocean Campus, compared to existing conditions. Also, as shown in **Table 3.5-12**, the number of net-new vehicles entering and exiting the proposed garage, compared to the existing parking lot, would be 257 vehicles during the AM peak hour and 195 vehicles during the PM peak hour. Thus, the number of net-new vehicles entering and exiting the Ocean Campus or the garage during the peak hours would be less than the screening criterion of 300 peak-hour vehicle trips identified in the SF transportation guidelines. Thus, the proposed Project would not substantially delay transit, and the proposed Project's impact on transit delay would be less than significant.

In addition, the transit delay analysis conducted in the 2021 Updated FMP EIR was reviewed to determine if the 2025 revisions to the student and employee projections would change the significant and unavoidable with mitigation transit delay impact determination for implementation of the 2021 Updated FMP. Consistent with the 2021 Updated FMP EIR, the assessment of transit delay impacts associated with

implementation of the Updated FMP program was conducted using available information on the transit delay analysis prepared for the Balboa Reservoir project and a comparison of the vehicle and transit travel demand for the 2021 Updated FMP with 2025 revisions to the student and employment projections and for the Balboa Reservoir project for AM and PM conditions.

As documented in the Balboa Reservoir Project Supplemental EIR, the Balboa Reservoir project is projected to generate 249 vehicle and 153 transit trips during the AM peak hour and 318 vehicle and 195 transit trips during the PM peak hour. As a result of the addition of these vehicle and transit trips to the transportation network, transit travel times for the K Ingleside light rail line and the 29 Sunset and the 43 Masonic bus routes were estimated to increase by slightly less than two minutes; transit delay for other routes was substantially less. The majority of the transit delay increase associated with the Balboa Reservoir project was due to increases in passenger boarding delay. These project-specific transit delay impacts for the Balboa Reservoir project were determined not to substantially delay public transit, and transit delay impacts were determined to be less than significant.

The 2021 Updated FMP with 2025 revisions to the student and employment projections would increase the number of daily students attending the Ocean Campus by 4,270 (compared to an increase of 12,400 students in the 2021 Updated FMP EIR) and the number of daily faculty/staff working at the Ocean Campus would decrease by about 330 (compared to an increase of 255 faculty/staff in the 2021 Updated FMP EIR). These changes in students and faculty/staff would result in 216 net-new vehicle trips and 168 net-new transit trips during the AM peak hour and 190 net-new vehicle trips and 148 net-new transit trips during the PM peak hour above current conditions. This increase in vehicle and transit trips would be similar to or slightly less than those identified above for the Balboa Reservoir project. Therefore, similar to the Balboa Reservoir project, the 2021 Updated FMP with 2025 revisions to the student and employment projections would not substantially delay public transit, and impacts would be less than significant.

Comparison of Impact TR-4 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR identified significant transit delay impacts and included mitigation measures. The proposed Project and the 2021 Updated FMP with 2025 revisions to the student and employment projections would result in less-than-significant transit delay impacts, and no mitigation measures are required. Accordingly, the proposed Project and the 2021 Updated FMP with 2025 revisions to the student and employment projections would not result in new significant impacts or substantially more severe transit delay impacts than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact TR-5: The proposed project would not cause substantial additional vehicle miles traveled or substantially induce automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network. (*Less than Significant*)

The Project Site, and the entirety of the Ocean Campus, is in an area of San Francisco where the existing VMT per capita for office-type uses (including post-secondary education facilities) is more than 15 percent below the regional average (see **Appendix E**). In addition, the Project Site meets the “Proximity to Transit” screening criterion, which also indicates that the proposed Project would not result in substantial additional VMT. With respect to induced automobile travel, the proposed Project would serve a portion of the unmet student, faculty, and staff parking demand that’s already coming to the area (e.g., parking on the streets further away from the campus), estimated at over 800 vehicles, and would therefore not substantially change automobile travel. Furthermore, the proposed Project features that would alter the transportation network (i.e., driveway, on-street commercial loading zone) would fit within the general types of projects that would not substantially induce automobile travel. Therefore, the proposed Project would have less-than-significant impacts related to VMT and induced automobile travel, and no mitigation measures are required.

Comparison of Impact TR-5 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant impacts related to VMT and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to VMT, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to VMT than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact TR-6: The proposed project would not result in a loading deficit. (*Less than Significant*)

The proposed Project proposes to convert three vehicle parking spaces on North Access Road that would be installed as part of the Balboa Reservoir project to a 60-foot-long on-street commercial loading zone (i.e., yellow commercial loading/unloading zone), subject to SFMTA approval. The proposed commercial loading zone would be located adjacent to the Project Site on North Access Road, directly east of Lee Avenue (see **Figure 2.0-5 in Section 2.0, Project Description**) and could accommodate up to three vehicles. The commercial loading zone would be designed consistent with existing SFMTA and public works

standards, as well as Better Streets Plan requirements, to allow for efficient access into and out of the zone, and to avoid conflicts between loading vehicles and the adjacent bicycle lane.

The custodial and the campus police facilities located on the ground floor of the proposed garage would generate about two to three delivery and service vehicle trips per day, which corresponds to a demand of less than one loading space during the peak hour of freight loading activities. It is anticipated that most of the delivery and service vehicles would consist primarily of small trucks and vans. Therefore, the loading demand would be accommodated within the proposed on-street commercial loading zone and the proposed Project would not result in a freight loading deficit (i.e., when the demand for loading spaces exceeds the loading space supply) that could result in secondary effects such as potentially hazardous conditions for people walking, bicycling or driving, or potentially delay transit.

The proposed Project would not generate a passenger loading demand, nor would it change any passenger loading facilities that would occur with the implementation of the 2021 Updated FMP. Therefore, the proposed Project would not result in a passenger loading deficit that could result in secondary effects such as potentially hazardous conditions for people walking, bicycling, or driving, or potentially delay transit.

Therefore, the proposed Project would have less-than-significant loading impacts, and no mitigation measures are required.

Comparison of Impact TR-6 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant impacts related to loading and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to loading, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to loading than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

**Impact TR-7: The proposed project would not result in a substantial vehicle parking deficit.
(Less than Significant)**

The SF transportation guidelines include screening criteria for projects that would not result in a substantial parking deficit.²⁵ Per the SF transportation guidelines, if a project site is located within the planning

²⁵ San Francisco Planning Department, *Transportation Impact Analysis Guidelines*, October 2019. Available online at: <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update>, accessed September 19, 2025.

department's map-based screening area, it would not result in a substantial parking deficit and secondary effects²⁶ would be less than significant. The Project Site, and the entirety of the Ocean Campus, is within the planning department's map-based screening area for office uses, which indicates that the project would not result in a substantial parking deficit. The SF transportation guidelines also state that vehicle parking deficits of fewer than 600 spaces would not result in secondary effects due to the availability of transit and density of land uses in San Francisco.

The proposed Project would increase the number of vehicle parking spaces on the Project Site from 195 vehicle spaces to 641 vehicle spaces, an increase of 446 spaces. With the implementation of the proposed Project, the number of off-street vehicle parking spaces within the Ocean Campus would increase from 1,381 spaces under baseline conditions to 1,827 spaces.

Table 3.5-14, Baseline and Baseline Plus Project Off-Street Parking Supply, Demand and Peak Utilization for the Ocean Campus, summarizes the parking supply and demand for baseline and baseline plus project conditions. As shown in **Table 3.5-14**, with implementation of the proposed Project, the parking deficit identified under baseline conditions would decrease from 880 spaces to 434 spaces. Because the vehicle parking deficit would be less than the 600-space threshold identified in the SF transportation guidelines, and it would not be considered a substantial parking deficit warranting an assessment of secondary effects of the deficit.

Table 3.5-14
Baseline and Baseline Plus Project Off-Street Parking Supply,
Demand, and Peak Utilization for the Ocean Campus

	Baseline Conditions ^a	Baseline plus Project Conditions ^b
Supply ^c (spaces)	1,381	1,827
Demand ^d (spaces)	2,261	2,261
Peak Utilization (percent) ^d	164%	124%
Surplus/Deficit (spaces)	-880	-434

Source: Adavant Consulting/LCW Consulting 2025. See **Appendix E**.

^a Reflects conditions for 2021 Updated FMP with 2025 revisions to student and employment projections.

^b Ocean Campus parking supply increases by net additional 446 parking spaces on the project site (i.e., total 641 spaces in the proposed garage less 195 spaces on surface parking lot on project site under baseline conditions).

^c Includes spaces reserved for commercial vehicles, fuel efficient vehicles, chancellor's office, campus police, etc.

^d Peak demand and utilization is reached between 10 AM and noon on a typical school day.

²⁶ Per the SF transportation guidelines, secondary effects of parking deficits could include potentially hazardous conditions for people walking, bicycling or driving, or interfere with accessibility for people walking or bicycling, or inadequate access for emergency vehicles, or substantially delay public transit.

Thus, implementation of the proposed Project would accommodate a greater portion of the Ocean Campus parking demand onsite and would not result in a substantial parking deficit. Therefore, the proposed Project would have less-than-significant parking impacts, and no mitigation measures are required.

Comparison of Impact TR-7 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant impacts related to parking and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to parking, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to parking than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact C-TR-1: **The proposed project, in combination with cumulative projects, would not result in significant construction-related transportation impacts; would not create potentially hazardous conditions; would not interfere with accessibility; would not cause substantial additional VMT or substantially induce automobile travel; and would not result in significant parking impacts. (*Less than Significant*)**

Construction

Construction of the proposed Project is projected to start in 2027 after completion of construction on the STEAM building and the Student Success Center project, and likely before completion of construction of the Diego Rivera Theater. Construction of the proposed Project would occur in the same time frame and vicinity as the Balboa Reservoir project and could overlap with other Updated FMP projects on the east side of the Ocean Campus. These cumulative projects could use the same roadways, such as Ocean Avenue, Frida Kahlo Way, and North Access Road for access to work sites. These projects may result in increases in construction worker vehicles and construction trucks, may use the same or similar construction access routes to regional facilities, and may require temporary travel lane closures.

Project sponsors and construction managers of the cumulative projects would be required to comply with city requirements and the SFMTA blue book, and coordinate any temporary sidewalk, bicycle route, and travel lane closures with various city departments, such as the SFMTA and public works. A traffic control plan may need to be prepared to address construction-related vehicle routing, traffic control, and pedestrian and bicycle movements adjacent to the construction for the duration of the construction overlap. The traffic control plans would help maintain the safety of public streets for vehicles, bicyclists, and people

walking. As described in Impact TR-1, the project sponsor for the Balboa Reservoir project and CCSF are coordinating construction projects at their respective sites.

Construction activities of the cumulative projects would, to the maximum extent feasible, accommodate construction and staging activities on their respective sites, and the requirements contained within the SFMTA blue book would be applicable to all cumulative projects. Therefore, construction activities of cumulative projects would not result in significant cumulative construction-related transportation impacts. Accordingly, the proposed Project would not result in new or substantially more severe construction-related transportation impacts not identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Potentially Hazardous Conditions and Accessibility

Similar to the proposed Project, cumulative projects that include changes to the transportation network would conform to the requirements of the Better Streets Plan, the Transit First Policy, and Vision Zero, as applicable. The cumulative projects would be designed consistently with city and state standards and would not generate activities that would create potentially hazardous conditions for people walking, bicycling, or driving, or for transit operations. Thus, significant cumulative impacts related to potentially hazardous conditions and accessibility would not occur, and cumulative impacts related to potentially hazardous conditions and accessibility would be less than significant. Accordingly, the proposed Project would not result in new or substantially more severe impacts related to potentially hazardous conditions or accessibility not identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

VMT

VMT, by its nature, is largely a cumulative impact. The Project Site is an area where future year 2050 average daily VMT per employee for office-type projects is more than 15 percent below the regional future average daily VMT per employee.²⁷ See **Appendix E**. Thus, no significant cumulative VMT impacts would occur, and this impact would be less than significant. Accordingly, the proposed Project would not result in new or substantially more severe VMT impacts not identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required. Accordingly, the proposed Project would not result in new or substantially more severe impacts related to VMT not identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

²⁷ Post-secondary institutional uses are treated as office uses for screening and analysis.

Parking

Under cumulative conditions, buildout of the Balboa Reservoir project would increase the number of off-street vehicle parking spaces in the vicinity of the Project Site. Other cumulative development projects are not in the immediate area of the Project Site and would not combine with the proposed Project. The Balboa Reservoir project includes on-site residential parking supply (550 spaces), as well as up to 450 parking spaces in one or more facilities that would be available at market rates to the general public, including CCSF students, faculty, and staff. Similar to the proposed Project, the Balboa Reservoir project is located within the planning department's map-based screening area, which indicates that a substantial parking deficit would not occur. Thus, no significant cumulative parking impacts would occur. Accordingly, the proposed Project would not result in new or substantially more severe parking impacts not identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Comparison of Impact C-TR-1 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR did not identify any significant cumulative impacts related to construction, potentially hazardous conditions, accessibility, VMT, loading, and parking, and did not require any mitigation measures. The proposed Project would result in less-than-significant impacts related to construction, potentially hazardous conditions, accessibility, VMT, and parking, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant cumulative impacts or substantially more severe impacts related to construction, potentially hazardous conditions, accessibility, VMT, and parking than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact C-TR-2: **The proposed project, in combination with cumulative projects, would substantially delay public transit, but the proposed Project would not contribute considerably to those impacts. (*Less than Significant*)**

The Balboa Reservoir Project SEIR and the 2021 Updated FMP EIR identified significant cumulative transit delay impacts during the AM and PM peak hours for the K Ingleside light rail line and the 29 Sunset and 43 Masonic bus routes due to the combination of these two projects. The determination for the 2021 Updated FMP was based on the cumulative transit impact identified in the Balboa Reservoir Project Supplemental EIR, and the vehicle and transit trips generated by the 2021 Updated FMP during the AM and PM peak hours.

As described in “Travel Demand”, the 2025 revisions to the student and employment projections would decrease the number of trips by all modes traveling to and from the Ocean Campus. Based on the combined effect of additional vehicles and transit riders for the Balboa Reservoir project and the 2021 Updated FMP with 2025 revisions to the student and employment projections (as presented in **Impact TR-4**), it is conservatively determined that under cumulative conditions transit delay for the K Ingleside light rail line and the 29 Sunset and 43 Masonic bus routes would continue to exceed the four-minute threshold of significance during the AM and/or PM peak hours. Thus, significant cumulative transit delay impacts would result from the combination of the Balboa Reservoir project and the 2021 Updated FMP. As described in **Impact TR-4**, the operation of the proposed Project would not substantially delay transit. Thus, the proposed Project would not contribute considerably to the significant cumulative transit delay impacts. Accordingly, the proposed Project would not result in new significant cumulative impacts or substantially more severe transit delay impacts than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Comparison of Impact C-TR-2 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR identified significant cumulative impacts related to transit delay, to which the 2021 Updated FMP would contribute considerably. The proposed Project would not contribute considerably to the significant cumulative transit delay impacts that would be significant and unavoidable with mitigation (**Mitigation Measure M-TR-4**, Implement Measures to Reduce Transit Delay). Accordingly, the proposed Project would not result in new significant impacts or substantially more severe impacts related to transit delay than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Impact C-TR-3: **The proposed project, in combination with cumulative projects, would result in significant loading impacts, but the proposed project would not contribute considerably to those impacts. (*Less than Significant*)**

Under cumulative conditions, freight and passenger loading activities on transportation study area streets would increase as a result of these development projects; however, these activities would be in the vicinity of their respective sites and would not occur adjacent to the Project Site. The adjacent Balboa Reservoir project would provide adequate freight and passenger loading spaces to meet its project-generated demand; however, the Balboa Reservoir project would extend Lee Avenue into the Balboa Reservoir site and would alter Lee Avenue’s current status as a dead-end street and existing function as a loading zone for the Whole Foods Market and deliveries and passenger loading activity related to other nearby

businesses along Ocean Avenue. With the buildout of the Balboa Reservoir project, on-street loading would no longer be accommodated on Lee Avenue, which could result in a loading deficit if truck drivers were not able to locate convenient replacement loading spaces (e.g., on Ocean Avenue). Drivers attempting loading operations on Lee Avenue by double-parking within either the northbound or southbound lanes could result in secondary effects on people bicycling and public transit delays. Thus, significant cumulative loading impacts would result from the Balboa Reservoir project.

As discussed under Impact TR-6, the freight and service vehicle loading demand associated with custodial and campus police uses would be accommodated within the proposed on-street commercial loading zone on North Access Road and would not result in a loading deficit. Thus, the proposed Project would not contribute considerably to the significant cumulative loading impacts at the Balboa Reservoir Project Site. Therefore, the proposed Projects' impact related to cumulative loading impact would be less than significant. Accordingly, the proposed Project would not result in new significant cumulative impacts or substantially more severe impacts related to loading than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

Comparison of Impact C-TR-3 to 2021 Updated FMP EIR

The 2021 Updated FMP EIR identified significant cumulative loading impacts; however, implementation of the 2021 Updated FMP would not contribute considerably to those significant cumulative loading impacts. The proposed Project would result in less-than-significant impacts related to loading, and no mitigation measures are required. Accordingly, the proposed Project would not result in new significant impacts or substantially more severe loading impacts than were identified in the 2021 Updated FMP EIR, and no new mitigation measures would be required.

4.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

4.1 INTRODUCTION

As required by Section 15128 of the *State CEQA Guidelines*, an environmental impact report (EIR) shall contain a brief discussion stating the reasons why various possible significant effects of a project were determined not significant and are, therefore, not discussed in detail in the EIR. In accordance with the *State CEQA Guidelines*, this section discusses the environmental issue areas where impacts were found not to be significant. These discussions address the *State CEQA Guidelines* Appendix G questions for each of the environmental topic areas where the proposed Project would result in either a less-than-significant impact or no impact.

4.2 ENVIRONMENTAL TOPICS ADEQUATELY ADDRESSED IN THE 2021 UPDATED FACILITIES MASTER PLAN ENVIRONMENTAL IMPACT REPORT

As described in **Section 3.0, Environmental Effect Requiring Additional Analysis**, Aesthetics, Air Quality, Cultural Resources (Historical Resources), Noise, and Transportation were the only environmental issue areas with the potential to be inconsistent with the significance conclusions and/or mitigation identified in the 2021 Updated Facilities Master Plan (2021 Updated FMP EIR).

The following resource topics were found to be within the scope of impacts analyzed in the 2021 Updated FMP EIR and are evaluated briefly in this Draft SEIR.

Agriculture and Forestry Resources

The 2021 Updated FMP EIR determined that the District's Ocean Campus, located in an urbanized area of San Francisco, does not include any land designated as agricultural by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Therefore, the Updated FMP was determined not to convert prime farmland or Farmland of Statewide Importance, conflict with agricultural zoning or Williamson Act contracts, or result in environmental changes that could lead to farmland conversion. The EIR also found that the site does not contain forest land or timberland, is not zoned for such uses, and therefore the project would not convert forest land or timberland to non-forest uses or conflict with forest/timber zoning. The 2021 Updated FMP EIR concluded that the Updated FMP would have no impact on Agriculture and Forestry Resources

Proposed Project Analysis

The Project Site is within the CCSF Ocean Campus and therefore is not designated as agricultural land, prime farmland, or Farmland of Statewide Importance, and is not zoned for forest land or timberland uses. As such, the proposed Project would not result in the conversion of agricultural, forest, or timber resources, nor would it conflict with related zoning or Williamson Act contracts. Consistent with the 2021 Updated FMP EIR, the proposed Project would have *no impact* on agricultural and forestry resources.

Biological Resources

The CCSF Ocean Campus is located in a fully urbanized setting with surrounding residential, commercial, and institutional development. The site has no streams, connectivity to wildlife habitat, or suitable conditions for candidate, sensitive, or special-status species, and therefore would not impact such species. The only potential biological concern is for resident and migratory birds protected under the Migratory Bird Treaty Act and California Fish and Game Code, as landscaped areas on campus may provide nesting or foraging habitat. The 2021 Updated FMP EIR determined that with the implementation of **MM-BIO-1: Preconstruction Nesting Birds Surveys and Buffer Areas**, potential impacts on nesting birds would be reduced to *less than significant*.

The 2021 Updated FMP EIR addressed the potential to conflict with local policies and ordinances. Trees in San Francisco are protected under the Urban Forestry Ordinance (Public Works Code, Article 16, Section 801 et seq.), which regulates landmark, significant, and street trees. The ordinance requires a Public Works Department permit for the removal of protected trees and mandates replacement at a one-to-one ratio or payment of an in-lieu fee. The 2021 Updated FMP EIR concluded that compliance with these requirements would ensure protection of regulated trees during project implementation. No other policies or ordinances protecting biological resources were found to apply to the Updated FMP project. The 2021 Updated FMP EIR concluded that the project would have a less-than-significant impact regarding conflicts with local policies or ordinances protecting biological resources.

The 2021 Updated FMP EIR found that cumulative development in the vicinity of the CCSF Ocean Campus occurs within an urban environment lacking suitable habitat for candidate, sensitive, or special-status species. Such development could potentially affect nesting and migratory birds, but impacts would be reduced to less-than-significant levels through implementation of mitigation measures required under the Migratory Bird Treaty Act and California Fish and Game Code. Any removal of protected trees associated with nearby or future development would be regulated under the Urban Forestry Ordinance, ensuring compliance with permit and replacement requirements. In summary, cumulative projects are subject to the

same local, state, and federal regulations, and the implementation of mitigation measures would prevent considerable contributions to significant cumulative impacts on biological resources.

The 2021 Updated FMP EIR found that cumulative development near the project site would occur in an urban environment lacking suitable habitat for sensitive species. Similar to the Updated FMP, cumulative projects would comply with the requirements of the MBTA, California Fish and Game Code, and the Urban Forestry. The 2021 Updated FMP EIR concluded that cumulative impacts on biological resources would be less than significant.

Proposed Project Analysis

Street trees are present along North Access Road and Lee Avenue and are protected under the Urban Forestry Ordinance. Similar to the conditions analyzed in the FMP EIR, the proposed parking garage site does not contain habitat for special-status species, and no onsite trees would be affected by Project construction. Potential impacts on nesting or migratory birds would be addressed through implementation of **MM-BIO-1: Preconstruction Nesting Bird Surveys and Buffer Areas**, consistent with the FMP EIR. Street trees adjacent to the project site would remain protected in accordance with the Urban Forestry Ordinance. Therefore, the proposed Project's impact on biological resources would be similar to those analyzed in the 2021 Updated FMP EIR.

In accordance with the findings of the 2021 Updated FMP EIR, the proposed Project and cumulative projects with the requirements of the MBTA, California Fish and Game Code, and with the Urban Forestry Ordinance would result in less-than-significant cumulative impacts on biological resources.

2021 FMP EIR

Preconstruction Nesting Bird Surveys and Buffer Areas

MM BIO-1:

Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase:

- a. To the extent feasible, conduct initial activities, including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities that may compromise breeding birds or the success of their nests outside of the nesting season (January 15 through August 15).
- b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any

construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 250 feet of the project site in order to locate any active nests of common bird species and within 500 feet of the project site to locate any active raptor (birds of prey) nests.

- c. If active nests are located during the preconstruction nesting bird surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests, and if so, the following measures would apply:
 - i. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis, considering the particular construction activity, duration, proximity to the nest, and physical barriers that may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the District.
 - ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s), and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 250 feet for passerines and 500 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction.
 - iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the District, who would notify CDFW. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the District and approved by CDFW.
 - iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and

could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.

- v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the District, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.
- d. In the event inactive nests are observed within or adjacent to the project site at any time throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the District, who would notify and seek approval from the CDFW, as appropriate. Work may proceed around these inactive nests

Cultural Resources (Archaeological Resources and Human Remains)

The 2021 Updated FMP EIR found that no previously documented Native American or historic archaeological resources exist at the Ocean Campus. However, ground-disturbing activities could encounter previously unrecorded archaeological or historical resources, including resources eligible for the California Register of Historical Resources. Such discoveries could result in a significant impact, which the 2021 Updated FMP EIR determined could be reduced to a less-than-significant level through implementation of **MM-CR-1, Accidental Discovery of Archaeological Resources**, which outlines procedures for identification and treatment of archaeological resources during construction.

The 2021 Updated FMP EIR also noted that ground-disturbing activities could uncover previously unknown human remains. Compliance with California Health and Safety Code Sections 7050.5 and 7052 and Public Resources Code Section 5097, along with **MM-CR-2, Treatment of Human Remains**, would reduce potential impacts on human remains to a less-than-significant level.

The 2021 Updated FMP EIR found that the Updated FMP would not impact archaeological resources that qualify as unique archaeological resources, or significant archaeological resources pursuant to *State CEQA Guidelines* Section 15064.5. As a result, it would not contribute to cumulative impacts on these resources from other cumulative projects.

Proposed Project Analysis

The proposed Project would be located within the District's Ocean Campus. As determined in the 2021 Updated FMP EIR, no previously documented Native American or historic archaeological resources exist on the Ocean Campus. However, as noted in the EIR, ground-disturbing activities could encounter previously unrecorded archaeological or historical resources, including resources eligible for the California Register of Historical Resources. Any such discoveries would be considered potentially significant. Consistent with the FMP EIR, implementation of **MM-CR-1, Accidental Discovery of Archaeological Resources**, would ensure proper identification and treatment of any archaeological resources encountered during construction, reducing potential impacts to less-than-significant levels.

Similarly, the EIR found that previously undiscovered human remains could be encountered during ground-disturbing activities. Compliance with California Health and Safety Code Sections 7050.5 and 7052, Public Resources Code Section 5097, and **MM-CR-2, Treatment of Human Remains**, would ensure that any human remains are handled appropriately, reducing potential impacts to less-than-significant levels. Thus, the proposed Project's impacts on archaeological resources and human remains would be consistent with the findings of the 2021 Updated FMP EIR.

With regard to cumulative impacts, impacts on archaeological resources and human remains are generally site-specific and localized. The proposed parking garage project would implement **Mitigation Measures MM CR-1** and **MM CR-2**, as identified in the 2021 Updated FMP EIR, to address the discovery of archaeological resources or human remains during construction. With these measures in place, the proposed Project would not contribute to significant cumulative impacts on archaeological resources or human remains, and its effects would be consistent with the findings of the 2021 Updated FMP EIR.

MM CR-1: Accidental Discovery of Archaeological Resources

Prior to the start of a project that requires grading, excavation, or earth movement, the project prime contractor, any project subcontractor, and the utilities firm involved in soils-disturbing activities within the project site shall attend a mandatory training provided by CCSF's consulting archaeologist. The training shall describe the archaeological resources that could be encountered and the procedures that should be followed by the construction team in the event of an accidental discovery of archaeological resources.

Should any indication of an archaeological resource be encountered during any soil-disturbing activity of the project, the project engineer, foreman, and or other responsible person shall suspend any soil-disturbing activities within 100 feet of the discovery and notify CCSF of the find.

If CCSF's consulting archaeologist determines that an archaeological resource as defined in Section 15064.5 may be present within the project area, an archaeological resource mitigation plan shall be prepared and implemented pursuant to PRC Section 21083.2(b). In compliance with Section 21083.2(b), preservation in place shall be the preferred mitigation. This shall be accomplished through:

- Protection of the resource through capping and covering;
- Modification to the construction plan to avoid the resource; or
- Incorporation of the resource within open space.

If preservation in place is not feasible, the CCSF's consulting archaeologist shall prepare and implement a detailed treatment plan. The treatment plan shall define a data recovery program to preserve the significant information that the archaeological resource is expected to contain. The intent of the treatment plan is to save as much of the archaeological resource as possible, including moving the resource if feasible. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed Project.

For prehistoric resources, CCSF shall consult with the Native American representative(s) on the approach and the preparation of the treatment plan. As appropriate, the prehistoric resource shall be analyzed in a regional context, and the treatment plan shall be provided to local and state repositories, libraries, and interested professionals.

MM CR-2: Treatment of Human Remains

The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity shall comply with all applicable state and federal laws. This shall include halting construction activities within a 100-foot radius and immediate notification of the CCSF consulting archaeologist and the San Francisco Office of the Chief Medical Examiner. In the event the San Francisco Office of the Chief Medical Examiner determines that the human remains are Native American remains, per protocol, the San Francisco Office of the Chief Medical Examiner shall notify the Native American Heritage Commission (NAHC) to appoint a Most Likely Descendant (MLD). The CCSF shall request from the appointed MLD to complete his or her inspection and make recommendations or preferences for treatment and disposition within 48 hours of being granted access to the site (Public Resources Code section 5097.98).

CCSF shall make all reasonable efforts to develop a Burial Agreement (“Agreement”) with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of the human remains and associated or unassociated funerary objects (as detailed in *State CEQA Guidelines* section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the CCSF consulting archeologist shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing state regulations or in this mitigation measure compels CCSF to accept recommendations of an MLD. However, if CCSF and MLD are unable to reach an agreement on scientific treatment of the remains and associated or unassociated funerary objects, the CCSF, shall ensure that the remains and associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance (Public Resources Code section 5097.98).

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during soil-disturbing will be determined by CCSF in consultation with the consulting archaeologist and descendant communities, if identified.

Energy

The 2021 Updated FMP EIR determined that construction activities would consume diesel and gasoline for equipment, trucks, and worker travel but would comply with applicable state and federal regulations, including limits on diesel idling. During operations, the CCSF Sustainability Plan—emphasizing increased public transit use, building efficiency, and reduced energy and water use—was determined to reduce per capita fuel consumption despite projected enrollment growth. The 2021 Updated FMP EIR concluded that the project would not result in wasteful, inefficient, or unnecessary energy use, and impacts would be less than significant. In addition, the project would comply with state and local plans promoting renewable energy and energy efficiency, including the Renewable Portfolio Standard, Senate Bill 350, the California Energy Efficiency Standards, and the CALGreen Code. Cumulative energy consumption was also determined to be less than significant under these requirements.

The 2021 Updated FMP EIR found that cumulative projects, similar to the Updated FMP, would be required to comply with the California Renewable Portfolio Standard, Clean Energy and Pollution Act of 2015, California Energy Efficiency Standards, and CALGreen. As a result, the 2021 Updated FMP EIR concluded that cumulative energy consumption would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.

Proposed Project Analysis

Construction of the proposed parking garage project would involve temporary energy use from equipment, trucks, and worker travel, similar to construction activities evaluated in the FMP EIR, and would be required to comply with applicable state and federal regulations, including diesel idling restrictions.

The 2021 Updated FMP EIR identified an existing parking deficit on campus. As stated in **Section 3.5, Transportation**, the proposed parking garage would serve to accommodate a portion of this previously identified unmet parking demand, rather than induce new vehicle trips. As a result, operation of the parking garage would not increase the number of vehicles traveling to the Project Site and would not generate operational energy demand beyond what was analyzed in the 2021 Updated FMP EIR. The facility would be designed and operated consistent with the CCSF Sustainability Plan and applicable state energy efficiency standards, including the California Renewable Portfolio Standard, Senate Bill 350, the California Energy Efficiency Standards, and the CALGreen Code.

Therefore, construction and operation impacts of the proposed Project on energy would be consistent with the findings of the 2021 Updated FMP EIR and would remain less than significant.

Similar to the proposed Project, cumulative projects would be required to comply with the California Renewable Portfolio Standard, Clean Energy and Pollution Act of 2015, California Energy Efficiency Standards, and CALGreen. Compliance with these standards would ensure that energy use during construction and operation is efficient and sustainable. The proposed parking garage, which would also adhere to these regulatory requirements, would not result in wasteful, inefficient, or unnecessary energy consumption. With all the parking garages and the cumulative projects meeting applicable energy efficiency and sustainability standards, the combined effects of these projects would not result in significant cumulative energy impacts, consistent with the findings of the 2021 Updated FMP EIR.

Geology and Soils

The 2021 Updated FMP EIR found that no active faults, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, lie directly beneath the Ocean Campus. Although the site could experience strong ground

shaking from regional active faults such as the San Andreas, Hayward, and San Gregorio faults, the absence of nearby active faults makes surface fault rupture unlikely.

The FMP EIR determined ground-shaking impacts would be minimized because all new construction and renovations would comply with the California Building Code (CBC), Division of the State Architect (DSA) requirements, and geotechnical recommendations. Foundations and retaining structures would be designed to resist lateral forces, earthquake-induced pressures, and surcharge loads, reducing risk to acceptable levels.

The 2021 Updated FMP EIR found that the Ocean Campus is not located in liquefaction hazard zones, and potential liquefiable soils would be removed or improved during construction, minimizing earthquake-induced settlement. The site was also found not susceptible to earthquake-induced landslides. The 2021 Updated FMP EIR also found that the potential for compaction settlement or seismic densification¹ at the Ocean Campus would be low.

The 2021 Updated FMP EIR concluded that the Updated FMP and associated projects would have less-than-significant impacts related to fault rupture, ground shaking, liquefaction, earthquake-induced settlement, and earthquake-induced landslides.

The 2021 Updated FMP EIR found that the Ocean Campus is primarily built out, with approximately 70 percent covered by buildings, roads, parking lots, and other impervious surfaces, and 30 percent consisting of landscaping or open space. Construction activities associated with the Updated FMP could disturb vegetation and increase the potential for soil erosion. However, adherence to standard erosion control practices, preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), and compliance with the NPDES Construction General Permit would reduce potential erosion and sedimentation impacts. Therefore, the 2021 Updated FMP EIR concluded that impacts related to soil erosion from the Updated FMP would be less than significant.

The 2021 Updated FMP EIR found that soils at the Ocean Campus are generally clayey, sandy, and silty with low to moderate plasticity. The potential for hazards related to expansive soils, such as shrink-swell behavior that could damage structures, is low to moderate. Therefore, impacts related to expansive soils from the Updated FMP and associated individual projects were determined to be less than significant.

The 2021 Updated FMP EIR found that no unique geologic features exist at the Ocean Campus or other College centers, and therefore, projects would have no impact on such features. Paleontological resources

¹ Compaction settlement or seismic densification occurs when loose granular soils above the water table increase in density as a result of earthquake shaking.

are lithologically dependent, and previous records indicate that fossils have been found in the geologic units underlying the Ocean Campus. Ground-disturbing activities could potentially expose unknown paleontological resources. However, the 2021 Updated FMP EIR determined that implementation of **Mitigation Measure MM-GEO-1, Inadvertent Discovery of Paleontological Resources**, which provides procedures for the inadvertent discovery of paleontological resources, would reduce this potential impact to a less-than-significant level.

The 2021 Updated FMP EIR found that impacts related to geology, soils, and paleontological resources are generally site-specific and localized. While cumulative projects could involve excavation or grading, all projects are subject to the California Building Code (CBC) requirements, site-specific geotechnical reviews, and applicable mitigation measures for paleontological resources. The 2021 Updated FMP EIR concluded that the Updated FMP cumulative impacts related to geology and soils would be less than significant.

Proposed Project Analysis

The proposed parking garage Project would be located within the Ocean Campus, an area with no active faults or Earthquake Fault Zones as defined by the Alquist-Priolo Earthquake Fault Zoning Act. As with other projects analyzed in the 2021 Updated FMP EIR, the parking garage Project would be designed and constructed in accordance with the CBC and DSA requirements, including implementation of appropriate seismic design criteria. Foundations and structural systems would be engineered to resist lateral forces and earthquake-induced stresses, reducing risk to acceptable levels. The Project Site is not within a liquefaction or earthquake-induced landslide hazard zone, and no special ground conditions would be exacerbated by the proposed Project. Therefore, consistent with the conclusions of the certified EIR, the proposed parking garage Project would not increase exposure of people or structures to substantial seismic hazards, and impacts related to fault rupture, ground shaking, liquefaction, earthquake-induced settlement, or landslides would be less than significant.

The proposed parking garage Project would replace an existing paved surface parking at the Ocean Campus. Therefore, construction of the proposed Project would not disturb existing vegetation or expose soil that could lead to erosion. Standard construction erosion control practices, including preparation and implementation of a SWPPP with site-specific Best Management Practices (BMPs), would still be applied, and the proposed Project would comply with the NPDES Construction General Permit and other applicable local regulations.

Consistent with the findings of the 2021 Updated FMP EIR, the proposed Project would not increase the potential for soil erosion or sedimentation during construction. Therefore, impacts related to soil erosion

would be less than significant, and the proposed parking garage Project would be consistent with the EIR conclusions.

The proposed Project would be designed and constructed in accordance with applicable building codes and geotechnical recommendations, ensuring that any potential effects from expansive soils would be avoided or minimized. Consistent with the conclusions of the 2021 Updated FMP EIR, the proposed parking garage Project would result in a less-than-significant impact related to expansive soils.

Consistent with the findings of the 2021 Updated FMP EIR, the Project Site is underlain by geologic units where fossils have been previously found. While construction could involve excavation, the project would implement **Mitigation Measure MM-GEO-1, Inadvertent Discovery of Paleontological Resources**, to ensure that any exposed fossils are properly handled. Consistent with the findings of the 2021 Updated FMP EIR, the proposed Project potential impacts on paleontological resources would be reduced to a less-than-significant level.

Similar to the proposed Project, cumulative projects would be required to comply with all applicable provisions of the CBC and implement site-specific geotechnical recommendations to ensure the stability of soils, foundations, and slopes, as well as to address any potential paleontological resources encountered during excavation. Adherence to CBC provisions, geotechnical recommendations, and applicable mitigation measures for paleontological resources, as required for both the parking garage and the cumulative projects, ensures that the combined effects of these projects would not result in significant cumulative impacts on geology, soils, or paleontological resources, consistent with the findings of the 2021 Updated FMP EIR.

MM GEO-1: Inadvertent Discovery of Paleontological Resources

Before the start of any drilling or excavation activities, the College’s contractor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately, and the monitor shall notify the District. The fossil should be protected by an “exclusion zone” (an area approximately five feet around the discovery that is marked

with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the District. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The District shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

Greenhouse Gas Emissions

The 2021 Updated FMP EIR determined the Updated FMP would emit approximately 76.40 metric tons of carbon dioxide equivalent (MT CO_{2e}) per year. The Updated FMP emissions from area, energy, waste, and water sources were expected to decrease as compared to baseline conditions.² However, GHG emissions associated with mobile sources are expected to increase. Estimated vehicle trips from the Updated FMP are expected to generate a net increase in GHG emissions of 4,700 MT CO_{2e}/year. This increase is due to the forecasted increase in student and staff population that is expected to occur by 2030, as compared to baseline conditions. Project significance is determined based on consistency with the City of San Francisco's Greenhouse Gas Reporting Plan (GHGRP). CCSF would adhere to the ordinances listed within the GHGRP Checklist that are applicable to the Updated FMP. Compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants. Specifically, the Updated FMP would comply with the City's Commuter Benefits Program, transportation management programs, energy efficiency requirements and/or renewable energy criteria of the City's Green Building Code, Stormwater Management Ordinance, water conservation and irrigation ordinances, and Energy Conservation Ordinance. While vehicle trips and the associated emissions would increase by the Updated FMP buildout, the Updated FMP would comply with the City's GHGRP and, as a result, would result in a less than significant impact.

² The site characteristics of the Ocean Campus Baseline Conditions include the existing site conditions at the time of preparation of the 2021 Updated FMP EIR, as well as the campus conditions following completion of the three planned facilities.

The Updated FMP was determined to be consistent with the City’s GHG reduction strategy; it would also be consistent with the GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32, and the Bay Area 2017 Clean Air Plan. Therefore, the Updated FMP would not exceed San Francisco’s applicable GHG threshold of significance.

Proposed Project Analysis

Similarly, the proposed Project would be consistent with the City’s GHG reduction strategy, it would be also consistent with the GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the Bay Area 2017 Clean Air Plan. As shown in **Appendix C**, the total GHG construction emissions across all phases of the proposed Project would be approximately 488 MT CO₂e/year. Emissions of operational GHGs are shown in **Table 4.0-1, Proposed Project Greenhouse Gas Emissions**. As shown, the GHG emissions generated by the Project would be approximately 73.62 CO₂e MTY.

**Table 4.0-1
Proposed Project Greenhouse Gas Emissions**

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Mobile Sources	0.00
Area Sources	3.00
Energy Sources	70.6
Water Sources	0.02
Waste Sources	0.00
Total GHG Emissions	73.62

Source: Impact Sciences, Inc. See **Appendix C** for CalEEMod data.

This quantified illustration of the Project’s scope of GHG emissions is provided for informational purposes, and significance under CEQA is based on the Project’s consistency with statewide and regional policies and plans to meet the state reduction goals. The proposed Project would adhere to the ordinances listed within the GHGRP Checklist that are applicable to the proposed Project. Compliance with the applicable regulations would reduce the proposed Project’s GHG emissions related to transportation, energy use, waste disposal, and use of refrigerants. Specifically, the proposed Project would comply with the City’s energy efficiency requirements and renewable energy criteria of the City’s Green Building Code, Stormwater Management Ordinance, water conservation and irrigation ordinances, and Energy

Conservation Ordinance. As such, the proposed Project would have a less-than-significant impact with respect to greenhouse gas emissions.

Hazards and Hazardous Materials

The 2021 Updated FMP EIR found that construction, demolition, renovation, and other project activities would involve the use of hazardous materials such as fuels, oils, cleaning solvents, and paints. Improper handling could pose a potential risk to the public and the environment.

The 2021 Updated FMP EIR found that compliance with applicable federal, state, and local regulations, along with contractor responsibilities and construction specifications, would minimize these risks. Projects disturbing more than one acre would implement SWPPPs with BMPs to prevent and contain accidental releases of hazardous materials. Proper containment and disposal of construction waste at permitted facilities would further reduce risks.

The 2021 Updated FMP EIR found that soils in the project area could contain contamination from past activities. The EIR determined that potential impacts related to accidental releases of hazardous materials would be mitigated with the implementation of **Mitigation Measures HAZ-1, Soil and Groundwater Contamination**, and **HAZ-2, Hazardous Materials Contingency Plan**, which require remediation plans and hazardous materials contingency plans to address accidental spills or discovery of contaminated soil or groundwater during construction.

The 2021 Updated FMP EIR found that routine operations under the Updated FMP would involve only small quantities of common cleaning and maintenance chemicals. These materials are used in limited amounts, properly labeled, and any releases would be minor and promptly cleaned. Hazardous materials would be managed in compliance with federal, state, and local laws, including proper transport, use, and disposal.

The 2021 Updated FMP EIR also concluded that the Updated FMP would not interfere with emergency response or evacuation plans. Overall, impacts related to hazardous materials were determined to be less than significant with mitigation.

The Updated FMP EIR found that nearby cumulative projects would be subject to the same hazardous materials regulations and fire safety as the Updated FMP. While the Updated FMP could involve potential hazards from demolition, decommissioning, or renovation of structures containing hazardous materials, adherence to regulatory requirements and implementation of **Mitigation Measure HAZ-2** would reduce these impacts to less than significant. Therefore, the Updated FMP was determined not to contribute to significant cumulative impacts related to hazards and hazardous materials.

Proposed Project Analysis

Similar to the construction and operation activities analyzed in the 2021 Updated FMP EIR at the Ocean Campus, proposed Project construction would involve limited use of hazardous materials such as fuels, lubricants, and solvents typical of construction activities. In addition, demolition or excavation activities could potentially expose contaminated soils or result in accidental releases. The proposed Project would comply with all applicable federal, state, and local regulations governing the handling, transport, and disposal of hazardous materials.

Furthermore, **Mitigation Measures HAZ-1** (remediation plan if contaminated soil or groundwater is encountered) and **HAZ-2** (hazardous materials contingency plan for accidental spills) identified in the 2021 Updated FMP EIR would apply to the proposed Project and would ensure proper management of any hazardous materials encountered during construction.

Consistent with the EIR's findings that construction projects under the Updated FMP would be subject to SWPPPs and BMPs to minimize hazardous materials releases during construction.

Consistent with the 2021 Updated FMP EIR, operation of the proposed parking garage, including the College police facility and custodial services facility, would involve the use of small quantities of hazardous materials for routine janitorial and landscape maintenance activities.

As described in **Section 2.0, Project Description**, the proposed Project would implement post-construction stormwater controls, such as the installation of landscaped planters around the perimeter of the building for stormwater treatment. These measures would be carried out in accordance with the City Public Works Code and in compliance with the San Francisco Public Utilities Commission (SFPUC) Stormwater Management Ordinance.

Construction and staging would be within the boundary of the Project Site and would not block or interfere with adjacent roadways or access points. Therefore, similar to the Updated FMP, the proposed Project would not impair implementation of emergency response or evacuation plans.

Therefore, consistent with the findings of the 2021 Updated FMP EIR, the proposed Project would not result in significant impacts related to hazardous materials. Impacts would remain less than significant with the implementation of the mitigation measures identified for the Updated FMP.

Similar to the proposed Project, cumulative projects would be required to comply with all applicable federal, state, and local regulations governing the handling, storage, and disposal of hazardous materials, as well as fire safety requirements. Compliance with these regulations would ensure that potential hazards

associated with demolition, construction, or renovation activities would be properly managed. The proposed parking garage, which may involve construction activities that could encounter hazardous building materials, would similarly adhere to all applicable regulatory requirements. In addition, the identified **Mitigation Measure HAZ-2** would be implemented to reduce any potential impacts to a less than significant level. Because the proposed parking garage and the cumulative projects would be required to comply with all applicable federal, state, and local hazardous materials and fire safety regulations, and because mitigation measures such as **HAZ-2** would be implemented for the parking garage, consistent with the findings of the 2021 Updated FMP EIR, the combined effects of both projects would not result in a significant cumulative impact related to hazards or hazardous materials.

MM HAZ-1: Soil and Groundwater Contamination

If evidence of contaminated soil and/or groundwater, such as odors, oil sheen, or discolored soil, is encountered during excavation or grading activities, the construction contractors shall stop work and immediately inform the College. An environmental hazardous materials professional shall be contracted to conduct soil and groundwater analyses to determine if the encountered materials pose any risk to the public or construction workers. In the event that any potential risk is identified, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local regulations. The soil remediation plan could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation methods for the cleanup of contaminated groundwater could include in situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.

MM HAZ-2: Hazardous Materials Contingency Plan

A hazardous materials contingency plan shall be prepared prior to the start of any construction activity. The contingency plan shall be implemented during demolition, decommission, renovation, and construction activities for the project. The hazardous materials contingency plan shall include, at a minimum, the following:

- Identification of known areas with hazardous waste and hazardous materials of concern

- Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern
- Procedures for restricting access to the contaminated area except for properly trained personnel
- Procedures for notification and reporting, including internal College management and public agencies, as needed
- Health and safety measures for removal and excavation of contaminated soil
- Procedures for characterizing and managing excavated soils
- Procedures for certification of completion of remediation

Site workers shall be familiar with the hazardous materials contingency plan and shall be fully trained on how to identify suspected contaminated soil.

Hydrology and Water Quality

The 2021 Updated FMP EIR found that construction, demolition, renovation, and related land-disturbing activities at the Ocean Campus could temporarily increase sediment and pollutant loads in stormwater runoff, potentially affecting San Francisco Bay and the Pacific Ocean. All construction activities would be subject to existing regulatory requirements, including the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP), which requires preparation and implementation of a SWPPP. The SWPPP would incorporate BMPs such as silt fences, stockpile containment, slope stabilization, tire washing, and street sweeping to control erosion, sedimentation, and hazardous material handling. The 2021 Updated FMP EIR determined that compliance with these requirements would prevent significant impacts on water quality.

The 2021 Updated FMP EIR found that with compliance with applicable regulations, such as the San Francisco Public Works Code Article 21 and the State Water Resources Control Board Title 22 regulations, the Updated FMP would not substantially affect groundwater supply, recharge, or management during construction.

The 2021 Updated FMP EIR found that operational activities under the Updated FMP (e.g., building and landscape maintenance, material storage, and vehicle use) could generate pollutants such as trash, sediment, oils, pesticides, and nutrients. However, runoff would be collected and conveyed to the existing

combined sewer system. In compliance with the NPDES Phase II MS4 permit, low-impact development (LID) features such as pervious pavement would be incorporated to reduce pollutant discharges.

The 2021 Updated FMP EIR found that implementation of the Updated FMP and the associated individual projects at the Ocean Campus would not interfere with groundwater recharge because renovation and decommission activities would not change the existing impervious surface coverage. Construction of new campus facilities would replace Conlan Hall and provide a landscaped area around the new buildings. The 2021 Updated FMP EIR determined that the Updated FMP would not use groundwater supplies or increase groundwater demand; therefore, operations would not substantially decrease groundwater supplies or conflict with or obstruct implementation of a sustainable groundwater management plan.

With compliance with the NPDES permit, SWPPP requirements, BMPs, and City stormwater regulations, the 2021 Updated FMP EIR concluded that both construction- and operation-related impacts on water quality and stormwater management would be less than significant.

The 2021 Updated FMP EIR found that while cumulative projects could potentially discharge pollutants, including sediment, during construction and operation, all projects are required to comply with federal, state, and local stormwater regulations, including the NPDES Construction General Permit, the City's Stormwater Management Ordinance, and implementation of SWPPPs with BMPs and LID measures. Compliance with these regulations would minimize off-site discharges and pollutant loading. Therefore, the cumulative impact of the Updated FMP on water quality standards, waste discharge requirements, and drainage patterns was determined to be less than significant.

Proposed Project Analysis

The proposed parking garage is consistent with the findings of the 2021 Updated FMP EIR and would not result in new or substantially more severe impacts to hydrology and water quality than those previously analyzed.

Construction of the proposed parking garage would involve demolition, grading, and related land-disturbing activities, which could temporarily increase sediment and pollutant loads in stormwater runoff. As noted in the 2021 Updated FMP EIR, such activities have the potential to affect San Francisco Bay and the Pacific Ocean if not properly managed. However, all construction activities would comply with existing regulatory requirements, including the NPDES CGP. A SWPPP would be prepared and implemented for the project, incorporating BMPs such as silt fences, stockpile containment, slope stabilization, tire washing, and street sweeping to control erosion, sedimentation, and hazardous material handling. Consistent with the 2021 Updated FMP EIR, adherence to these requirements would reduce potential construction-related water quality impacts to a less-than-significant level.

Construction of the proposed parking garage would not substantially affect groundwater supply, recharge, or management. As determined in the 2021 Updated FMP EIR, compliance with applicable regulations—including the San Francisco Public Works Code Article 21 and State Water Resources Control Board Title 22 regulations—ensures that construction activities would not interfere with groundwater. Additionally, the project would not alter existing impervious surface coverage in a manner that would impede groundwater recharge.

As stated above, the Project Site is fully paved and currently in use as a surface parking lot. The development of the proposed Project would not increase impervious surfaces. Once operational, the parking garage would generate typical runoff containing pollutants such as oils, sediments, trash, and nutrients associated with vehicle use. In accordance with the 2021 Updated FMP EIR, the proposed Project would implement post-construction stormwater controls, including bioretention planters and other best management practices, to treat runoff and maintain or improve pre-construction stormwater conditions. These measures would be carried out in accordance with the City Public Works Code and in compliance with the San Francisco Public Utilities Commission (SFPUC) Stormwater Management Ordinance.

Consistent with the findings of the 2021 Updated FMP EIR, compliance with applicable regulations, SWPPP requirements, BMPs, and City stormwater standards would ensure that both construction- and operation-related impacts of the proposed parking garage on water quality, stormwater management, and groundwater resources would be less than significant.

Consistent with the findings of the 2021 Updated FMP EIR, the proposed parking garage and cumulative projects would be required to comply with all applicable federal, state, and local stormwater regulations, including the NPDES Construction General Permit, the City’s Stormwater Management Ordinance, and implementation of SWPPPs with BMPs and LID measures. The proposed parking garage would not increase impervious surfaces beyond the existing paved site and would incorporate stormwater controls in compliance with the District’s Sustainability Plan. Therefore, consistent with the findings of the 2021 Updated FMP EIR, the proposed Project’s contribution to cumulative impacts on water quality, waste discharge requirements, and drainage patterns would be less than significant.

Land Use and Planning

The Updated FMP would not result in development outside of the established college campus or centers. It would not include any activities that would result in the division of surrounding neighborhoods. Therefore, the 2021 Updated FMP EIR determined that the Updated FMP would have a less than significant impact with respect to physically dividing an established community.

As a state project, the College is not subject to municipal land use enactments, such as the San Francisco General Plan or Balboa Park Station Area Plan. However, the 2021 Updated FMP EIR analysis examined consistency with local planning policies for informational purposes. The Ocean Campus is within the boundaries of the Balboa Park Station Area Plan. The use of the campus as a community college is consistent with the City's zoning designation as a community college. The planning framework of the Updated FMP was determined to be consistent with the planning strategy of the Balboa Park Station Area Plan, as it aims at strengthening the connection between the Ocean Campus and surrounding neighborhoods. The Updated FMP's open space and circulation framework aims at creating an inviting campus atmosphere to engage pedestrians from the neighborhood to experience the campus buildings, artworks, and landscapes. The 2021 Updated FMP EIR stated that the District would adhere to local applicable ordinances and concluded that implementation of the Updated FMP would have a less-than-significant impact regarding conflict with land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect.

The 2021 Updated FMP EIR found that the Updated FMP would not result in a significant cumulative impact. Conflicts with existing land use plans and policies are policy issues that do not, in themselves, give rise to a significant physical impact related to land use under CEQA.

Proposed Project Analysis

The proposed Project would not result in development outside of the established CCSF Ocean Campus and, therefore, would not result in the division of an established community. Additionally, the Project Site's primary use would continue to be for parking. The parking garage building façade would be designed to complement the surrounding campus and neighboring buildings, incorporating pedestrian-friendly features, active ground-level uses, and visually appealing architectural elements that create a seamless transition between the campus and the neighborhood, encouraging foot traffic and fostering a stronger sense of community integration. The proposed Project, located on the Ocean Campus, would adhere to local applicable ordinances for the purpose of avoiding or mitigating an environmental effect such that a substantial adverse physical change in the environment would result. Therefore, consistent with the findings of the 2021 Updated FMP EIR, implementation of the proposed Project would have a less-than-significant impact regarding conflict with land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect.

The cumulative projects would be in conformance with established standards and policies, including applicable zoning regulations, the Balboa Park Station Area Plan, and local ordinances, for the purpose of avoiding or mitigating an environmental effect that would result in an adverse physical change in the

environment. Therefore, the proposed parking garage's impact, in combination with the cumulative projects' impact on land use, would not result in a significant cumulative land use impact.

Mineral Resources

The 2021 Updated FMP EIR determined that the Project Site is not designated as a mineral resource zone, and no known or potential mineral resources are located on the campus. Land in the City and County of San Francisco includes a number of different Mineral Resource Zone classifications as defined by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975. The area of the Ocean Campus west of Frida Kahlo Way is designated as MRZ-1, which is used for an area "where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. The portion of campus east of Frida Kahlo Way is mostly designated as MRZ-4, which is an area with no known mineral occurrences or for which there is too little information to indicate either the presence or absence of significant mineral resources.³

Proposed Project Analysis

The proposed Project would be located at the Ocean Campus, and therefore consistent with the 2021 Updated FMP EIR determination, would have no impact on the loss of availability of a known mineral resource or locally important mineral resource recovery site.

Population and Housing

The 2021 Updated FMP EIR determined that construction of the program and associated projects would not result in a substantial population increase in the city or region, as construction workers are expected to commute from elsewhere in the Bay Area rather than permanently relocate.

Regarding operations, the FMP found that student enrollment is projected to increase by approximately 47 percent districtwide, with a 45 percent increase at the Ocean Campus. However, this increase was found not to induce substantial unplanned growth that would require additional housing, because future students and employees likely already live within the San Francisco Bay Area and mostly within the City and County of San Francisco. In addition, an increase in student enrollment and the number of employees on campus would be within the projected growth of the Plan Bay Area 2040. Therefore, the 2021 Updated FMP EIR determined that the project would have less-than-significant impacts on population and housing.

³ California Department of Conservation, Division of Mines and Geology, *Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area: Classification of Aggregate Resource Areas: South San Francisco Bay Production-Consumption Region*, 1987.

The 2021 Updated FMP EIR found that the Updated FMP would not induce significant population growth or increase housing demand and therefore determined that the Updated FMP, in combination with cumulative projects, would not result in significant impacts on population and housing.

Proposed Project Analysis

As shown in **Table 2.0-2, Ocean Campus Student Headcount and Projections**, in **Chapter 2.0, Project Description**, student enrollment is now projected at approximately 25,000 by 2030, about 12,000 fewer than analyzed in the 2021 Updated FMP EIR. Because the proposed parking garage would not increase campus capacity, it would not induce population growth or additional housing demand. Consistent with the 2021 Updated FMP EIR, the project would have less-than-significant population and housing impacts at both the project and cumulative levels.

Public Services

The 2021 Updated FMP EIR found that the Updated FMP would result in an approximately 13 percent increase in student headcount between 2019 and 2030, which would incrementally increase demand for fire protection and emergency medical services. However, this increase would not be substantial relative to the service capacity of the San Francisco Fire Department (SFFD) stations serving the Ocean Campus and College centers and would not require new or expanded fire protection facilities. All new construction and renovations under the Updated FMP would comply with the California Fire Code and applicable building and fire safety requirements, thereby enhancing overall fire safety at CCSF facilities. The 2021 Updated FMP EIR concluded that the Updated FMP would have a less-than-significant impact on fire protection services.

The 2021 Updated FMP EIR found that law enforcement and security, provided by the College's Public Safety Department, would be relocated from its temporary structure to the existing Child Development Center facilities after completion of the approved Child Care Center project. The new space would accommodate additional staff if needed. The Public Safety Department conducts twice-yearly evaluations of its programs and staffing, allowing adjustments to address incremental population increases under the Updated FMP. The 2021 Updated FMP EIR concluded that the Updated FMP would have a less-than-significant impact on CCSF police services.

The 2021 Updated FMP EIR found that because the Updated FMP does not include housing, it would not directly generate new residential population or school-aged children or affect existing use of public libraries. Most future students and employees would already reside within San Francisco or the greater Bay Area, and any relocations closer to the Ocean Campus would be minimal and would not substantially

increase enrollment in local schools or use of public libraries. The 2021 Updated FMP concluded that the Updated FMP would have a less-than-significant impact on schools and public libraries.

The 2021 Updated FMP EIR found that while the Updated FMP and associated projects, combined with foreseeable growth in the vicinity, would increase demand for fire services, police services, schools, and libraries, these increases would not be substantial. Fire and law enforcement services could be accommodated within existing facilities; the projected population increase would not significantly affect school enrollment, and CCSF students would primarily use on-campus libraries. Therefore, the Updated FMP's contribution to cumulative impacts on public services was determined to be less than significant.

Proposed Project Analysis

The proposed CCSF parking garage project would not increase campus enrollment or generate new housing. Consistent with the 2021 Updated FMP EIR, the project would not substantially increase demand for fire protection or emergency medical services. All construction activities would comply with the California Fire Code and applicable building and fire safety requirements, maintaining or enhancing fire safety at CCSF facilities. As such, the project would have less-than-significant impacts on fire protection services.

The proposed CCSF parking garage project would include approximately 4,000 square feet on the ground floor for the College Police facility, providing a strategically located facility within the Ocean Campus that is appropriately sized and easily accessible. This facility would accommodate current and potential future staffing needs. The project would not require the construction of new off-campus police facilities, and impacts on campus police services would be less than significant.

Because the proposed CCSF parking garage project would not include housing, it would not generate school-aged children. In addition, the proposed Project would not increase student enrollment and therefore would increase demand for local public libraries. Future students and employees would continue to reside primarily within San Francisco, or the greater Bay Area, and campus users would rely on on-campus library facilities. The proposed Project's impacts on schools and public libraries would therefore be less than significant.

Consistent with the 2021 Updated FMP EIR, the proposed parking garage would not contribute substantially to cumulative impacts on public services, and cumulative impacts would be less than significant.

Recreation

The 2021 Updated FMP EIR found that although student enrollment at CCSF is projected to increase, the Updated FMP would provide existing outdoor gathering areas and recreational facilities, including planned plazas and park-like spaces at the Ocean Campus. Improvements under the FMP aim to enhance student gathering and community-building opportunities and would not substantially increase the use of off-campus recreational facilities or accelerate the physical deterioration of existing parks. The 2021 Updated FMP EIR noted that all construction and improvements to open spaces under the Updated FMP are analyzed in the related environmental topics of the document. Therefore, impacts on parks and recreation were determined to be less than significant in this document.

The 2021 Updated FMP EIR found that the Updated FMP, when combined with cumulative growth, could increase demands for recreation facilities. However, continued long-range planning by City agencies would ensure City-owned recreational facilities in the campus site vicinity and near the College centers would continue to be maintained and improved as needed to accommodate anticipated cumulative increases in the citywide population. The 2021 Updated FMP EIR concluded that when combined with cumulative growth, it would not result in a significant cumulative impact on recreation.

Proposed Project Analysis

The proposed parking garage Project would not increase CCSF enrollment. Consistent with the 2021 Updated FMP EIR, the Ocean Campus already provides outdoor gathering areas and recreational spaces, including plazas and park-like areas, which support student gathering and community-building. Because the project would not generate additional demand for recreational facilities, it would not increase the use of off-campus parks or accelerate the physical deterioration of existing public parks. Therefore, project-specific impacts on recreation facilities would be less than significant.

Consistent with the findings of the 2021 Updated FMP EIR regarding cumulative impacts, the proposed Project would not contribute substantially to cumulative impacts on parks and recreation, and cumulative impacts would be less than significant.

Tribal Cultural Resources

During the preparation of the 2021 Updated FMP EIR, the District sent certified letters on September 14, 2020, to each tribal representative identified by the Native American Heritage Commission (NAHC), in accordance with Public Resources Code Sections 21080.3.1 and 21080.3.2, requesting consultation regarding Tribal Cultural Resources. No tribes requested consultation or identified tribal cultural resources at the Ocean Campus. The 2021 Updated FMP EIR found that ground disturbance could potentially affect

previously undiscovered tribal cultural resources. However, implementation of **Mitigation Measures CR-2** and **TCR-1: Tribal Resources**, which would require preservation-in-place when feasible and development of additional protective measures in consultation with tribal representatives, the Updated FMP impact on tribal cultural resources was determined to be reduced to a less-than-significant level.

Proposed Project Analysis

Consistent with the findings of the 2021 Updated FMP EIR, construction of the proposed parking garage project would involve ground disturbance that has the potential to affect previously undiscovered tribal cultural resources. On September 29th, 2025, the College requested a list of California Native American tribes with potential cultural affiliation to the project area from the NAHC. In accordance with Assembly Bill 52 (AB 52) and *State CEQA Guidelines* Section 15064.5, the College initiated tribal consultation for the proposed Project. On November 6, 2025, the College sent formal written notifications to the identified tribes, inviting consultation regarding the proposed Project.

The Muwekma Ohlone Tribe responded on November 14, 2025, and the Indian Canyon Band of Costanoan Ohlone People responded on November 18, 2025, expressing interest in the Project and indicating their availability to participate in monitoring during ground-disturbing activities. In response, the College provided additional project information on December 5, 2025, including historic aerial photographs and utility section drawings, to clarify existing site conditions.

The supplemental materials indicated that the Project Site has been raised by more than 20 feet and is underlain entirely by imported fill. Historic aerial imagery demonstrates that the former Upper Reservoir was filled to match the existing grade of Frida Kahlo Way, while the Lower Reservoir (location of the Balboa Reservoir Development project) remains substantially below roadway elevation. Based on these conditions, the proposed excavation—anticipated to extend to a depth of approximately six feet—would occur entirely within previously placed fill material and would not reach native or undisturbed soils. No further correspondence or questions were received from the tribes as of the time of publication of this document. The College will continue to include the interested tribes in the CEQA process, including notification and circulation of CEQA documents, in compliance with Assembly Bill 52 and the *State CEQA Guidelines*. Further, the proposed Project would implement **Mitigation Measures CR-2** and **TCR-1**, which would be applicable in the event tribal cultural resources are identified. This measure would reduce potential impacts to less than significant.

MM TCR-1: Tribal Resources

If CCSF, in consultation with its consulting archaeologist, determines that ground-disturbing activities may cause a substantial adverse change to a tribal cultural resource,

and measures to protect the resource are not otherwise identified in the consultation process, CCSF shall implement additional measures pursuant to PRC Section 21084.3(b). Provisions under PRC Section 21084.3(b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include: 1) Avoidance and preservation of the resources in place, including, but not limited to, designing the treatment to avoid the resources and protect the cultural and natural context; 2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.

If CCSF determines that preservation-in-place of the tribal cultural resource is both feasible and effective, then CCSF's consulting archeologist shall prepare an archeological resource preservation plan (ARPP), which shall be implemented when feasible. If CCSF, in consultation with the affiliated Native American tribal representatives, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then CCSF and the affiliated tribe shall consider alternatives to mitigate the impact which may include documentation or study of the resource, public education and or brochures, interpretive programs such as trails, exhibits, replanting, or other measures negotiated between CCSF and the affiliated Native American Tribal representatives.

Utilities and Service Systems

Water Supply

The 2021 Updated FMP EIR determined that the 2015 Urban Water Management Plan projects sufficient water supplies through 2040 during normal, dry, and multiple dry years. The Updated FMP would not include residential uses and therefore would result in a less than significant impact on water supply, and the impact would be less than significant.

Wastewater Treatment

The 2021 Updated FMP EIR found that the City's combined sewer system has sufficient capacity to treat existing wastewater and stormwater flows. The Updated FMP improvements at the Ocean Campus would reduce campus facility square footage by approximately 10 percent. All construction and renovation activities would comply with the District's Sustainability Plan, including water-efficient plumbing, on-site infiltration, and stormwater runoff minimization. The 2021 Updated FMP EIR concluded that implementation of the Updated FMP would not result in additional sewage or stormwater flow to the City's

combined sewer system, and impacts on wastewater and stormwater infrastructure were determined to be less than significant.

Solid Waste

The 2021 Updated FMP EIR determined that development under the Updated FMP would increase demand for solid waste disposal facilities. The Updated FMP would be served by landfills with sufficient permitted capacity to accommodate its solid waste needs. The 2021 Updated FMP EIR concluded that the Updated FMP impact related to solid waste would be less than significant.

Cumulative Impacts

The 2021 Updated FMP EIR determined that the Updated FMP, in combination with cumulative projects, would not result in significant cumulative impacts on utilities and service systems.

Proposed Project Analysis

Water Supply

The proposed Project would not include residential uses or increase campus enrollment. Consistent with the findings of the 2021 Updated FMP EIR, implementation of the Project would not result in a substantial increase in water demand. Water supply impacts would therefore be less than significant.

Wastewater Treatment

The construction and operation of the proposed Project would not result in an increase in wastewater generation. The project includes relocation of the College Police facility within the campus, into a new 4,000-square-foot space on the ground floor of the parking garage. Because this represents a relocation of existing uses rather than the addition of new uses, it would not create new substantial sources of wastewater demand.

The Project Site is currently paved and largely impervious. Development of the parking garage would not increase impervious surfaces and, therefore, would not result in increased stormwater runoff to the City's combined sewer system. Additionally, the project would incorporate water-efficient plumbing fixtures, on-site infiltration features, and stormwater management measures consistent with the District's Sustainability Plan and applicable local regulations.

Consistent with the findings of the 2021 Updated FMP EIR, the proposed Project would not increase sewage or stormwater flows into the City's combined sewer system. This impact would be less than significant

Solid Waste

The top four landfills (Recology Hay Road, Corinda Los Trancos Landfill, Altamont Landfill, and Potrero Hills Landfill) used by San Francisco had a remaining capacity of approximately 113.8 million cubic yards at the time of the preparation of the 2021 Updated FMP EIR.⁴ As with the Updated FMP, these increases would be accommodated by existing landfill capacity. Therefore, impacts related to solid waste would be less than significant.

Cumulative Impact

Consistent with the 2021 Updated FMP EIR, the proposed parking garage project, in combination with the cumulative projects, would not result in significant cumulative impacts on water supply, wastewater and stormwater infrastructure, or solid waste facilities.

Wildfire

The 2021 Updated FMP EIR determined that the College Ocean Campus is located in an urbanized environment with little natural vegetation. The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones.⁵

Proposed Project Analysis

Consistent with the 2021 Updated FMP EIR, the proposed Project would be located within the developed Ocean Campus, with no wildlands in the vicinity. In addition, as stated above, there are no very high fire hazard severity zones within the CCSF Campus. Therefore would not result in wildfire-related impacts.

⁴ California Department of Resources and Recycling, "Solid Waste Information System Facility/Site Search." 2025. Available online at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed October 1, 2025.

⁵ California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer. Available at: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>

5.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines states that a Supplemental Environmental Impact Report (SEIR) must include a discussion of the following three topics:

- significant environmental effects which cannot be avoided if the proposed Project is implemented,
- significant irreversible environmental changes which would be involved in the proposed Project, should it be implemented, and
- growth-inducing effects of the proposed Project.

The following sections address each of these topics.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT

Table 1, Summary of Impacts and Mitigation Measures, which is contained in the **Executive Summary** of this Draft SEIR, and **Section 3.1, Aesthetics**, through **Section 3.5, Transportation**, of this Draft SEIR, provide a comprehensive identification of the environmental effects of the proposed Project, including the level of significance both before and after mitigation.

5.2 SIGNIFICANT AND UNAVOIDABLE EFFECTS OF THE PROJECT

An SEIR must identify significant and unavoidable environmental impacts associated with a proposed agency action that could not be mitigated to a less than significant level. As detailed in **Section 3.0, Environmental Effects Requiring Additional Analysis**, implementation of the proposed Project would not result in significant impacts that could not be mitigated to a less-than-significant level. As part of the certification process, the Board of Trustees of the City College of San Francisco will make a final decision as to the significance of impacts and the feasibility of mitigation measures in this Draft SEIR.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *State CEQA Guidelines* states that an SEIR must include a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, a project would result in significant irreversible environmental changes if:

- the primary and secondary impacts would generally commit future generations to similar uses;

- the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy);
- the project would involve a large commitment of nonrenewable resources; or
- the project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.

In general, such irreversible commitments include resources such as energy consumed and construction materials used in the construction of a proposed Project, as well as the energy and natural resources (notably water) that would be required to sustain a project and its inhabitants or occupants over the usable life of the project.

Construction activities related to the proposed Project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil, natural gas, and gasoline) for vehicles and construction equipment. However, the consumption of these resources during the construction and operation of the project would not represent unnecessary, inefficient, or wasteful use of resources.

In the long term, significant irreversible changes pertaining to land use changes are not anticipated with project implementation. The Project Site is currently fully paved and used as a parking lot.

As discussed in **Section 4.0, Effects Found Not to be Significant**, no significant environmental impact associated with accidental spills of hazardous materials is anticipated with implementation of the proposed Project. Compliance with federal, state, and local regulations would ensure that construction and operational activities at the Project Site would not result in the release of hazardous materials into the environment and that associated impacts would be less than significant.

As discussed in **Section 4.0, Effects Found Not to be Significant**, the Project Site and surrounding area do not contain any prime farmland, unique farmland, or farmland of statewide importance. Therefore, no existing agricultural lands would be converted to non-agricultural uses. In addition, the project area does not contain known mineral resources and does not serve as a mining reserve; therefore, the proposed Project would not result in the loss of access to mining reserves.

The proposed Project would incorporate several sustainable design features to support the CCSF's broader sustainability goals. City College's Design Standards require that new construction achieve a minimum Leadership in Energy and Environmental Design (LEED) Silver certification, if applicable to the current scope of work, to meet recognized standards for energy efficiency and water conservation. CCSF may

consider the voluntary certification program provided by the U.S. Green Building Council (USGBC) for parking garages. Additionally, the parking garage roof would be designed to accommodate future solar panel installation. Therefore, the proposed Project would not include any new features that would result in a substantial increase in—or wasteful use of—energy.

5.4 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(d) requires that an SEIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by *State CEQA Guidelines* Section 15126.2 (d) as follows:

the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also...the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

There are two types of growth-inducing impacts a project may have: direct and indirect. To assess the potential for growth-inducing impacts, the project features that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated.

Direct growth-inducing impacts occur when the development of a project imposes new burdens on a community that directly induces population growth or the construction of additional developments in the same area of the proposed Project, thereby triggering related growth-associated impacts. Included in this analysis are projects that would remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant that could allow more construction in the service area). The construction of these types of infrastructure projects cannot be considered isolated from the development they trigger.

In contrast, projects that physically remove obstacles to growth, projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in an area (such as a new residential community that requires additional commercial uses to support residents). A project would have indirect growth-inducement potential if it establishes substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a

constraint on a required public service. For example, a project providing increased water supply in an area where water service historically limited growth could be considered growth inducing.

As discussed below, this analysis evaluates whether the proposed Project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

Direct and Indirect Growth-Inducing Impacts

The proposed Project would develop a five-story parking garage on an existing parking lot within the CCSF campus. The proposed Project would not directly include the construction or development of housing facilities. The proposed Project would address part of the parking deficit identified in the 2021 Updated FMP EIR, and would not, in itself, increase enrollment at CCSF. Therefore, the proposed Project would not directly or indirectly cause population growth.

Construction that would occur as a result of the implementation of the proposed Project would include a need for construction labor during short time periods. Due to the employment patterns of construction workers in the City of San Francisco, and the market for construction labor, construction workers are not likely, to any significant degree, to relocate their households because of the job opportunities presented by the proposed Project. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often-lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction workday.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, and masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized, and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Therefore, the construction activities associated with implementing the proposed Project would not induce indirect growth.

6.0 ALTERNATIVES

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a reasonable range of alternatives to a proposed project that would feasibly attain most of the basic project objectives while avoiding or substantially lessening any of the significant environmental impacts of the project (*State CEQA Guidelines* Section 15126.6). The discussion of alternatives is intended to foster informed decision-making by providing the decision-makers and the public with a meaningful comparative analysis of different ways to achieve the project's objectives.

Public Resources Code Section 21002 states, in part, that the environmental review process is intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives which could avoid or substantially lessen such significant effects; and that in the event that specific economic, social, or other conditions make infeasible such alternatives, individual projects may be approved despite of one or more significant effects.

The *State CEQA Guidelines* require that EIRs include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the proposed Project while still meeting the general project objectives.

Per the *State CEQA Guidelines*, "there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason" (*State CEQA Guidelines* Section 15126.6[a]). The "rule of reason" requires that an EIR set forth only those alternatives necessary to permit a reasoned choice, and shall be limited to realistic alternatives that the lead agency determines could feasibly obtain most of the basic project objectives while avoiding or substantially lessening one or more of the significant effects. (*State CEQA Guidelines* Section 15126.6.) The scope of alternatives comprising a reasonable range is in the lead agency's discretion, and will vary from case to case depending on the nature of the project under review (*Citizens of Goleta Valley v. Board of Supervisors* [1990] 52 Cal.3d 553, 566). Pursuant to the *State CEQA Guidelines*, "an EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6[f][3]).

Although the analysis of the proposed Project does not identify any significant and unavoidable impacts, this chapter presents the impacts of a Reduced Build alternative as well as the No Project Alternative, consistent with *State CEQA Guidelines* Section 15126.6(e).

The No Project Alternative provides a baseline for comparison, illustrating the potential environmental consequences of not proceeding with the proposed Project. This allows decision-makers to weigh the benefits of the project against the conditions that would reasonably be expected to occur in the absence of the project.

Level of Detail

The *State CEQA Guidelines* do not require the same level of detail in the alternative analysis as in the analysis of the proposed Project. Section 15126.6(d) of the *State CEQA Guidelines* reads, “The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

Project Objectives

The project objectives specific to the proposed Ocean Campus Parking Garage project that is evaluated in this SEIR include the following:

- Provide a parking garage that is visually engaging on all sides, with the facade fronting Frida Kahlo Avenue serving as the most active, supporting the highest level of access and interaction with the rest of the campus.
- Enhance student experience and address ease of access to critical resources at the Ocean Campus.
- Expand campus parking to improve American with Disabilities Act (ADA) accessibility by providing covered, conveniently located parking spaces that enhance ease of vehicle entry and exit for individuals with disabilities, ensuring safer and more weather-protected access to adjacent facilities.
- Maximize space utilization of City College of San Francisco (CCSF) facilities to meet student and employee needs for the next five years and beyond, and to serve members of the community.
- Develop a parking garage that integrates sustainable and green design principles that incorporate renewable energy resources to minimize environmental impact and promote long-term sustainability.
- Locate and operate the Campus Police and Custodial Services in a strategically located facility within the Ocean Campus that is appropriately sized, centrally positioned, and easily accessible to effectively support their programmatic needs, including campus safety and operational efficiency.

6.2 ALTERNATIVES ANALYSIS BACKGROUND

As part of the alternatives scoping process for the proposed parking garage project, CCSF undertook a preliminary alternatives screening process to ensure that potential on-campus locations for a structured parking facility were fully considered. This approach was intended to confirm that the project site represents a reasonable option in light of transportation circulation, campus planning objectives, and potential environmental constraints.

The preliminary alternatives screening process included a high-level transportation evaluation, assessment of potential environmental impacts, and consideration of parking supply and demand scenarios within the context of the 2021 Updated Facilities Master Plan Environmental Impact Report (2021 Updated FMP EIR).

Four potential parking garage sites were identified during the preliminary screening process, based on available land and planning considerations:

- Upper Reservoir Site (current Project Site)
- Creative Arts Site (western portion of the decommissioned Creative Arts and Visual Arts site)
- Visual Arts Site (eastern portion of the decommissioned Creative Arts and Visual Arts site)
- Bungalows 600s Site (area between the football field and tennis courts)

Each site was evaluated for estimated parking capacity, transportation access and circulation, potential conflicts with planned pedestrian, bicycle, and transit improvements, and potential environmental effects relative to those addressed in the 2021 Updated FMP EIR. Findings of the screening analysis are summarized in **Table 6.0-1** below.

Summary of Findings

- The Upper Reservoir Site (project site) was found to provide the highest efficiency in terms of transportation access and operational efficiency and had the fewest conflicts with planned circulation improvements. This site was found to be the best option for accommodating most of the 2021 FMP EIR projected parking demand. This site has the least amount of interference with transit, bicycles, and pedestrians (compared to other potential sites). Access to the site would not require new internal access roads through the campus. The site is located away from most campus buildings, which would limit the disruption to campus life and accessibility during construction. However, it would displace existing parking during the construction period. A garage at this site is consistent with the intention of the earlier 2004 Facilities Master Plan and aligns with the objective to direct cars to perimeter routes.

- The Creative Arts and Visual Arts Sites would require new access roadways across campus, create conflicts with the San Francisco Municipal Transportation Agency’s planned two-way protected bikeway on Frida Kahlo Way and Judson Avenue, and introduce potential hazards at unsignalized intersections. In addition, demolition of the Creative Arts and Visual Arts buildings would adversely affect contributors to the campus’s Modern Architecture Historic District, resulting in a new significant impact on historic resources. For these reasons, both sites were deemed inferior for the proposed use and were not carried forward for further analysis.
- The Bungalows 600s Site ranked second in transportation performance, considering that vehicular access is primarily via the intersection of Howth Street/Ocean Avenue, and that vehicular access via Havelock Street is prohibited or limited (e.g., outbound only). However, this site was found to result in increased conflict between traffic, pedestrians, and bicyclists along Havelock Street.

Based on this evaluation, and because the Supplemental EIR determined that the proposed Project would not result in any significant and unavoidable impacts, no on-campus site alternatives are carried forward for full analysis in this EIR. Consistent with *State CEQA Guidelines* Section 15126.6(e), the only alternative analyzed in detail in this chapter is the No Project Alternative, which provides a baseline for understanding conditions if the proposed parking structure is not constructed.

**Table 6.0-1
Assessment of the Level of CEQA Review**

No New Impact/No New Mitigation Measures
Increase in the Severity of Previously Identified Impact
Potential New Impact

Environmental Resource	Option A Upper Reservoir	Option B Creative Arts	Option C Visual Arts	Option D Bungalows 600s
<i>Scenic vista, scenic resources, existing visual character, and new source of substantial light or glare</i>	Structure would be comparable in scale to the existing/planned College buildings	May affect the existing visual character of the College historic district	May affect the existing visual character of the College historic district	
<i>Shadow</i>	Structure would not add shadow to the nearby open spaces (discussed under Section 3.1 Aesthetics)	May Affect planned open space in the lower Balboa Reservoir (less likely than Option A)	May Affect planned open space in the lower Balboa Reservoir (less likely than Option A)	May affect planned Balboa Park
<i>Construction and operational criteria pollutant and precursor emissions</i>		Additional demolition impact than Option A and Options D	Additional demolition impact than Option A and Options D	

Environmental Resource	Option A Upper Reservoir	Option B Creative Arts	Option C Visual Arts	Option D Bungalows 600s
<i>Expose sensitive receptors to substantial pollutant concentrations</i>		Additional demolition impact than Option A and Option D	Additional demolition impact than Option A and Option D	
		MM-BIO-1: Preconstruction Nesting Birds Surveys and Buffer Areas	MM-BIO-1: Preconstruction Nesting Birds Surveys and Buffer Areas	MM-BIO-1: Preconstruction Nesting Birds Surveys and Buffer Areas
<i>Historical Resources</i>				
<i>Archaeological Resources</i>	MM CR-1 Accidental Discovery of Archaeological Resources			
<i>Disturbance of Human Remains</i>	MM CR-2: Treatment of Human Remains			
	MM GEO-1 – Inadvertent Discovery of Paleontological Resources	MM GEO-1 – Inadvertent Discovery of Paleontological Resources	MM GEO-1 – Inadvertent Discovery of Paleontological Resources	MM GEO-1 – Inadvertent Discovery of Paleontological Resources
<i>Construction</i>				
<i>Operations</i>				
	MM HAZ-1 - Soil and Groundwater Contamination, MM HAZ-2 - Hazardous Materials Contingency Plan	MM HAZ-1 - Soil and Groundwater Contamination, MM HAZ-2 - Hazardous Materials Contingency Plan	MM HAZ-1 - Soil and Groundwater Contamination, MM HAZ-2 - Hazardous Materials Contingency Plan	MM HAZ-1 - Soil and Groundwater Contamination, MM HAZ-2 - Hazardous Materials Contingency Plan
<i>Water quality, drainage, and waste discharge</i>				
<i>Division of established community or conflict with any land use plan</i>				
<i>Construction</i>				
<i>Operation</i>				
<i>Vibration</i>				
<i>Create demand for housing or displace substantial numbers of</i>				

Environmental Resource	Option A Upper Reservoir	Option B Creative Arts	Option C Visual Arts	Option D Bungalows 600s
existing housing units or people				
Fire Protection Services				
Police Services				
School and Library Facilities				
Construction, Accessibility, Loading, and Parking		Concern with disruption of campus life during construction and disruption of bicycle flow	Concern with disruption of campus life during construction and disruption of pedestrians and bicycle flow	Concern about the narrowness of Havelock Street and the constrained right-of-way. Concern about the disruption of pedestrians
Potentially Hazardous Conditions		Concern for potentially hazardous conditions would be the proposed access on Frida Kahlo Way and Judson Avenue where SFMTA is planning to implement a new two-way bikeway	Concern for potentially hazardous conditions would be the proposed access on Frida Kahlo Way and Judson Avenue where SFMTA is planning to implement a new two-way bikeway	Increases in vehicle flow on Havelock Street would likely exacerbate existing conflicts between vehicles, pedestrians, and bicyclists
Transit Delay		new access is directly to the north of planned bus boarding islands	unsignalized exit onto FKW from Cloud Circle	potential for congestion at Howth St / Ocean Ave
VMT				
	Mitigation Measure TCR-1, Tribal Resources	Mitigation Measure TCR-1, Tribal Resources	Mitigation Measure TCR-1, Tribal Resources	Mitigation Measure TCR-1, Tribal Resources
Wastewater Treatment, water supply, and solid waste				

As noted above, this section considers a No Project Alternative, as required by *State CEQA Guidelines* Section 15126.6(e) and a Reduced Build Alternative.

6.3 NO PROJECT ALTERNATIVE

Section 15126.6(e) of the *State CEQA Guidelines* provides that a “no project” alternative shall be analyzed in an EIR. The “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, as well as what would be reasonably expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans.

Under the No Project Alternative, the proposed Project, which would include the development of a five-story parking garage, would not be implemented. Under the No Project Alternative, conditions at the project site and within the Ocean Campus would remain as baseline conditions. The baseline conditions include campus facilities approved for construction prior to the 2021 Updated FMP EIR. These facilities include the Diego Riviera Theater, the STEAM building, and the Child Care Center.¹ In addition, the baseline conditions include the campus facilities approved for construction, decommissioning, and renovations under the 2021 Updated FMP EIR and upgraded and new pathways and sidewalks, reconfiguration of parking lots, and removal of on-street parking from Cloud Circle. Under baseline conditions, the street network changes associated with the Balboa Reservoir project, which is currently under construction, would be implemented. These changes include the extension of Lee Avenue to North access road, reconstruction of North access road, and new and/or reconstructed sidewalks adjacent to the project site.²

The baseline condition also reflects the permanent changes in student enrollment following the COVID-19 pandemic. The annual student enrollment projections for 2030 at the Ocean Campus are anticipated to decrease from about 36,800 students to 24,800 students, an overall decrease of approximately 12,000 students. In addition, the employment projections for 2030 at the Ocean Campus are projected to decrease from about 2,000 to 1,240 employees, a decrease of about 740 faculty/staff.

¹ On June 10, 2004, the College certified the 2004 FMP EIR. On June 25, 2020, the College approved an addendum to the 2004 EIR that addressed the potential environmental impacts of the Diego Riviera Theater (DRT), Sciences, Technology, Engineering, Arts, and Math (STEAM) Building, and the Child Care Center at the Ocean Campus.

² As part of the Balboa Reservoir project, Lee Avenue adjacent to the project site will be reconstructed to provide an approximately 10-foot-wide vehicle travel lane and a 7-foot-wide protected bicycle lane each way, and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway along Lee Avenue into the project site. The Balboa Reservoir project will install crosswalks in the continental design at the intersection of Lee Avenue/North access road/CCSF driveway. North access road adjacent to the project site will be reconstructed to provide a 10-foot-wide vehicle travel lane and a 5-foot-wide bicycle lane each way, an 8-foot-wide parking lane on the south side of the street (i.e., adjacent to the project site), and 12-foot-wide sidewalks on both sides of the street. In addition, the Balboa Reservoir project will reconstruct the existing driveway into the project site and install continental crosswalks at the intersection of Lee Avenue/North access road.

In general, conditions under baseline conditions would be similar to conditions with the 2021 Updated FMP presented in the 2021 Updated FMP FEIR, except that the number of person and vehicle trips traveling to and from the Ocean Campus on a weekday daily basis and during the AM and PM peak hours would be less as a result of the revised student population projections. In addition, under baseline conditions, due to the extension of Lee Avenue to North access road as part of the Balboa Reservoir project, some drivers parking at the project site would use Lee Avenue instead of North access road and Frida Kahlo Way to access Ocean Avenue. Under baseline conditions, the number of vehicle parking spaces on the project site would be 195 spaces, the same as under existing conditions, and the overall off-street parking supply within the Ocean Campus would be 1,381 parking spaces. Under baseline conditions, the Ocean Campus would experience a parking deficit of 880 spaces (see **Table 3.5-9**). This is a continuation of the parking deficit under existing conditions that is associated with the permanent removal of approximately 1,580 parking spaces due to CCSF projects on the upper reservoir lot and the Balboa Reservoir project on the lower reservoir lot.

Impact Analysis

Aesthetics

If the parking garage is not constructed, the area along Frida Kahlo Way would remain as a paved surface parking lot, leaving a significant visual gap in the streetscape. Unlike a thoughtfully designed garage that would complement the existing nearby modern College buildings on this street, the current paved lot provides minimal visual interest, lacks articulation, and contributes little to a community-friendly or pedestrian-oriented environment. The absence of a building along this frontage would result in a less cohesive streetscape, diminishing the visual continuity and sense of place along Frida Kahlo Way. Additionally, opportunities to incorporate façade treatments, landscaping, and architectural detailing that enhance aesthetic quality would be lost, leaving the area less inviting and visually underdeveloped compared to the proposed Project. This alternative would not result in any new shadow. Similar to the proposed Project, it would not add new shadow on the nearby open spaces.

Air Quality

The No Project Alternative would avoid the less-than-significant impacts identified in **Section 3.2, Air Quality**, of this SEIR, because the project site would maintain the existing physical condition. There would be no construction or operational emissions.

Under the No Project Alternative, the proposed parking garage would not be constructed, and the project site would remain in its current physical condition. As a result, this alternative would avoid the temporary air quality impacts associated with construction activities, such as emissions from construction equipment,

vehicle trips, and dust generation. Similarly, because no new parking garage would be introduced, there would be no increase in operational emissions related to energy use or facility maintenance. Therefore, this alternative would avoid even the less-than-significant impacts identified in **Section 3.2, Air Quality**, of this SEIR. However, the No Project Alternative would not address the parking deficit identified in the 2021 Updated FMP EIR, which could indirectly affect air quality conditions if existing inefficiencies—such as vehicle idling, circulation congestion, and off-site parking demand—persist or worsen over time.

Cultural Resources (Historical Resources)

The No Project Alternative would maintain the paved parking at the project site. The proposed parking garage would not impact identified historical resources, including the eligible Historic-Core District, Modern Architecture Historic District, or individually eligible Science Hall. In addition, the proposed Project would complement the series of campus buildings along the west side of Frida Kahlo Way. Under the No Project Alternative, historical resources would also remain unaffected.

Noise

The No Project Alternative would avoid the less-than-significant construction noise and vibration impacts identified in **Section 3.4, Noise**, of this SEIR, because the project site would remain in its existing physical condition. There would be no construction or new uses on the project site and thus no increase in construction or operational noise and vibration.

Transportation

Under the No Project Alternative, the project site would remain as a surface parking lot with 195 vehicle parking spaces for students and faculty/staff) and no new construction would occur. Because no new construction would occur under the No Project Alternative, it would not result in any construction-related transportation impacts. In addition, because the number of vehicle parking spaces under the No Project Alternative would remain the same as under existing conditions, the project-level operational impacts related to potentially hazardous conditions, accessibility, transit delay, vehicle miles traveled (VMT), loading, and parking would not occur. Thus, the No Project Alternative would avoid the less-than-significant transportation impacts.

All Other Topics

For the environmental topics summarized from the 2021 FMP EIR in **Section 4.0, Effects Found Not to be Significant**, the No Project Alternative would not result in any new impacts or substantially more severe

impacts than those previously identified. Accordingly, this analysis focuses only on the resource areas addressed in detail in the Supplemental EIR.

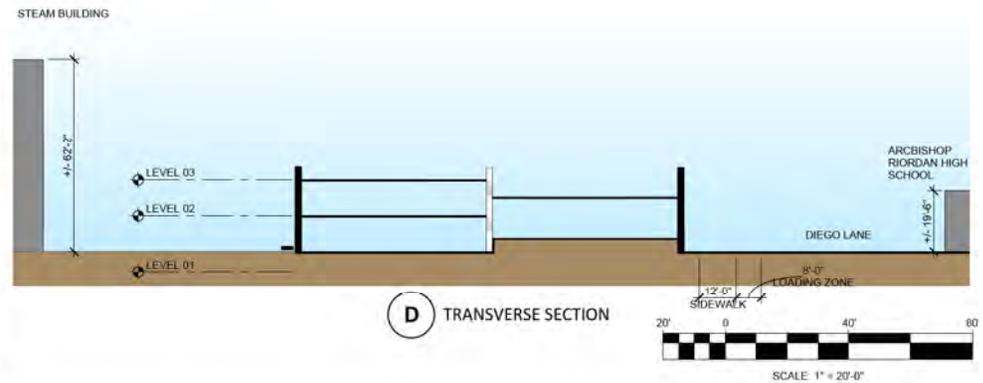
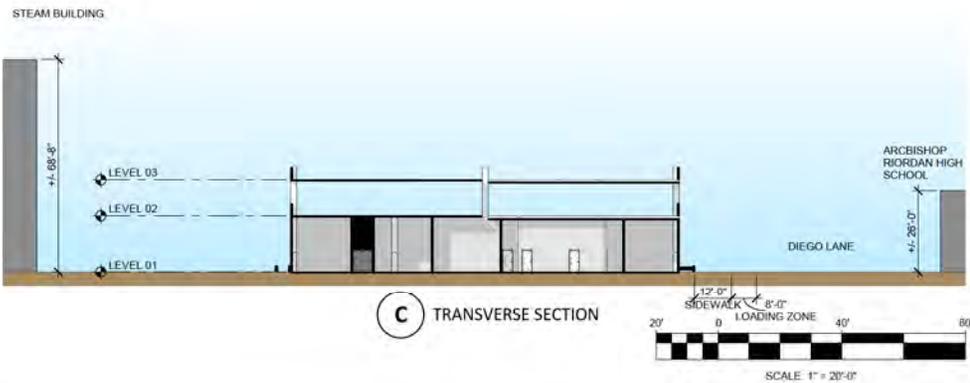
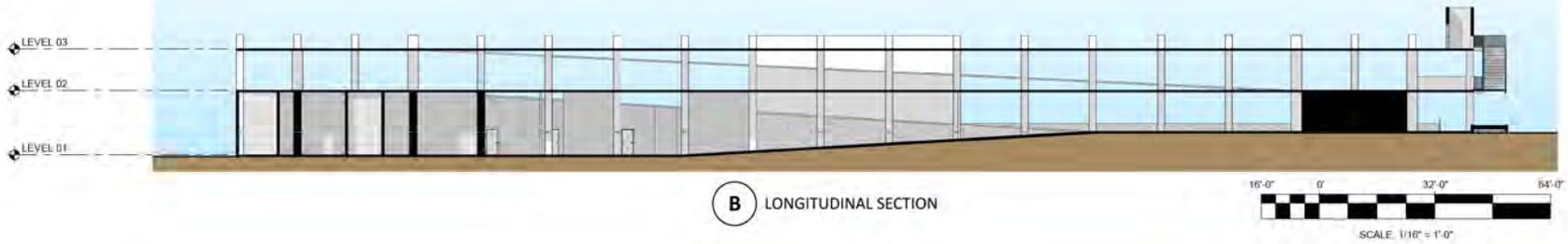
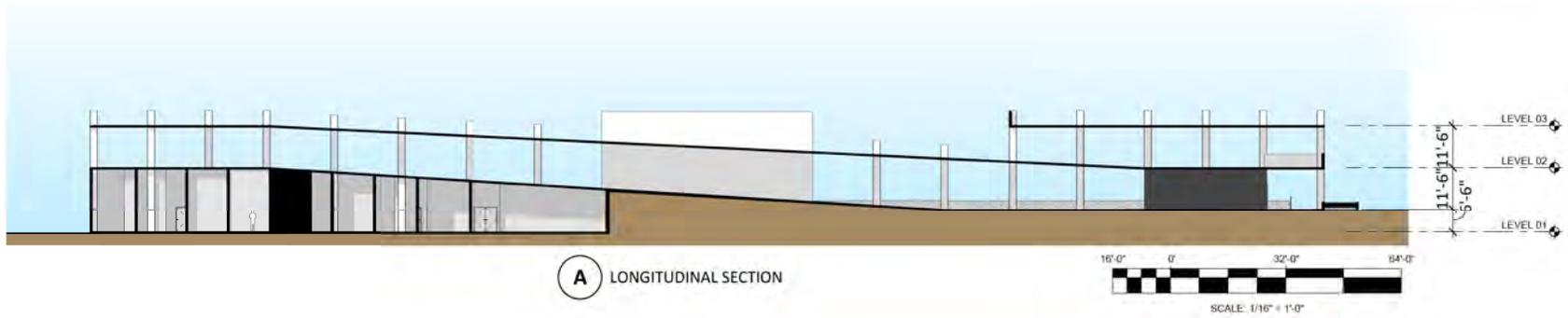
Ability to Accomplish Project Objectives

The No Project Alternative would not achieve any of the project objectives. Under this alternative, the development of the five-story parking garage would not take place. Without constructing a new parking garage, the No Project Alternative would not provide a visually engaging structure at the project site. In particular, the absence of development would preclude the creation of an active façade along Frida Kahlo Avenue designed to support the highest level of access and interaction with the surrounding campus. The no-project alternative would result in fewer opportunities to incorporate renewable energy, such as solar power, on campus, limiting progress toward minimizing environmental impact and advancing long-term sustainability for the campus and the state. Student experience and access to critical resources at the Ocean Campus would remain constrained, and the campus would continue to face limitations in ADA-accessible parking, reducing convenience, safety, and weather protection for individuals with disabilities. The absence of a new garage would also hinder the efficient use of CCSF facilities, restricting the ability to meet the parking and programmatic needs of students, staff, and community members over the next five years and beyond. Finally, the College's Police Department would remain in a suboptimal location or facility, limiting its ability to effectively support programmatic requirements and enhance overall campus safety.

6.4 REDUCED BUILD ALTERNATIVE

The Reduced Build Alternative would develop the project site with a 200,000-square-foot, three-level parking garage with a height of approximately 23 feet to the top of the building parapet (see **Figure 6.0-1**). The Reduced Build Alternative would be designed to accommodate the future installation of photovoltaic panels, and their associated structure installation would be approximately 29 feet above grade. This alternative would provide 348 vehicular parking spaces, of which approximately 324 spaces are designated for students, employees, and, at select times, the general public. Approximately 22 ground-floor parking spaces would be allocated to Campus Police, including 10 spaces for fleet vehicles and 12 spaces for employee vehicles; in addition, two ground-floor parking spaces would be designated for Campus custodial services. The ground floor of the parking garage would also accommodate operational facilities for Campus Police and Custodial Services.

The ground floor of this alternative project would provide approximately 4,000 square feet designated space for the Campus Police Department and approximately 3,500 square feet designated for the campus Custodial Services.



SOURCE: Watry, 2025

FIGURE 6.0-1

The parking garage building façade would be designed to complement the surrounding campus and neighboring buildings. Various aesthetic treatments will be considered and may include perforated metal paneling, metal fin elements, or fiber cement cladding panels. The stairwells would be part of the exterior façade to enhance user and parking security and the building's visual interest. Perimeter rails would likely be used throughout the building to enhance safety. Landscape planters would be used around the building perimeter, serving as both stormwater treatment areas and general landscaping at street level.

Vehicle Parking Spaces

Table 6.0-2, Vehicle Parking Summary of the Reduced Build Alternative, presents the distribution of vehicle parking spaces within the parking garage. As shown in **Table 6.0-2**, 11 parking stalls would be ADA accessible, and 3 stalls would be designated for ADA vans. Approximately 18 parking stalls would be equipped with electric vehicle charging stations (EVCS), and 52 parking stalls would have EV-capable stations. EVCS stalls would also be provided for one of the ADA stalls and one of the ADA van stalls. The Reduced Build Alternative would not include an EVCS stall for ADA ambulatory.

**Table 6.0-2
Vehicle Parking Summary of the Reduced Build Alternative**

Parking Type	Estimated Number of Parking Spaces
Standard	225
Campus Police (fleet vehicles)	10
Campus Police (personnel vehicles)	12
Custodial Services	2
Car Share	13
ADA	11
ADA Van	3
EVCS (Electric Vehicle Charging Station)	18
EV Capable	52
EVCS ADA	1
EVCS ADA Van	1
EVCS Ambulatory	0
Total	348

Source: Watry, CCSF Parking Garage Plan Set, 2025

Note:

ADA: Americans with Disabilities Act Accessible

EV: Electric Vehicle

EVCS: Electric Vehicle Charging Station

With the implementation of the Reduced Build Alternative, the total number of vehicle parking spaces within the Ocean Campus would increase from 1,381 spaces under the 2021 Updated FMP EIR to 1,534 spaces (i.e., replacing 195 surface lot spaces with 348 spaces within the project parking garage).

Campus Police Facility and Custodial Services Facility

The Reduced Build Alternative would provide approximately 4,000 square feet on the northeast side of the first floor of an office facility space for Campus Police. As shown in **Figure 2.0-5**, the Campus Police area would have a dedicated entrance/exit along the south side of the parking garage and an egress/egress from the internal south drive aisle via the main parking entrance/exit. Campus Police vehicles may be able to access and exit the area using either of these two access points. The two access points to the police area would be equipped with access control, such as security roll-down gates.

Also similar to the proposed Project, the Reduced Build Alternative would include approximately 3,500 square feet designated for custodial use near the designated Campus Police section. As shown in **Figure 2.0-5**, this area would accommodate office functions as well as custodial supply and storage. The custodial area would occupy a portion of the southwestern corner of the building's ground floor.

Bicycle Facilities

Similar to the proposed Project, the Reduced Build Alternative would include a dedicated bicycle parking room on the ground floor of the parking garage, equipped with racks and/or secure lockers, and accessible during the same hours as the garage.

Other components, such as access and circulation, loading, utilities and service systems, sustainable features, landscape, as well as operations would be similar to those of the proposed Project.

Project Construction

Construction schedule of the Reduced Build Alternative would be approximately 15 to 18 months, beginning in early 2027. Project construction would occur Monday through Friday, from 7 AM to 6 PM. However, certain activities, such as concrete pouring, may require nighttime construction and occasional weekend construction

Construction activities, including demolition, excavation, and foundation, would be similar to those of the proposed Project. In addition, the Reduced Build Alternative would require the same type of construction equipment as that for the proposed Project. Construction workforce and trucks would be similar to those of the proposed Project except that it would be for a shorter duration, as noted above.

Impact Analysis

Aesthetics

Under the Reduced Build Alternative, the existing surface parking lot along Frida Kahlo Way would be replaced with a parking garage that is two stories shorter than the proposed Project and designed to be visually compatible with surrounding campus buildings. Similar to the proposed Project, development of a structured parking facility would eliminate the visual gap created by the current paved lot and introduce an active built edge along the street, improving streetscape cohesion and visual continuity. However, the Reduced Build Alternative would have a lower overall height and reduced massing compared to the proposed Project. Therefore, its visual presence would be less prominent when viewed from Frida Kahlo Way and adjacent campus areas. As a result, the Reduced Build Alternative would provide a less prominent presence while still providing architectural articulation, façade treatments, and landscaping that contribute positively to the pedestrian environment.

The reduced number of stories would also lessen potential obstruction of views across portions of the campus, allowing for a comparatively more open visual experience than the proposed Project. The Reduced Build Alternative would include two fewer floors than the proposed Project and would therefore generate less net new shadow. However, because the proposed Project would not cast new shadow on nearby open spaces, as discussed in **Section 3.1, Aesthetics**, the Reduced Build Alternative would result in shadow effects that are comparable to those of the proposed Project. Although neither the proposed Project nor the Reduced Build Alternative would result in significant impacts related to visual resources, the Reduced Build Alternative would result in incrementally fewer impacts when compared to the proposed Project.

Air Quality

The Reduced Build Alternative would remove two parking levels from the proposed Project (i.e., from five levels to three levels), which would reduce the total number of parking spaces from 641 spaces under the proposed Project to 348 spaces under the Reduced Build Alternative (i.e., a reduction of 293 parking spaces from the proposed Project). The reduction in parking levels and spaces would shorten the construction duration, resulting in the generation of fewer construction air pollutant emissions. Mitigation measures **MM AQ 1** and **MM AQ 2** to reduce potential impacts to air quality would still be implemented, as **MM AQ 1** is required for all FMP projects. Therefore, although air quality construction impacts would be incrementally reduced under this alternative due to the overall shorter duration of construction, they would remain less than significant with mitigation incorporated, similar to the proposed Project.

This alternative consists of an approximately 54 percent reduction in the number of parking spaces as compared to the Project. Therefore, it is reasonable to assume that operational air pollutant emissions

would be reduced in a generally proportionate fashion. However, this impact would remain less than significant, similar to the proposed Project.

Cultural Resources (Historical Resources)

As for the proposed Project, the Reduced Build Alternative would not impact the identified historical resources, including the eligible Historic-Core District, Modern Architecture Historic District, or individually eligible Science Hall. In addition, it would complement the series of campus buildings along the west side of Frida Kahlo Way. Similar to the proposed Project, impacts of the Reduced Build Alternative related to historical resources would be less than significant.

Noise

Under the Reduced Build Alternative, construction would occur at a smaller scale compared to the proposed Project. The reduction in the number of parking floors and spaces would shorten the construction period (i.e., 15 to 18 months instead of 18 to 21 months), and therefore, reduce the duration and intensity of construction-related noise and vibration. While temporary noise impacts from construction would be reduced, they would remain less than significant, similar to the proposed Project.

The Reduced Build Alternative would result in 1,979 fewer daily trips on roadways, compared to the proposed Project (2,349 vehicles under the Reduced Build Alternative compared to 4,328 vehicles under the proposed Project). Due to the reduction of vehicle parking spaces and traffic noise, the Reduced Build Alternative would result in a reduction of operational noise impact as compared to the Project's less than significant operational noise impacts. However, this impact would be less than significant, similar to the proposed Project.

Transportation

The Reduced Build Alternative would remove two parking levels from the proposed Project (i.e., from five levels to three levels), which would reduce the total number of parking spaces from 641 spaces under the proposed Project to 348 spaces under the Reduced Build Alternative (i.e., a reduction of 293 parking spaces from the proposed Project). The ground floor configuration of the Reduced Build Alternative and access driveways would remain the same as the proposed Project. Because under the Reduced Build Alternative the garage would provide fewer parking spaces, the number of vehicles entering and exiting the garage under the Reduced Build Alternative would be less than under the proposed Project on a daily basis (2,349 vehicles under the Reduced Build Alternative compared to 4,328 vehicles under the proposed Project) and during the AM (202 vehicles under the Reduced Build Alternative compared to 371 vehicles under the

proposed Project) and PM (153 vehicles for the Reduced Build Alternative compared to 281 vehicles under the proposed Project) peak hours (see **Appendix E**).

The Reduced Build Alternative would include construction activities similar to the proposed Project. However, because the garage would contain only three parking levels, the duration of construction would be shorter than identified for the proposed Project, and the total number of construction vehicles would be less. Thus, similar to the proposed Project, the construction-related transportation impacts of the Reduced Build Alternative would be less than significant.

Because the Reduced Build Alternative would include 293 fewer vehicle parking spaces, the overall number of off-street vehicle parking spaces within the Ocean Campus would be 293 fewer than under the proposed Project, and therefore, the vehicle parking deficit identified under baseline conditions would increase from 434 spaces under the proposed Project to 727 spaces under the Reduced Build Alternative. Thus, similar to the proposed Project, the Reduced Build Alternative would reduce the parking deficit identified under baseline conditions, but to a lesser extent than the proposed Project. Similar to the proposed Project, the reduction in the parking deficit from baseline conditions would not result in secondary effects such as potentially hazardous conditions for people walking, bicycling, or driving; would not interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; and would not substantially delay transit. Thus, the Reduced Build Alternative would not result in a substantial parking deficit that would result in secondary effects. Similar to the proposed Project, impacts of the Reduced Build Alternative related to parking would be less than significant.

Because the ground floor configuration and access driveways of this alternative would be the same as under the proposed Project, the operational impacts related to potentially hazardous conditions, accessibility, transit delay, vehicle miles traveled, and loading would remain similar to those identified for the proposed Project and would be less than significant. Therefore, similar to the proposed Project, transportation impacts of the Reduced Build Alternative would be less than significant.

All Other Topics

For all other topics analyzed in **Section 4.0, Effects Found Not to be Significant**, the Reduced Build Alternative would have environmental effects similar to those of the proposed Project. This alternative would require the same depth of excavation, soil disturbance, public service systems, and utilities as the proposed Project. Therefore, this alternative would also have similar level of impact as the proposed Project on agriculture and forestry resources, archaeological resources and human remains, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, tribal cultural resources, utilities and service systems,

and wildfire. Mitigation measures identified for the proposed Project in Section 4.0 would apply to this alternative.

Ability to Accomplish Project Objectives

The Reduced Build Alternative would meet several project objectives in a manner similar to the proposed Project through development of a structured parking facility designed with architectural articulation and active façades on all sides, including an enhanced frontage along Frida Kahlo Avenue that supports campus access and interaction. This alternative would improve the student experience by enhancing circulation, wayfinding, and access to key campus resources, consistent with the intent of the proposed Project.

In addition, the Reduced Build Alternative would incorporate sustainable and green design principles, including the integration of renewable energy features and energy-efficient building systems, thereby minimizing environmental impacts and promoting long-term sustainability in a manner comparable to the proposed Project. The alternative would also provide appropriately located and sized facilities for Campus Police and Custodial Services within the Ocean Campus, maintaining centralized access and operational functionality to support campus safety and efficiency objectives.

However, although the Reduced Build Alternative would enhance access for individuals with disabilities by providing weather-protected parking and improve space utilization of CCSF facilities, the reduced number of parking spaces compared to the proposed Project would limit the overall availability of accessible parking and diminish the extent to which ease of access and parking convenience could be improved. This alternative would be less effective than the proposed Project in meeting projected parking needs over the next five years and beyond. As a result, while the Reduced Build Alternative would meet most project objectives, it would do so to a lesser degree than the proposed Project.

Environmentally Superior Alternative

State CEQA Guidelines Section 15126.6(e)(2) requires that an environmental impact report identify the environmentally superior alternative among the alternatives analyzed. While the proposed Project would not result in any significant and unavoidable environmental impacts, the Reduced Build Alternative would result in incrementally lower construction-related air quality and noise, and long-term transportation impacts, when compared to the proposed Project.

The Reduced Build Alternative would involve a smaller overall parking garage building and reduced construction activity, which would correspondingly reduce criteria air pollutant emissions and diesel particulate matter generated during construction. In addition, reduced construction intensity and duration

would result in lower construction noise levels and a shorter period of noise exposure at nearby sensitive receptors.

The Reduced Build Alternative would include fewer parking spaces than the proposed Project, which would reduce the overall number of construction vehicles and the number of vehicles accessing the site on a daily and peak-hour basis during operations.

Although air quality, noise, and transportation impacts under both the proposed Project and the Reduced Build Alternative would remain less than significant, the Reduced Build Alternative would reduce these impacts. Therefore, the Reduced Build Alternative is identified as the environmentally superior alternative pursuant to *State CEQA Guidelines* Section 15126.6.

7.0 LIST OF PREPARERS

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APPENDIX A

Notice of Preparation and Comments Received



**NOTICE OF PREPARATION
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

Parking Structure Project

Date: June 16, 2025
To: Interested Agencies, Organizations, and Individuals
Subject: **Notice of Preparation (NOP) of a Supplemental Environmental Impact Report for the Main Campus Parking Garage Project at 50 Frida Kahlo Way, San Francisco, CA**
Lead Agency: City College of San Francisco
Comment Period: **June 16, 2025 through July 16, 2025 at 5:00 p.m.**
NOP Scoping Meeting: **July 9, 2025 at 5:00 p.m.** at: STEAM Building
75 Frida Kahlo Way, Room 101
San Francisco, CA 94112

The City College of San Francisco (College), as lead agency under the California Environmental Quality Act (CEQA), will prepare a Supplemental Environmental Impact Report (EIR) for the proposed Main Campus Parking Garage project (proposed project). The College has determined that a Supplemental EIR is the required CEQA document for the proposed project pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15163(a). An Environmental Impact Report ("2021 EIR") was prepared and certified by the College's Board of Trustees on June 24, 2021, for the Updated Facilities Master Plan. This Supplemental EIR will tier off the 2021 EIR to address minor additions and changes to the 2021 EIR necessary to apply to the project changes and circumstances. In accordance with CEQA Guidelines Section 15082, the College has issued this Notice of Preparation (NOP) to provide responsible agencies, trustee agencies, and other interested parties with information describing the proposed project and to solicit comments and suggestions regarding the environmental issues to be addressed in the EIR prior to its preparation, from interested parties, including interested or affected members of the public.

PROJECT LOCATION: The project site, of approximately 68,000 square feet, is located on the Main Campus of the City College of San Francisco, at 50 Frida Kahlo Way, on the southwest corner of Frida Kahlo Way and North Road. The project site is bound by North Road to the north, Lee Avenue to the west, Frida Kahlo Way to the east, and the College STEAM building to the south (**Figure 1**).

PROJECT SUMMARY: The proposed project would construct a five-level parking garage, providing approximately 650 vehicle parking spaces for students, faculty members, and members of the public. In addition, the parking garage would include facilities on the ground floor for Campus Police (about 4,000 square feet) and Custodial Services (about 3,000 square feet). The parking garage would have a footprint of approximately 200,000 square feet and would be approximately 54 feet high. The project may accommodate the future installation of photovoltaic panels on the roof for a total building height of 60 feet. The parking garage would have a main vehicle entry and exit point via an off-street drive aisle between the proposed garage and the STEAM building. This drive aisle would be accessed from Lee Avenue through a 27-foot-wide driveway. Campus Police and Custodial Services would have a dedicated entry/exit from the off-street drive aisle about 190 feet east of the primary garage entry/exit. In addition, the Campus Police section would have an exit-only driveway on North Road. Pedestrian access points would include one at the northeast corner of the project site and another near the driveway on Lee Avenue. Pedestrian access to the Campus Police and Custodial Services would be on Frida Kahlo Way. Access to the bicycle parking facilities is proposed on North Road.

Based on a preliminary review of the proposed project, the following resource areas have been identified as having the potential to result in significant environmental impacts and will be thoroughly analyzed in the Supplemental EIR:

- Aesthetics
- Air Quality
- Transportation
- Historical Resources
- Noise



All other CEQA topics will be addressed in the Supplemental EIR in accordance with CEQA Guidelines, though they are not currently anticipated to result in significant environmental impacts.

REQUESTED INPUT: The District is soliciting input regarding the scope of the environmental review from members of the public, and interested parties. In accordance with the CEQA Guidelines Section 15082, responses must be sent at the earliest possible date, but no later than 30 days after the date of this notice.

Project documents and updates can be found under CEQA documents at the following URL:
<https://www.ccsf.edu/about-ccsf/administration/finance-and-administration/office-facilities-and-capital-planning>

Responses to this NOP should focus, specific to the proposed Main Campus Parking Garage project, on the potentially significant environmental effects that the proposed project may have on the physical environment, ways in which those effects might be minimized, and potential alternatives to the proposed project that should be addressed in the Supplemental EIR. This focus aligns with the purpose of the Supplemental EIR to inform the public about these factors of the proposed project. Please send your written response, with the name, address, phone number, and email address of your agency contact person, to the following address **on or before 5:00 p.m. on July 16th, 2025.**

via email to: Facilities@ccsf.edu <or> Facilities Construction and Planning
City College of San Francisco
50 Frida Kahlo Way, Bungalow 606
San Francisco, CA 94112

PUBLIC SCOPING MEETING: Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, a scoping meeting will be held to receive comments concerning the scope of the EIR. The meeting will be held on **July 9, 2025, at 5:00 p.m.** at the CCSF STEAM Building, 75 Frida Kahlo Way, Room 101, San Francisco, CA 94112.

If you have questions regarding this NOP or the scoping meeting, please contact:

Alberto Vasquez
Associate Vice Chancellor
Construction and Planning

Facilities@ccsf.edu
(415) 239-3055

June 16th, 2025

Alberto Vasquez, Associate Vice Chancellor

Date



Figure 1 Project Vicinity

From: [Joyce Oishi](#)
To: [Annalie Sarrieddine](#); [Rima Ghannam](#); [Jessica Kirchner](#); [lubaw@lcwconsulting.com](#); [jifarran@adavantconsulting.com](#); [Alberto Vasquez](#); [Marian Lam](#); [Jasmine Kaw](#); [Ken E. Smith](#); [Eric Nguven](#); [Johnathan Coates](#)
Subject: NOP Victoria Chong of SFMTA: City College of SF Parking Garage NOP - SFMTA Comments
Date: Wednesday, July 16, 2025 4:06:31 PM
Attachments: [image001.png](#)

From: Chong, Victoria <Victoria.Chong@sfmta.com>
Sent: Wednesday, July 16, 2025 3:51 PM
To: Facilities <facilities@ccsf.edu>
Cc: Joyce Oishi <ce_joishi@ccsf.edu>
Subject: City College of SF Parking Garage NOP - SFMTA Comments

Some people who received this message don't often get email from victoria.chong@sfmta.com. [Learn why this is important](#)

Hi City College of SF –

Thank you for the opportunity to review and provide comments on the CCSF Parking Garage NOP. Below are SFMTA's comments on the NOP; looking forward to engaging with you and the CCSF team more as the environmental review process advances.

- Page 9 and globally within document – Street names have been finalized (i.e., North Street is Diego Lane). Please work with Balboa Reservoir developer on final naming convention of streets to reduce confusion
- Page 11 - separate from the Balboa Reservoir development project , Frida Kahlo Way was redesigned by SFMTA in 2024. Mor information is available here: <https://www.sfmta.com/projects/frida-kahlo-way-quick-build-project>. Please update basemaps accordingly on page 16
- Page 17 – will the environmental review also in emergency access plans?
- Page 17 – regarding the dedicated entry/exit for campus police and custodial services - Clarify how City College intends to design this access point to clearly communicate to the public that ingress/egress is for Campus Police and Custodial Services only.
- Page 17 loading of delivery trucks - Project should ensure that turn templates are generated showing no issues with truck turns at intersections.
- Page 19 - regarding construction, note that all construction in the public right of way must abide by the Construction Regulations Blue Book (<https://www.sfmta.com/reports/construction-regulations-blue-book>)

In the meantime, if you have any questions or follow up, please feel free to reach out.

-Victoria

Victoria Chong (she/her)

Team Lead

Development & Transportation Integration | Streets Division

Office: 415-646-2706



From: [Joyce Oishi](#)
To: [Rima Ghannam](#); [Annalie Sarrieddine](#); [Jessica Kirchner](#); [lubaw@lcwconsulting.com](#); "José I. Farrán"
Cc: [Jasmine Kaw](#); [Alberto Vasquez](#); [Marian Lam](#); [Ken E. Smith](#); [Eric Nguyen](#); [Johnathan Coates](#)
Subject: NOP Dave Rhody: CCSF Parking Garage Objection
Date: Wednesday, July 16, 2025 11:18:27 AM

From: Facilities <facilities@ccsf.edu>
Sent: Wednesday, July 16, 2025 10:11 AM
To: Joyce Oishi <ce_joishi@ccsf.edu>; Jasmine Kaw <jkaw@ccsf.edu>; Alberto Vasquez <avasquez@ccsf.edu>
Cc: Jasmine Kaw <jkaw@ccsf.edu>; Rima Ghannam <rghannam@sertior.com>
Subject: Fw: CCSF Parking Garage Objection

From: Dave Rhody <dave@rhodyco.com>
Sent: Tuesday, July 15, 2025 5:04 PM
To: Facilities <facilities@ccsf.edu>
Cc: Alan Wong <alanwong@ccsf.edu>
Subject: CCSF Parking Garage Objection

Some people who received this message don't often get email from dave@rhodyco.com.
[Learn why this is important](#)

Alberto Vasquez, Associate Vice Chancellor of Construction and Planning -

I have several objections to the CCSF parking garage you're planning at the Ocean campus:

- The Balboa Reservoir (BR) housing development next to the City College of San Francisco Ocean campus was intended to provide up to 450 public parking spots that could be used by City College students in place of student parking spots lost due to the development. But, given the delays in the construction of the BR project, by the time the newly proposed parking garage for the City College campus is constructed, garages in the BR development will likely have already been built. More parking spaces means more congestion and more pollution in the neighborhood.
- Rather than adding more cars to the roads, City College should focus on obtaining student passes for public transportation and encouraging alternative, more sustainable modes of transportation. The campus is close to the Balboa Park BART station as well as many SF Muni bus lines.

Respectfully,

Dave Rhody, SF Resident
& SF Policy Co-Chair
[Climate Reality Project](#)

**RESPONSE FROM THE EXECUTIVE BOARD OF SUNNYSIDE
NEIGHBORHOOD ASSOCIATION:
CITY COLLEGE OF SAN FRANCISCO'S NOTICE OF PREPARATION
OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR
MAIN CAMPUS PARKING GARAGE PROJECT**

TO: Sent via email to: facilities@ccsf.edu
Alberto Vasquez, Associate Vice Chancellor
Office for Facilities Construction and Planning
City College of San Francisco
50 Frida Kahlo Way, Bungalow 606
San Francisco, CA 94112

FROM: Sent via email from: president@sunnysideassociation.org
Executive Board of the Sunnyside Neighborhood Association
Brian Arthur Smith, President
Jon Winston, Vice-President
Margaret Hosel, Secretary
Brian Marabello, Treasurer
Cecilia Zhou, Member-at-large
Michael Kelly, Member-at-large

RE: Public Comments
Supplemental Environmental Impact Report ¹
Main Campus Parking Garage Project
50 Frida Kahlo Way, San Francisco, CA (due July 16, 2025)

Dear Mr. Vasquez,

Sunnyside Neighborhood Association (SNA), a 501(c)3 not-for-profit organization, was established in 1974 to empower its 6,800 residents in efforts to better the neighborhood. We serve in part to establish a unified voice for issues affecting Sunnyside, the neighborhood in which the main campus of City College of San Francisco (CCSF) is situated.²

SNA's Executive Board appreciates the robust planning effort and community outreach that the San Francisco Community College District (College) performed in preparation of a Supplemental Environmental Impact Report (EIR) for the Main Campus Parking Garage project

¹ Available at <https://www.ccsf.edu/sites/default/files/2025/document/nop-ccsf-6-16-2025.pdf>

² The San Francisco Planning Department's map of Sunnyside's boundaries can be viewed by visiting <https://sfplanninggis.org/sffind/> and clicking on Sunnyside in the drop-down menu.

(proposed project). This proposed project is construction of a five-story garage with 650 parking spaces at 50 Frida Kahlo Way.

After conferring with several of our members, the SNA board of directors is pleased to provide the following input for consideration for inclusion in the Supplemental EIR report for the proposed project. Our input focuses on the potentially significant environmental effects that the proposed project may have on the physical environment and ways in which those effects might be minimized, and potential alternatives to the proposed project.

We believe that the proposed project's Supplemental EIR should reexamine and update the justification for the necessity for the proposed project and assess the feasibility of means to mitigate its impact on the physical environment should it proceed, in light of issues presented below.

1. The student headcount estimates that are presented in the College's Transportation and Demand Management report (2019) should be updated given the declines in actual enrollment at the College's main campus. Updated student headcount forecasts may indicate that there is a reduced need for on-campus parking that the proposed project would provide.
2. The Supplemental EIR should address whether parking will be incorporated into the plans for the Performing Arts Center³ as it would add to the forecasted inventory of parking on the College campus.
3. A reassessment of the actual and forecasted impact of the College's current and potential Transportation Demand Management (TDM) initiatives, which include College-provided passes to students for public transportation and encouragement of alternative, more sustainable modes of transportation. Robust TDM initiatives should mitigate the need for the parking to be provided in the proposed project.
4. An additional element that should be included in the reassessment of TDM initiatives is to forecast the impact of increasing parking costs to curtail demand for campus parking. The College offers students semester parking for \$50.⁴ By contrast, the nearby San Francisco State University charges students \$287.50 (for two-day access) and \$500 per semester.⁵
5. Also worthy of examination in the Supplemental EIR is whether the parking principles established by the University of California (UC), established in 2002, could be replicated at the College.⁶ UC campuses operate parking and transportation services as self-funded departments. Accordingly, UC mandates that everyone who parks on a UC campus must pay a fee to support the construction, ongoing maintenance, and administration of parking facilities.

³ See <https://www.ccsf.edu/about-ccsf/administration/finance-and-administration/office-facilities-and-capital-planning/projects-performing-arts-center#>

⁴ See <https://www.ccsf.edu/sites/default/files/2022/document/bp-5-27.pdf>

⁵ See <https://parking.sfsu.edu/student-virtual-parking-permits>

⁶ See <https://web.communications.uci.edu/assets/email/dfa-tds/TDS-Website/About-TDS/parking-principles2002.pdf>

6. An assessment of the feasibility for the proposed project to seek Parksmart certification that defines, measures and recognizes high-performing, sustainable parking garages. Parksmart—formerly Green Garage Certification—is the recognized independent rating system designed to advance sustainable use of motor vehicles through smarter parking structure design and operation.⁷ Developed by industry experts, the Parksmart framework guides projects toward innovative, solutions-oriented sustainability strategies. Parksmart complements LEED and other certifications and is administered by Green Business Certification, Inc.⁸ A parking structure recently opened at the UC San Diego (UCSD) incorporates environmentally advanced features and should be considered in the Supplemental EIR in light of the College’s sustainability plan. UCSD’s Osler Parking Structure⁹ has earned Parksmart Silver certification and serves as a model for the College for the design and operation of a sustainable, environmentally responsible parking structure. Opened in 2018, the Osler parking facility:
 - a. Has a parking guidance system that counts individual parking spaces and lets drivers know if the structure is full, which enhances vehicular circulation and reduces emissions by reducing the time spent searching for parking.
 - b. Is self-powered through installation of extensive rooftop solar.
 - c. Dedicates dozens of parking spaces for bicycles and carpool use to mitigate the demand for parking.
7. An assessment of whether, and to what extent, the TDM initiatives will facilitate the College complying with San Francisco’s sustainability goals for transportation: that 80% of all trips are low carbon (i.e., transit, walking, biking).¹⁰
8. An assessment of whether, and to what extent, the proposed project is consistent with the requirements of the Green New Deal and sustainability plan (the plan) adopted by the College’s Board of Trustees in February 2024.¹¹ The plan requires the College to assess the school’s current state on a range of major environmental and sustainability measurements and set incremental benchmarks for improvement over the next decade. Among the objectives of this plan are to reduce College greenhouse gas emissions, improve building standards, and enhance waste management.
9. The Supplemental EIR should assess the environmental impacts of including the installation of solar panels, a comprehensive plan for dealing with stormwater runoff, and incorporating energy efficiency measures such as advanced lighting in its design. Moreover, the proposed project’s EIR Supplemental EIR should assess how the proposed project may impact the College goals of transitioning to a zero-emission vehicle fleet, also a part of its sustainability plan.
10. Adjacent to the College main campus is the Balboa Reservoir (BR), a housing development that was approved for construction by the San Francisco Board of

⁷ See <https://parksmart.gbci.org/about>

⁸ See <https://www.gbci.org/>

⁹ See <https://triton.news/2018/09/ucsd-unveils-new-technologically-advanced-osler-parking-structure/#:~:text=UCSD%20Unveils%20New%20Technologically%2DAdvanced,in%20the%20campus%20mobile%20app.%E2%80%9D>

¹⁰ See SF Climate Plan. <https://www.sfclimateplan.org/>

¹¹ See https://ccsf.granicus.com/MetaViewer.php?view_id=5&clip_id=2082&meta_id=54035

Supervisors in 2020. Construction of the BR is slated to start later this year. The BR EIR¹² included planned College construction in their analysis. However, a College parking garage was neither planned nor considered in the BR EIR since its publication preceded plans for the proposed project. The BR EIR identified significant adverse impacts to air quality and noise that could be mitigated. BR's impacts to air quality and noise were mitigated in the agreement with San Francisco by a reduction in the number of housing units (reduced to 1,100) and a longer period for construction (extended to six years).

- a. The Supplemental EIR for the proposed project should assess the BR's project impact on the availability and demand for parking at the College during BR's construction phase.
 - b. The Supplementary EIR should include an assessment of BR's impact on College parking demand after the construction phases of BR.
 - c. Given the differences in demand for College students and staff during operating hours and the timing of parking demand for BR residents and guests suggests that collaboration between BR and the College may mitigate parking constraints.
 - d. The EIR for BR identified ongoing significant and unavoidable adverse impacts to transportation in the area with no possibility for mitigation. The adverse impacts include delays to public transit. The Supplemental EIR should reexamine and update the College's Transportation Demand Management (TDM) initiatives in light of the adverse impacts to transportation identified in the BR EIR.
11. The Supplemental EIR should assess the environmental impact of the proposed project on the 1,150 students attending Archbishop Riordan High School (Riordan) which is located directly across the street from the proposed garage at 175 Frida Kahlo Way. Riordan's campus has athletic fields and residential facilities, and the proposed project location is in close proximity to the part of the high school that contains a student dormitory and classrooms. Adolescents such as high school students are more sensitive to airborne pollutants than adults because their lungs are still developing. The Supplemental EIR should assess potential impacts to noise and air quality associated with the construction and operation of the proposed project on the high school population and include ways of mitigating their impact. Increased vehicle emissions from idling and slow-moving traffic at garage entrances and exits will expose students to elevated levels of fine particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂), both of which are linked to reduced lung growth and respiratory complications, such as asthma.¹³

¹² See https://sfplanning.org/environmental-review-documents?title=Balboa+Reservoir+Project&field_environmental_review_categ_target_id=212&items_per_page=10

¹³ See (2004) The Effect of Air Pollution on Lung Development from 10 to 18 Years of Age. The New England Journal of Medicine. <https://www.nejm.org/doi/full/10.1056/NEJMoa040610>
See World Health Organization. (2011). Burden of disease from environmental noise: quantification of healthy life years lost in Europe. <https://www.who.int/publications/i/item/burden-of-disease-from-environmental-noise-quantification-of-healthy-life-years-lost-in-europe>

SNA's Executive Board recognizes the need to upgrade and modernize the facilities on the College's Main Campus and welcomes this opportunity to help plan for the Main Campus's future needs for parking and ways to mitigate its impact. We appreciate the College's consideration of the issues presented above in the proposed project's Supplementary EIR.

Jenni Heggie

Thank you for this opportunity to comment on the Garage Plan.

I would first like to ask if there is a link to a Draft EIR. Is a Draft EIR available?

The planned circulation of the site looks well thought out. And having hours of closure makes sense. Riordan High School may have issues with the hours because they have students who board there overnight. My biggest concern is that nowhere have I seen mention of the clear environmental impacts associated with the development of this garage.

The AvalonBay EIR findings for the Balboa Reservoir development took into account the surrounding environment and included future planned City College buildings such as the STEAM building and the Diego Rivera theater in their analysis. A new garage was not considered. That is important because their analysis identified three key areas that would be significantly and adversely impacted based on the plans that didn't include this garage: Transportation and Circulation, Air Quality and Noise. It was possible to mitigate the significance of the adverse impacts of noise and air quality if construction was stretched over time, but they could not find any mitigation to the ongoing negative impacts to transportation and circulation in the area. The Board of Supervisors and Planning Commission approved the plan in order to develop housing despite the harm it would cause to the area. It's concerning that the College is trying to rush through approvals of a plan for the development of a garage before City College has a clear Sustainability Plan in place. A new garage would exacerbate the adverse effects of the environmental issues already identified.

To address the loss of parking for City College, the College and Balboa Reservoir developers agreed that the developers would allocate up to 450 parking spaces in the Balboa Reservoir garages for public use. It's disturbing that the Balboa Reservoir development has been significantly delayed, but we cannot afford more vehicles and parking than what was planned. Adding vehicles for 650 parking spots to use on the same roads already evaluated would horribly exacerbate an already adversely impacted area.

An advantage to having the garages be part of the Balboa Reservoir is that all their buildings will be powered from renewable resources, primarily solar. If City College wants to provide parking in place of the Balboa Reservoir public parking spots, the Balboa Reservoir developers should apply the savings they make from not building a garage toward funding the City College garage sustainable infrastructure.

From: [Joyce Oishi](#)
To: [Rima Ghannam](#); [Annalie Sarrieddine](#); [Jessica Kirchner](#); "[José I. Farrán](#)"; "[Luba Wyznycky](#)"
Cc: [Alberto Vasquez](#); [Jasmine Kaw](#); [Marian Lam](#); [Ken E. Smith](#)
Subject: Mike Fleming: NOP CEQA Feedback for planned Parking Garage at 50 Frida Kahlo Way
Date: Monday, July 14, 2025 1:46:55 PM

Hi, **Annalie** and **Rima** -

Public comment from Mike Fleming can be found in the email below – thank you.

Joyce Oishi

Senior Project Manager (*she/her*)

Facilities and Capital Planning

City College of San Francisco

ce_JOishi@ccsf.edu | C: 415-306-6585

From: Facilities <facilities@ccsf.edu>
Sent: Monday, July 14, 2025 10:17 AM
To: Joyce Oishi <ce_joishi@ccsf.edu>; Alberto Vasquez <avasquez@ccsf.edu>; Jasmine Kaw <jkaw@ccsf.edu>
Cc: Marian Lam <mlam@ccsf.edu>
Subject: Fw: CEQA Feedback for planned Parking Garage at 50 Frida Kahlo Way

From: Mike Fleming <mikef@warble.org>
Sent: Saturday, July 12, 2025 3:31 PM
To: Facilities <facilities@ccsf.edu>
Cc: Slow Hearst <info@slowhearst.org>; jon winston <jwinstonsf@gmail.com>
Subject: CEQA Feedback for planned Parking Garage at 50 Frida Kahlo Way

You don't often get email from mikef@warble.org. [Learn why this is important](#)

Hi--

I am a neighbor and wish to submit CEQA feedback for the planned CCSF main campus parking garage at 50 Frida Kahlo Way.

I wish to submit the following feedback:

Additional Congestion beyond previous projections on planned Lee Ave connection to Ocean Ave

The Environmental Impact Statement for the planned Balboa Reservoir project pointed to the planned Lee Avenue extension, which would ultimately connect this new parking structure to Ocean Avenue via an alternate route other than Frida Kahlo, as a possible

area of significant automobile congestion for the planned housing project. Based on the current parking structure design, it appears that vehicles may be incentivized to reach Ocean Ave via Lee instead of Frida Kahlo, increasing congestion in what will already be a narrow bottleneck that serves the Whole Foods loading dock and customer parking. Please consider the impact of additional automobile congestion here. Please consider mitigations that would direct the bulk of the traffic on to Frida Kahlo, which already serves the existing Reservoir parking spaces.

This Project Appears to Increase Total Parking Spaces in the Area and therefore will increase automobile congestion

It appears that this parking structure will go beyond "parking lot parity" for the CCSF main campus and increase the total parking in the area. Please consider the entire impact of the planned construction and additional possible construction in the area.

- The planned Balboa Reservoir Housing Project includes significant public parking in its approved plans.
- The eastern side of main campus includes the 600 and 700 bungalows whose use certainly is now made redundant by newly built and planned construction. Please consider the likely possibility that these will return to being parking spots, contributing to the total parking in the area and additionally increasing congestion, when considering the impact of this new structure.
- During the public comments for the new SFTMA improvements on Frida Kahlo, significant concerns were raised about the existing level of traffic congestion on Frida Kahlo especially during commutes. It seems likely this structure will net add to the parking spots on the CCSF campus and therefore add to the congestion.

Previous Studies Have Suggested Alternatives with Lower Environmental Impact

CCSF commissioned a 2019 study indicating that campus demand for automobile access could be greatly reduced by investing in improving mass transit access among other mitigations. Please consider the environmental impact of this project in contrast to one that would need far fewer parking spots but focus more heavily on improving alternative transportation usage.

Possible Light and Sound Pollution on the North and West Side

The project goals list a "Thoughtfully Designed Frontage", which is appreciated. Please note that while the building is visible from Frida Kahlo, it is also extremely visible on the north side from the communities on the southern slope of Mt Davidson, and will also be

quite visible on the west side for many miles as well. Because of the geography on the north and west sides, light and sound pollution from this garage will reach communities more than a mile away from the structure.

Sincerely,
Michael Fleming

mikef@warble.org

From: [Rima Ghannam](#)
To: [Joyce Oishi](#); [Annalie Sarrieddine](#); [Jessica Kirchner](#); lubaw@lcwconsulting.com; jifarran@adavantconsulting.com
Cc: [Marian Lam](#); [Jessica Kirchner](#); [Ken E. Smith](#); [Eric Nguyen](#); [Johnathan Coates](#)
Subject: Re: NOP Nancy Haber - New CCSF parking garage proposed
Date: Monday, July 14, 2025 3:00:29 PM

From: Joyce Oishi <ce_joishi@ccsf.edu>
Date: Monday, July 14, 2025 at 11:53 PM
To: Annalie Sarrieddine <annalie@impactsociences.com>, Rima Ghannam <rghannam@sertior.com>, Jessica Kirchner <jkirchner@impactsociences.com>, lubaw@lcwconsulting.com <lubaw@lcwconsulting.com>, jifarran@adavantconsulting.com <jifarran@adavantconsulting.com>
Cc: Marian Lam <mlam@ccsf.edu>, Jessica Kirchner <jkirchner@impactsociences.com>, Ken E. Smith <kesmith@kitchell.com>, Eric Nguyen <enguyen@kitchell.com>, Johnathan Coates <jcoates@kitchell.com>
Subject: NOP Nancy Haber - New CCSF parking garage proposed

From: Facilities <facilities@ccsf.edu>
Sent: Monday, July 14, 2025 2:03 PM
To: Alberto Vasquez <avasquez@ccsf.edu>; Joyce Oishi <ce_joishi@ccsf.edu>; Jasmine Kaw <jkaw@ccsf.edu>
Cc: Marian Lam <mlam@ccsf.edu>
Subject: Fw: New CCSF parking garage proposed

From: Nancy Haber <nancyhaber38@gmail.com>
Sent: Monday, July 14, 2025 12:42 PM
To: Facilities <facilities@ccsf.edu>
Subject: New CCSF parking garage proposed

You don't often get email from nancyhaber38@gmail.com. [Learn why this is important](#)

Dear Mr. Vasquez,

I am a neighbor of CCSF Ocean Ave and believe that the College is truly an asset to the City and our wider neighborhood. I admire the two new

buildings recently completed and feel these buildings are good and forward-looking additions to the College and our neighborhood.

However, I was dismayed to learn recently that a new parking garage is proposed for the campus and feel this is a mistake. An additional parking garage will be redundant and unnecessary when the Balboa Reservoir housing development is completed as it will provide 450 parking spaces available to students. Rather than adding more cars to the roads, City College should focus on obtaining student passes for public transportation and encouraging alternative, more sustainable modes of transportation. The campus is close to the Balboa Park BART station as well as many MUNI bus and light rail lines.

Further, such a garage will cause greater pollution, traffic congestion, and noise in the neighborhood. And this would not be an attractive building to squeeze in among those just built and the planned new theater. The plans do not even include solar panels for powering the garage and electric vehicle chargers. These are unacceptable effects and the planning and evaluation of the building has been insufficient.

CCSF must be a positive physical part of our neighborhood and our city; it does not exist apart from our community nor should it. The physical campus must take serious account of impacts on the neighborhood and how best to contribute to the quality of life for students, residents, and neighbors. For all the reasons above it seems that building the garage would be a questionable use of City College facilities funds.

Sincerely,
Nancy Haber

San Francisco, CA 94112

65 Greenwood Avenue
San Francisco, CA 94112

July 15, 2025

Facilities and Construction Planning
City College of San Francisco
50 Frida Kahlo Way, Bungalow 606
San Francisco, CA 94112
Email: facilities@ccf.edu

Re: Five-Story Parking Garage

Dear City College of San Francisco:

I am writing to express my concern with City College's plans to build a five-story parking garage between the stem building and Riordan High School. My concerns included increase in traffic, car pollution affecting air quality, and that the garage will become an eyesore.

First, my concern is that a five-story parking garage will lead more students to choose to commute to city college via personal cars when there are more environmentally friendly ways to reach City College. Several bus routes lead to City College including the 49, 8, 8X, 43, among others. The Balboa BART stop is also five-to-ten-minute walk away from the campus. Additionally, there is MUNI stop next to City College.

I live on Greenwood Street, a short distance away, from City College. It appears to me that the existing parking is sufficient. In other words, there is no need to add six hundred additional parking spots. If the demand for parking was great, I would expect to see a number of students park on my street, and yet I only see a student park on my street on rare occasions.

We live in an urban city where adding parking is not sensible. As the city grows, we need to think about other ways we travel about the city without each of us resorting to using a personal car. As our planet heats up, we also need to think environmentally friendly ways to travel which must include public transit.

I also wish to point out that Frida Kahlo is only one lane in each direction after the bike lane was installed. On Riordan school days, traffic on Frida Kahlo can be heavy. Adding a five-story garage for more cars will only encourage more people to drive and increase the amount of traffic.

Lastly, even if parking garage was needed, it does not need to be five stories. A building that tall will loom over Riordan and become an eyesore in the neighborhood. This is essentially the case given that the surrounding neighborhood is one story residential. The parking garage will not be located on Ocean Avenue, where buildings are taller.

For the reasons outlined above, I oppose the five-story parking garage. My family including my two young children, ages 5 and 9, live a short proximity away. The pollution, traffic, and eyesore will be harmful.

Thank you.

Yours,

A handwritten signature in black ink, appearing to be 'AP' or similar initials, written in a cursive style.

Asit Panwala



SPEAKER CARD

Parking Garage Project
Scoping Meeting
Wednesday, July 9, 2025, 5:00 p.m.

Name: HOLLY SEVERSON

Email Address: SFHOLLY@GMAIL.COM

Organization (if applicable): N/A

Brief Comment: ADDRESS POLLUTION
CONCERNS



SPEAKER CARD

Parking Garage Project
Scoping Meeting
Wednesday, July 9, 2025, 5:00 p.m.

Name: Jennifer Heggre

Email Address: joheggre@gmail.com

Organization (if applicable): _____

Brief Comment: I have a range of concerns



SPEAKER CARD

Parking Garage Project
Scoping Meeting
Wednesday, July 9, 2025, 5:00 p.m.

Name: JIM Winston

Email Address: jwinstonst@gmail.com

Organization (if applicable): _____

Brief Comment: Waste of \$, TDM For CCSF says
not necessary.



SPEAKER CARD

Parking Garage Project

Scoping Meeting

Wednesday, July 9, 2025, 5:00 p.m.

Name:

Judith Sampson

Email Address:

prof1794@gmail.com

Organization (if applicable):

Brief Comment:

Unfortunately not in favor of the Project, would pose a health hazard for myself + daughter, as we live adjacent to the campus.



Written Comment Form

Use the space below to comment on areas of concerns regarding the scope and content of the Draft Supplemental EIR for the CCSF Parking Garage Project and offer potential alternatives and/or mitigation measures to avoid or reduce environmental impacts.

Provide the written comments tonight or

mail to:

Alberto Vasquez
Associate Vice Chancellor
Facilities and Capital Planning
City College of San Francisco
50 Frida Kahlo Way, B06
San Francisco, CA 94112

email to:

facilities@ccsf.edu

Your contact information

Name:

Judith Sampson

Email:

profit594@gmail.com

My daughter graduated from CCSF and we love the school.

Comments:

We've lived across the street from the campus for 15 years in the same apt. One of the nice things left

in San Fran, is the cleaner environment. The proposed parking lot may ~~propose~~ ^{cause} a level of toxicity that could impact those of us who live in close proximity to the school. It might put myself and my daughter at rick risk as we both suffer with respiratory issues, especially my daughter who has a chronic, debilitating disease and could not be here today ^{and} although she, like me, is not in favor of the Project. Thank you for your consideration.



Written Comment Form

Use the space below to comment on areas of concerns regarding the scope and content of the Draft Supplemental EIR for the CCSF Parking Garage Project and offer potential alternatives and/or mitigation measures to avoid or reduce environmental impacts.

Provide the written comments tonight or

mail to:

Alberto Vasquez
Associate Vice Chancellor
Facilities and Capital Planning
City College of San Francisco
50 Frida Kahlo Way, B06
San Francisco, CA 94112

email to:

facilities@ccsf.edu

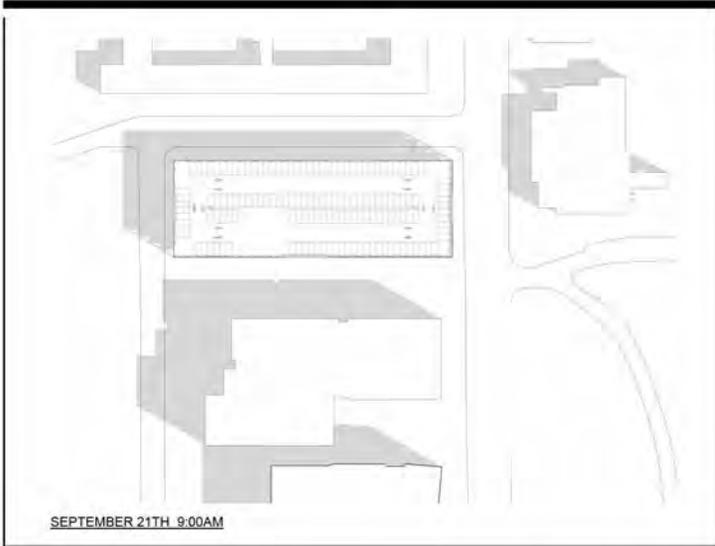
Your contact information

Name: Juliet Samonte

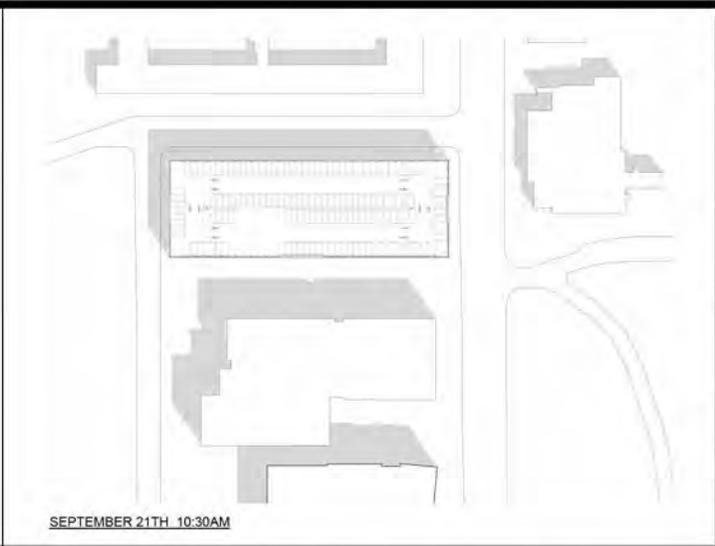
Email: reled@sfb.sf.org

Comments: Concern about air quality

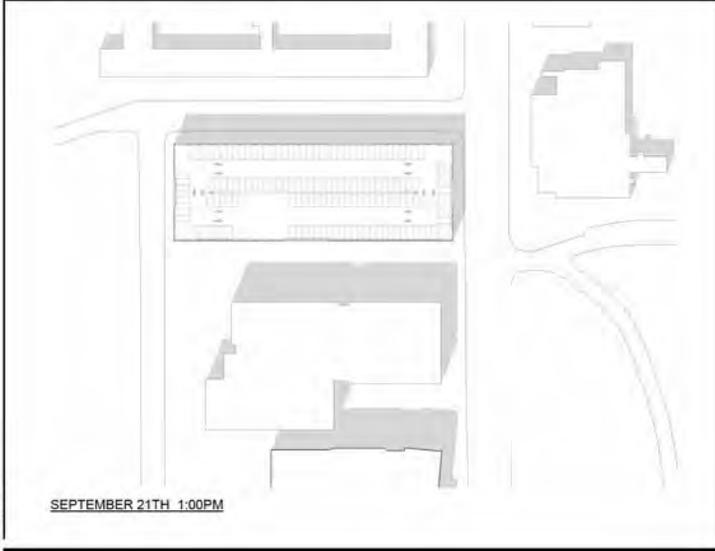
When the parking garage is operational in 2029,
what percentage of parked cars would be
electric vs. gasoline driven cars.



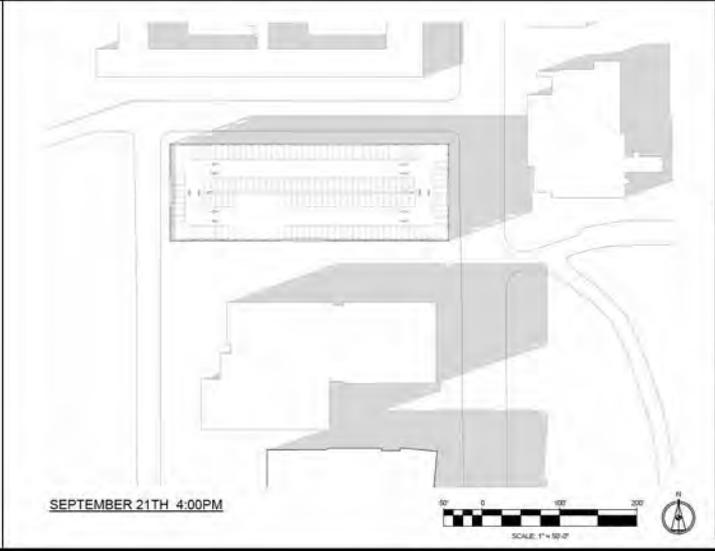
SEPTEMBER 21TH 9:00AM



SEPTEMBER 21TH 10:30AM



SEPTEMBER 21TH 1:00PM



SEPTEMBER 21TH 4:00PM



WATRY DESIGN, INC.
 San Jose, California
 Long Beach, California
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NOT FOR CONSTRUCTION

AUTUMNAL EQUINOX SHADE STUDY
 CCSF
 CITY COLLEGE OF SAN FRANCISCO
 SAN FRANCISCO, CA

NO.	REVISION	DATE	BY

CONCEPT SET
 JOB NO. 24-001
 DATE 11/20/20K
 DESIGN KNOWLES
 DRAWN WANG
 CHK. BY KNOWLES
 SCALE: 1" = 50'-0"
 SHEET: **G0.5c**

11/20/2024 4:30:59 PM

APPENDIX C

Air Quality Data

CCSF Parking Garage Project Custom Report

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3.7. Building Construction (2028) - Unmitigated

3.8. Building Construction (2028) - Mitigated

3.9. Paving (2028) - Unmitigated

3.10. Paving (2028) - Mitigated

3.11. Architectural Coating (2028) - Unmitigated

3.12. Architectural Coating (2028) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	CCSF Parking Garage Project
Construction Start Date	1/4/2027
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	4.60
Precipitation (days)	41.8
Location	37.726986915782035, -122.45322251911304
County	San Francisco
City	San Francisco
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1166
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Enclosed Parking with Elevator	205	1000sqft	1.55	204,775	4,000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.10	1.49	14.9	17.2	0.03	0.56	3.38	3.94	0.51	1.50	2.01	—	4,293	4,293	0.44	0.28	3.46	4,392
Mit.	0.98	0.93	5.88	17.5	0.03	0.07	3.38	3.44	0.07	1.50	1.56	—	4,293	4,293	0.44	0.28	3.46	4,392
% Reduced	53%	37%	60%	-2%	—	88%	—	13%	87%	—	22%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.13	1.51	15.3	18.3	0.03	0.56	3.38	3.94	0.51	1.50	2.01	—	4,508	4,508	0.45	0.30	0.11	4,608
Mit.	0.77	0.45	5.97	18.4	0.03	0.07	3.38	3.44	0.07	1.50	1.56	—	4,508	4,508	0.45	0.30	0.11	4,608
% Reduced	64%	70%	61%	-1%	—	88%	—	13%	87%	—	22%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.16	0.86	7.94	9.75	0.02	0.24	0.90	1.14	0.22	0.29	0.51	—	2,468	2,468	0.19	0.14	1.06	2,517
Mit.	0.46	0.30	3.93	10.4	0.02	0.05	0.90	0.95	0.05	0.29	0.34	—	2,468	2,468	0.19	0.14	1.06	2,517
% Reduced	60%	65%	50%	-6%	—	80%	—	17%	79%	—	34%	—	—	—	—	—	—	—

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.16	1.45	1.78	< 0.005	0.04	0.16	0.21	0.04	0.05	0.09	—	409	409	0.03	0.02	0.17	417
Mit.	0.08	0.06	0.72	1.89	< 0.005	0.01	0.16	0.17	0.01	0.05	0.06	—	409	409	0.03	0.02	0.17	417
% Reduced	60%	65%	50%	-6%	—	80%	—	17%	79%	—	34%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.10	1.49	14.9	17.2	0.03	0.56	3.38	3.94	0.51	1.50	2.01	—	4,293	4,293	0.44	0.28	3.46	4,392
2028	1.45	1.31	9.32	12.5	0.03	0.24	0.83	0.99	0.22	0.19	0.39	—	3,164	3,164	0.20	0.15	3.02	3,219
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.13	1.51	15.3	18.3	0.03	0.56	3.38	3.94	0.51	1.50	2.01	—	4,508	4,508	0.45	0.30	0.11	4,608
2028	1.41	1.08	9.41	12.4	0.03	0.24	0.66	0.90	0.22	0.17	0.39	—	3,141	3,141	0.21	0.17	0.08	3,196
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.16	0.86	7.94	9.75	0.02	0.24	0.90	1.14	0.22	0.29	0.51	—	2,468	2,468	0.19	0.14	1.06	2,517
2028	0.53	0.44	2.71	4.21	0.01	0.07	0.27	0.34	0.07	0.07	0.13	—	946	946	0.05	0.03	0.44	958
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.21	0.16	1.45	1.78	< 0.005	0.04	0.16	0.21	0.04	0.05	0.09	—	409	409	0.03	0.02	0.17	417
2028	0.10	0.08	0.49	0.77	< 0.005	0.01	0.05	0.06	0.01	0.01	0.02	—	157	157	0.01	0.01	0.07	159

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.69	0.45	5.88	17.5	0.03	0.07	3.38	3.44	0.07	1.50	1.56	—	4,293	4,293	0.44	0.28	3.46	4,392
2028	0.98	0.93	5.76	13.6	0.03	0.07	0.83	0.86	0.07	0.19	0.23	—	3,164	3,164	0.20	0.15	3.02	3,219
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.77	0.45	5.97	18.4	0.03	0.07	3.38	3.44	0.07	1.50	1.56	—	4,508	4,508	0.45	0.30	0.11	4,608
2028	0.61	0.45	5.85	13.5	0.03	0.07	0.66	0.73	0.07	0.17	0.23	—	3,141	3,141	0.21	0.17	0.08	3,196
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.46	0.30	3.93	10.4	0.02	0.05	0.90	0.95	0.05	0.29	0.34	—	2,468	2,468	0.19	0.14	1.06	2,517
2028	0.29	0.25	1.49	4.47	0.01	0.02	0.27	0.29	0.02	0.07	0.08	—	946	946	0.05	0.03	0.44	958
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.08	0.06	0.72	1.89	< 0.005	0.01	0.16	0.17	0.01	0.05	0.06	—	409	409	0.03	0.02	0.17	417
2028	0.05	0.05	0.27	0.82	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	157	157	0.01	0.01	0.07	159

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.60	1.48	0.07	8.91	< 0.005	0.02	0.00	0.02	0.01	0.00	0.01	0.00	459	459	0.07	0.01	0.00	463
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	423	423	0.07	0.01	0.00	427

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.80	0.74	0.04	4.39	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	441	441	0.07	0.01	0.00	445
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.13	0.01	0.80	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	72.9	72.9	0.01	< 0.005	0.00	73.6

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Area	1.60	1.48	0.07	8.91	< 0.005	0.02	—	0.02	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	—	36.8
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	422	422	0.07	0.01	—	—	427
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	—	0.10
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Total	1.60	1.48	0.07	8.91	< 0.005	0.02	0.00	0.02	0.01	0.00	0.01	0.00	459	459	0.07	0.01	0.00	—	463
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	422	422	0.07	0.01	—	—	427
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	—	0.10
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Total	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	423	423	0.07	0.01	0.00	—	427
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.80	0.74	0.04	4.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	18.1	18.1	< 0.005	< 0.005	—	18.1
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	422	422	0.07	0.01	—	427
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.80	0.74	0.04	4.39	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	441	441	0.07	0.01	0.00	445
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.15	0.13	0.01	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	69.9	69.9	0.01	< 0.005	—	70.6
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.15	0.13	0.01	0.80	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	72.9	72.9	0.01	< 0.005	0.00	73.6

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	1.60	1.48	0.07	8.91	< 0.005	0.02	—	0.02	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.8
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	422	422	0.07	0.01	—	427
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	1.60	1.48	0.07	8.91	< 0.005	0.02	0.00	0.02	0.01	0.00	0.01	0.00	459	459	0.07	0.01	0.00	463
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	422	422	0.07	0.01	—	427
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	423	423	0.07	0.01	0.00	427
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.80	0.74	0.04	4.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	18.1	18.1	< 0.005	< 0.005	—	18.1
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	422	422	0.07	0.01	—	427
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.80	0.74	0.04	4.39	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	441	441	0.07	0.01	0.00	445
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.15	0.13	0.01	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	69.9	69.9	0.01	< 0.005	—	70.6
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.15	0.13	0.01	0.80	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	72.9	72.9	0.01	< 0.005	0.00	73.6

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.60	1.34	12.4	14.4	0.02	0.47	—	0.47	0.43	—	0.43	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	1.87	1.87	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.82	0.95	< 0.005	0.03	—	0.03	0.03	—	0.03	—	164	164	0.01	< 0.005	—	165
Demolition	—	—	—	—	—	—	0.12	0.12	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.1	27.1	< 0.005	< 0.005	—	27.2
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.11	1.49	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	412	412	0.01	0.02	0.04	417
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.38	0.04	2.80	2.40	0.01	0.02	0.39	0.41	0.02	0.11	0.13	—	1,603	1,603	0.34	0.26	0.07	1,689
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.1	27.1	< 0.005	< 0.005	0.04	27.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	< 0.005	0.18	0.16	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	105	105	0.02	0.02	0.08	111
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.49	4.49	< 0.005	< 0.005	0.01	4.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.4	17.4	< 0.005	< 0.005	0.01	18.4

3.2. Demolition (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	2.27	14.6	0.02	0.05	—	0.05	0.05	—	0.05	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	1.87	1.87	—	0.28	0.28	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.02	0.02	0.15	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	164	164	0.01	< 0.005	—	165
Demoliti on	—	—	—	—	—	—	0.12	0.12	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	< 0.005	< 0.005	0.03	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.1	27.1	< 0.005	< 0.005	—	27.2
Demoliti on	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.11	1.49	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	412	412	0.01	0.02	0.04	417
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.38	0.04	2.80	2.40	0.01	0.02	0.39	0.41	0.02	0.11	0.13	—	1,603	1,603	0.34	0.26	0.07	1,689
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.1	27.1	< 0.005	< 0.005	0.04	27.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.03	< 0.005	0.18	0.16	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	105	105	0.02	0.02	0.08	111
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.49	4.49	< 0.005	< 0.005	0.01	4.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.4	17.4	< 0.005	< 0.005	0.01	18.4

3.3. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.63	1.37	12.2	13.9	0.02	0.54	—	0.54	0.50	—	0.50	—	2,455	2,455	0.10	0.02	—	2,464
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.63	1.37	12.2	13.9	0.02	0.54	—	0.54	0.50	—	0.50	—	2,455	2,455	0.10	0.02	—	2,464
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.40	1.60	< 0.005	0.06	—	0.06	0.06	—	0.06	—	283	283	0.01	< 0.005	—	284
Dust From Material Movement	—	—	—	—	—	—	0.32	0.32	—	0.15	0.15	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	46.8	46.8	< 0.005	< 0.005	—	46.9
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.89	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	235	235	< 0.005	< 0.005	0.75	236
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.38	0.04	2.65	2.40	0.01	0.02	0.39	0.41	0.02	0.11	0.13	—	1,603	1,603	0.34	0.26	2.71	1,692
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.80	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	222	222	< 0.005	0.01	0.02	225

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.38	0.04	2.80	2.40	0.01	0.02	0.39	0.41	0.02	0.11	0.13	—	1,603	1,603	0.34	0.26	0.07	1,689
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	25.6	25.6	< 0.005	< 0.005	0.04	26.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.32	0.28	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	184	184	0.04	0.03	0.13	195
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.24	4.24	< 0.005	< 0.005	0.01	4.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.5	30.5	0.01	< 0.005	0.02	32.2

3.4. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	1.20	14.2	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,464
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.23	0.23	1.20	14.2	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,464
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.14	1.64	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Dust From Material Movement	—	—	—	—	—	—	0.32	0.32	—	0.15	0.15	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	46.8	46.8	< 0.005	< 0.005	—	46.9
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.89	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	235	235	< 0.005	< 0.005	0.75	236
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.38	0.04	2.65	2.40	0.01	0.02	0.39	0.41	0.02	0.11	0.13	—	1,603	1,603	0.34	0.26	2.71	1,692
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.80	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	222	222	< 0.005	0.01	0.02	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.38	0.04	2.80	2.40	0.01	0.02	0.39	0.41	0.02	0.11	0.13	—	1,603	1,603	0.34	0.26	0.07	1,689
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	25.6	25.6	< 0.005	< 0.005	0.04	26.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.32	0.28	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	184	184	0.04	0.03	0.13	195
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.24	4.24	< 0.005	< 0.005	0.01	4.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.5	30.5	0.01	< 0.005	0.02	32.2

3.5. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.17	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.17	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.51	4.36	5.23	0.01	0.14	—	0.14	0.13	—	0.13	—	952	952	0.04	0.01	—	955
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.80	0.96	< 0.005	0.03	—	0.03	0.02	—	0.02	—	158	158	0.01	< 0.005	—	158
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.09	1.64	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	435	435	0.01	< 0.005	1.39	438
Vendor	0.17	0.03	1.46	1.09	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	964	964	0.13	0.14	1.98	1,012
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.11	1.49	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	412	412	0.01	0.02	0.04	417

Vendor	0.17	0.03	1.53	1.10	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	964	964	0.13	0.14	0.05	1,010
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.77	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	218	218	< 0.005	0.01	0.32	221
Vendor	0.09	0.02	0.80	0.58	< 0.005	< 0.005	0.13	0.13	< 0.005	0.04	0.04	—	509	509	0.07	0.08	0.45	534
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.1	36.1	< 0.005	< 0.005	0.05	36.6
Vendor	0.02	< 0.005	0.15	0.11	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	84.3	84.3	0.01	0.01	0.07	88.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.33	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.33	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.17	0.16	2.29	5.81	0.01	0.03	—	0.03	0.03	—	0.03	—	952	952	0.04	0.01	—	955
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.03	0.03	0.42	1.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	158	158	0.01	< 0.005	—	158
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.09	1.64	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	435	435	0.01	< 0.005	1.39	438
Vendor	0.17	0.03	1.46	1.09	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	964	964	0.13	0.14	1.98	1,012
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.11	1.49	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	412	412	0.01	0.02	0.04	417
Vendor	0.17	0.03	1.53	1.10	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	964	964	0.13	0.14	0.05	1,010
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.77	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	218	218	< 0.005	0.01	0.32	221
Vendor	0.09	0.02	0.80	0.58	< 0.005	< 0.005	0.13	0.13	< 0.005	0.04	0.04	—	509	509	0.07	0.08	0.45	534

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.1	36.1	< 0.005	< 0.005	0.05	36.6
Vendor	0.02	< 0.005	0.15	0.11	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	84.3	84.3	0.01	0.01	0.07	88.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.50	1.87	< 0.005	0.04	—	0.04	0.04	—	0.04	—	342	342	0.01	< 0.005	—	343

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.27	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.6	56.6	< 0.005	< 0.005	—	56.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.08	1.56	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	428	428	0.01	< 0.005	1.25	430
Vendor	0.16	0.03	1.36	1.06	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	936	936	0.12	0.14	1.77	981
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.10	1.41	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	405	405	0.01	0.02	0.03	410
Vendor	0.16	0.03	1.43	1.07	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	935	935	0.12	0.14	0.05	979
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.26	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	76.9	76.9	< 0.005	< 0.005	0.10	77.2
Vendor	0.03	0.01	0.27	0.20	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	178	178	0.02	0.03	0.14	186
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.02	12.8
Vendor	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.4	29.4	< 0.005	< 0.005	0.02	30.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.32	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.32	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.82	2.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	342	342	0.01	< 0.005	—	343
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.15	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.6	56.6	< 0.005	< 0.005	—	56.8

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.08	1.56	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	428	428	0.01	< 0.005	1.25	430
Vendor	0.16	0.03	1.36	1.06	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	936	936	0.12	0.14	1.77	981
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.10	1.41	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	405	405	0.01	0.02	0.03	410
Vendor	0.16	0.03	1.43	1.07	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	935	935	0.12	0.14	0.05	979
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.26	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	76.9	76.9	< 0.005	< 0.005	0.10	77.2
Vendor	0.03	0.01	0.27	0.20	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	178	178	0.02	0.03	0.14	186
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.02	12.8
Vendor	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.4	29.4	< 0.005	< 0.005	0.02	30.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	0.43	4.13	6.47	0.01	0.15	—	0.15	0.13	—	0.13	—	991	991	0.04	0.01	—	995
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.75	1.17	< 0.005	0.03	—	0.03	0.02	—	0.02	—	179	179	0.01	< 0.005	—	180
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.08	1.56	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	428	428	0.01	< 0.005	1.25	430

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	73.3	73.3	< 0.005	< 0.005	0.10	73.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.02	12.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.14	1.30	6.89	0.01	0.03	—	0.03	0.03	—	0.03	—	991	991	0.04	0.01	—	995
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	1.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	179	179	0.01	< 0.005	—	180
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.08	1.56	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	428	428	0.01	< 0.005	1.25	430
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	73.3	73.3	< 0.005	< 0.005	0.10	73.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.02	12.2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134	
Architectural Coatings	0.53	0.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2	
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.00	4.00	< 0.005	< 0.005	—	4.01
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.08	1.56	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	428	428	0.01	< 0.005	1.25	430
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	73.3	73.3	< 0.005	< 0.005	0.10	73.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.02	12.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	0.53	0.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.00	4.00	< 0.005	< 0.005	—	4.01

Architectural	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.08	1.56	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	428	428	0.01	< 0.005	1.25	430
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	73.3	73.3	< 0.005	< 0.005	0.10	73.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.02	12.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Total	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Total	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	69.9	69.9	0.01	< 0.005	—	70.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	69.9	69.9	0.01	< 0.005	—	70.6

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Total	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Total	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	427
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	69.9	69.9	0.01	< 0.005	—	70.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	69.9	69.9	0.01	< 0.005	—	70.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Enclosed	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Enclose Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.59	1.46	0.07	8.91	< 0.005	0.02	—	0.02	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.8
Total	1.60	1.48	0.07	8.91	< 0.005	0.02	—	0.02	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.8

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.13	0.01	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00
Total	0.15	0.13	0.01	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.59	1.46	0.07	8.91	< 0.005	0.02	—	0.02	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.8
Total	1.60	1.48	0.07	8.91	< 0.005	0.02	—	0.02	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.13	0.01	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00

Total	0.15	0.13	0.01	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00
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4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.10	0.10	< 0.005	< 0.005	—	0.10
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Enclosed	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/4/2027	2/4/2027	5.00	24.0	—
Grading	Grading	2/5/2027	4/5/2027	5.00	42.0	—
Building Construction	Building Construction	4/6/2027	4/6/2028	5.00	263	—
Paving	Paving	4/7/2028	7/7/2028	5.00	66.0	—
Architectural Coating	Architectural Coating	4/7/2028	7/7/2028	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20

Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	3.00	8.00	46.0	0.45

Paving	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Tier 4 Final	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	50.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	20.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	27.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	20.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	50.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	33.6	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	50.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	50.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	50.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	20.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	27.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	20.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	50.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	33.6	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	50.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	50.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	3,038	338	4,051

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	3,022	—
Grading	—	6,300	42.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.55

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Enclosed Parking with Elevator	1.55	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	3,038	338	4,051

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Enclosed Parking with Elevator	755,913	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Enclosed Parking with Elevator	755,913	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Enclosed Parking with Elevator	0.00	35,618

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Enclosed Parking with Elevator	0.00	35,618

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
---------------	----------------	-------------	-----	---------------	----------------------	-------------------	----------------

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

8. User Changes to Default Data

Screen	Justification
Land Use	Based on Project Site Plan
Construction: Construction Phases	Construction schedule assumes the fastest buildout
Construction: Off-Road Equipment	Based on CCSF commitment to San Francisco Clean Construction Ordinance Air Pollution Exposure Zone requirements
Construction: Trips and VMT	Based on max daily daily construction trucks and workers. Worker and Truck trips per design team. See following page.
Construction: Paving	Project is a concrete parking structure covering the site.

Summary of Construction Phases and Duration, and Daily Construction Trucks and Workers by Phase

Phase	Duration (months)	Number of Daily Construction Trucks		Number of Daily Construction Workers	
		Peak	Average	Peak	Average
Demolition	3	20	10	25	15
Excavation and Shoring					
Foundation & Below Grade Construction					
Base Buildings	12	10	3	50	20-25
Exterior and Interior Finishing	3	7	2	50	20-25

Source: Watry, 2025

Construction Health Risk Assessment
CCSF Parking Garage Project

October 2025

Toxic Air Contaminants (TACs) Background

TACs refer to a diverse group of air pollutants that include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are typically found in low concentrations in ambient air, especially in urban areas. TACs are different than “criteria” pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be felt on a local scale rather than on a regional basis. TACs are regulated at the regional, state, and federal level, however, because chronic exposure can result in adverse health effects. TACs are known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects from TACs may be both chronic (i.e., of long duration) and acute (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. Diesel exhaust, or Diesel Particulate matter (DPM), is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, including benzene, formaldehyde, acrolein, butadiene, and acetaldehyde have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state’s Proposition 65 or under the federal Hazardous Air Pollutants programs.

Methodology

The greatest potential for TAC emissions during Project construction would be related to diesel particulate matter emissions. Construction activities associated with the Project would be short term in nature (i.e., 18 to 21 months). Although construction would be temporary, construction impacts associated with DPM and PM_{2.5} have been estimated herein. In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). The construction HRA was performed in accordance with the revised OEHHA Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015). The analysis utilizes dispersion modeling using the United States Environmental Protection Agency (USEPA) AERMOD model with meteorological data from the Bay Area Air District (BAAD) monitoring station located at Fort Funston which is approximately 2 miles west of the Project Site.

Construction Health Risk Assessment CCSF Parking Garage Project

See attachments herein for additional information related to the assumptions of the construction HRA.

Based on the Project's construction assumptions and California Emissions Estimator Model (CalEEMod) daily DPM and PM_{2.5} emissions were utilized to assess potential health risks to the nearest off-site sensitive receptors. Based on a review of the existing land uses in the Project vicinity, the closest sensitive receptors include: (1) Archbishop Riordan High School to the north (79 feet), (2) Balboa Reservoir Residences¹ to the west (109 feet), and (3) residences to the north along Judson Avenue (491 feet). This assessment focuses on the project construction and the maximum exposed off-site receptors (MEIR).

The American Meteorological Society (AMS)/USEPA Regulatory Model (AERMOD) was utilized to quantify the concentrations of DPM and PM_{2.5} at the nearest sensitive receptors, and a worst-case receptor location was analyzed. AERMOD is steady-state plume modeling system specially designed to support the USEPA's regulatory modeling programs. AERMOD allows the user to conduct site-specific modeling with the use of various inputs including source types, receptor locations, terrain data, meteorological conditions, and much more.

Onsite construction emissions from off-road equipment were characterized as a polygon area source that outlined the footprint of the project site. A release height of 4.1 meters represented exhaust emissions. The release height represents the height above the ground at which pollutants are emitted. To account for the plume rise associated with mechanically generated air turbulence from construction emissions for the AERMOD run, the initial vertical dimension of the area source was modeled at 3.8 meters for exhaust. Plume rise is the height that pollutants rise above a release height. For exhaust, plume rise occurs because of the temperature of the exhaust gas. Exhaust gas temperatures can be high, which causes the plume to rise. Emissions from off-road equipment were assumed to be generated throughout the construction footprint. Discrete receptors were placed at the sensitive receptor locations to represent ground-level receptors (worst-case). The terrain data for the Project area was applied from the USGS online database.

Based on OEHHA (2015) methodology for residential receptors, the cancer risk for a particular chemical of interest is based on the following:

$$\text{RISK inh-res} = \text{DOSE}_{\text{air}} \times \text{CPF} \times \text{ASF} \times \text{ED/AT} \times \text{FAH}$$

Where:

RISK inh-res = Residential inhalation cancer risk

DOSE_{air} = Daily inhalation dose (mg/kg-day)

CPF = Inhalation cancer potency factor (mg/kg-day⁻¹)

¹ The Balboa Reservoir project was approved in 2020 and construction on the first phase of the project is planned to start in 2025. See <https://balboareservoir.com/the-project/>. Therefore, this analysis assumes residences will be in operation by the time Project construction begins.

Construction Health Risk Assessment CCSF Parking Garage Project

ASF =	Age sensitivity factor for a specified age group
ED =	Exposure duration (in years) for a specified age group
AT =	Averaging time for lifetime cancer risk (years)
FAH =	Fraction of time spent at home

The attached carcinogenic calculation sheets illustrate the assumptions and calculations utilized in this HRA.

Noncancer chronic inhalation impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL or REF) for that substance. The REL is defined as the concentration at which no adverse noncancer health effects are anticipated.

For a single substance, this result is called the Hazard Quotient (HQ). The following equation is used to calculate the HQ:

$$HQ = C_i / REL_i$$

Where:

C_i = Concentration in the air of substance i

REL_i = Chronic noncancer Reference Exposure Level for substance i

For multiple substances, the Hazard Index (HI) is calculated. The HI is calculated by summing the HQs from all substances that affect the same organ system.

Carcinogenic and Chronic Noncarcinogenic Risk Results

Potential health risks associated with construction of the Project were performed based on the OEHHA guidance and incorporation of the results from the AERMOD dispersion model. It should be noted that the calculated cancer risk is conservative as it is estimated for outdoor exposure over the entire construction period, which assumes that sensitive receptors would not have any mitigation such as mechanical filtration and that receptors would have continuously open windows and the receptor would be outside for all hours. This HRA also assumes that the maximum exposed residential receptor would be the most sensitive classification, an infant from 3rd trimester through 2 years of age. Health risks to ages greater than 2 years of age would be reduced compared to what's disclosed herein.

The most harmful DPM is classified as ultrafine particulates as a subset of PM_{2.5} (the most harmful DPM is classified as 0.1 microns in diameter). This report assumes all PM_{2.5} exhaust would be considered the most harmful class of ultrafine diesel particulate, thereby resulting in likely overstated effects of DPM exhaust. Under these worst-case assumptions, the maximum impact at the nearest residential receptor (i.e., future residences to the west of the Project Site) would be 3.79 per 1 million, and the maximum impact at the nearest high school receptor (i.e., north of the Project Site) would be 0.897 per 1 million. Both of these maximum impact receptor locations would be exposed to risks that are below the threshold of 10.0 in 1 million. Impacts at locations

**Construction Health Risk Assessment
CCSF Parking Garage Project**

farther than these receptors would be further reduced, and thus impacts would be less than significant.

Potential noncarcinogenic effects of chronic (i.e., long term – DPM does not have an acute REL) DPM exposures were evaluated using the Hazard Index approach as described in the OEHHA Guidance. A hazard index equal to or greater than 1.0 represents a significant chronic health hazard. As shown in greater detail the following attachments, non-carcinogenic effects at the nearest sensitive receptor (i.e., high school located north of the Project Site) would be 0.012, which is less than the 1.0 health hazard threshold. Impacts at locations farther than this receptor would be further reduced, and thus non-cancer effects would be less than significant.

Construction Health Risk Summary

Scenario	Incremental Cancer Risk	Non-Cancer Chronic Risk	Annual PM2.5 Concentrations (ug/m3)
Project Construction (Max Resident)	3.79	0.012	0.06 ug/m3
Project Construction (Max High School Student)	0.897	0.012	0.06 ug/m3
BAAD Threshold of Significance	>10.0 per one million	>1.0	>0.3 ug/m3
Significant Impact?	No	No	No

REFERENCES

AMS/USEPA Regulatory Model (AERMOD)
 California Air Pollution Control Officers Association (CAPCOA)
 Health Risk Assessments for Proposed Land Use Project, Guidance Document, July 2009
 California Air Resources Board (CARB)
 Air Quality and Land Use Handbook, April 2005
 California Office of Environmental Health Hazard Assessment (OEHHA)
 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk, 2015
 Hot Spots Unit Risk and Cancer Potency Values
 (http://www.oehha.ca.gov/air/hot_spots/2009/AppendixA.pdf)
 Chronic REL Summary (<http://www.oehha.ca.gov/air/allrels.html>)
 Google Earth, 2025
 Bay Area Air District (BAAD)
 CEQA Guidelines 2022
 California Emissions Estimator Model (CalEEMod) and User Guide

**Construction Health Risk Assessment
CCSF Parking Garage Project**

Meteorological Data for AERMOD
BAAD Health Risk Assessment Modeling Protocol

ATTACHMENTS

1. Cancer and Health Calculations
 2. Emissions Summary
 3. AERMOD Output File

Carcinogenic Risk Summary (Risks Per Million)

21-Month Residency	3.79E+00
21-Month High School	8.97E-01

Notes:

21-Month Residency Risk = 3rd Trimester to Birth Risk + 0<2 Risk
See following pages for calculation details for each risk scenario

Carcinogenic Risks - 3rd Trimester to Birth

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk		
	(ug/m3)	(mg/m3)			URF ^a (ug/m3)	CPF ^a (mg/kg/day)	RISK (per million)
Construction	2.40E-02	2.40E-05	1.00E+00	DPM	3.00E-04	1.10E+00	1.98E-01
Totals							1.98E-01

^a http://www.oehha.ca.gov/air/hot_spots/2009/AppendixA.pdf (updated 2011)

Assumptions (per OEHHA Guidance Manual for Preparation of HRAs, Appendix I, February 2015)

Daily Breathing Rate	361 L/kg-day (95th percentile)
Inhalation Absorbtion	1
Exposure Frequency	250 construction days/yr
Age Sensitivity Factor	10
Fraction At Home	0.85
Exposure Duration	0.25 years (first 3 months of construction)
Averaging Time	70 years (25,550 days)

Carcinogenic Risks - 0<2

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk		
	(ug/m3)	(mg/m3)			URF ^a (ug/m3)	CPF ^a (mg/kg/day)	RISK (per million)
Construction	2.40E-02	2.40E-05	1.00E+00	DPM	3.00E-04	1.10E+00	3.59E+00
Totals							3.59E+00

^a http://www.oehha.ca.gov/air/hot_spots/2009/AppendixA.pdf (updated 2011)

Assumptions (per OEHHA Guidance Manual for Preparation of HRAs, Appendix I, February 2015)

Daily Breathing Rate	1090 L/kg-day (95th percentile)
Inhalation Absorbtion	1
Exposure Frequency	250 construction days/year
Age Sensitivity Factor	10
Fraction At Home	0.85
Exposure Duration	1.5 years (reflects 18 of 21 months construction)
Averaging Time	70 years (25,550 days)

Carcinogenic Risks - High School

Source	Concentration		Weight Fraction	Contaminant	Carcinogenic Risk		
	(ug/m3)	(mg/m3)			URF ^a (ug/m3)	CPF ^a (mg/kg/day)	RISK (per million)
Construction	6.00E-02	6.00E-05	1.00E+00	DPM	3.00E-04	1.10E+00	8.97E-01
Totals							8.97E-01

^a http://www.oehha.ca.gov/air/hot_spots/2009/AppendixA.pdf (updated 2011)

Assumptions (per OEHHA Guidance Manual for Preparation of HRAs, Appendix I, February 2015)

Daily Breathing Rate	270 L/kg-day (95th percentile rate for an 8-hour day with light intensity activities)
Inhalation Absorbtion	1
Exposure Frequency	245 days (5 days per week for 49 weeks per yr)
Age Sensitivity Factor	3 (reflects ages 2-16 ASF)
Exposure Duration	1.75 years (reflects 21 month construction)
Averaging Time	70 years (25,550 days)

Chronic Noncarcinogenic Hazards

Source	Concentration		Weight Fraction	Contaminant	Chronic Noncarcinogenic Hazards/Toxicological Endpoints								
	(ug/m3)	(mg/m3)			REL ^a (ug/m3)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
Construction	6.00E-02	6.00E-05	1.00E+00	DPM	5.00E+00	1.20E-02							
Totals						1.20E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

^a <http://www.oehha.ca.gov/air/allrels.html>

Toxicological Endpoints

RESP Respiratory System
 CNS/PNS Central/Peripheral Nervous System
 CV/BL Cardiovascular/Blood System
 IMMUN Immune System
 KIDN Kidney
 GI/LV Gastrointestinal System/Liver
 REPRO Reproductive System
 EYES Eye irritation

Emission Rate Summary

Daily DPM (see daily PM2.5 exhaust from attached CalEEMod Sheets)

Construction Phase	Demo (1 mo of 18)	Grading (2 mos of 18)	Bldg (12 mos of 18)	Paving/Coating (3 mos of 18)
Daily Max (pounds/day)	0.05	0.05	0.06	0.03

Max rate (pounds/day) 0.06

Maximum DPM Emission Rate

Construction Phase	Avg
Total (grams/sec)	0.000315

Emission rate converted in AERMOD to 3.952E-08 (g/sec-m2) per area source

```
**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 13.0.0
** Lakes Environmental Software Inc.
** Date: 10/8/2025
** File: C:\Lakes\AERMOD View\CCSF\CCSF.ADI
**
```

```
*****
**
**
*****
** AERMOD Control Pathway
*****
```

```
**
**
CO STARTING
  TITLEONE C:\Lakes\AERMOD View\CCSF\CCSF.isc
  MODELOPT CONC FLAT
  AVERTIME ANNUAL
  URBANOPT 833085
  POLLUTID PM_2.5
  RUNORNOT RUN
  ERRORFIL CCSF.err
```

```
CO FINISHED
**
*****
```

```
** AERMOD Source Pathway
*****
**
**
```

```
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY  -511005.716  4237856.989      0.0
** Source Parameters **
  SRCPARAM PAREA1      3.9521E-08      4.100      5      3.800
  AREAVERT PAREA1      -511005.716  4237856.989  -510885.745  4237840.565
  AREAVERT PAREA1      -510890.744  4237777.009  -511014.999  4237792.005
  AREAVERT PAREA1      -511005.716  4237859.132
  URBANSRC ALL
  SRCGROUP ALL
```

```
SO FINISHED
**
*****
```

```
** AERMOD Receptor Pathway
*****
**
**
```

```
RE STARTING
** DESCRREC "" ""
DISCCART -510895.74 4237864.84
DISCCART -510934.30 4237869.84
DISCCART -510973.58 4237873.41
DISCCART -511008.57 4237879.13
DISCCART -511044.28 4237886.98
DISCCART -511040.71 4237849.13
DISCCART -511044.28 4237822.00
DISCCART -511045.71 4237795.58
DISCCART -511049.28 4237766.30
DISCCART -511052.85 4237742.02
DISCCART -510987.86 4238007.67
DISCCART -510946.44 4238001.24
DISCCART -510900.74 4237996.24
DISCCART -511020.00 4238004.10
```

```
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
```

```
ME STARTING
SURFFILE datF090.tmp
PROFFILE datF0B1.tmp
SURFDATA 23254 2013
UAIRDATA 23230 2013 OAKLAND/WSO_AP
SITEDATA 5905 2013
PROFBASE 57.0 METERS
```

```
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
```

```
OU STARTING
** Auto-Generated Plotfiles
PLOTFILE ANNUAL ALL CCSF.AD\AN00GALL.PLT 31
SUMMFILE CCSF.sum
OU FINISHED
```

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

```
A Total of          0 Fatal Error Message(s)
A Total of          1 Warning Message(s)
```

A Total of 0 Informational Message(s)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****
MX W403 81 PFLCNV: Turbulence data is being used w/o ADJ_U* option
SigA Data

*** SETUP Finishes Successfully ***

▲ *** AERMOD - VERSION 24142 *** *** C:\Lakes\AERMOD View\CCSF\CCSF.isc
*** 10/08/25
*** AERMET - VERSION 18081 *** ***
*** 10:01:04

PAGE 1
*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** MODEL SETUP OPTIONS SUMMARY

** Model Options Selected:

- * Model Allows User-Specified Options
- * Model Is Setup For Calculation of Average CONCentration Values.
- * NO GAS DEPOSITION Data Provided.
- * NO PARTICLE DEPOSITION Data Provided.
- * Model Uses NO DRY DEPLETION. DDPLETE = F
- * Model Uses NO WET DEPLETION. WETDPLT = F
- * Stack-tip Downwash.
- * Model Assumes Receptors on FLAT Terrain.
- * Use Calms Processing Routine.
- * Use Missing Data Processing Routine.
- * No Exponential Decay.
- * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 833085.0 ; Urban Roughness Length = 1.000 m
- * Urban Roughness Length of 1.0 Meter Used.
- * TEMP_Sub - Meteorological data includes TEMP substitutions
- * Model Assumes No FLAGPOLE Receptor Heights.
- * The User Specified a Pollutant Type of: PM_2.5

**Model Calculates ANNUAL Averages Only

**This Run Includes: 1 Source(s); 1 Source Group(s); and 14 Receptor(s)

with: 0 POINT(s), including
0 POINTCAP(s) and 0 POINTHOR(s)
and: 0 VOLUME source(s)
and: 1 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)
and: 0 SWPOINT source(s)

**Model Set To Continue RUNNING After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 18081

**Output Options Selected:

Model Outputs Tables of ANNUAL Averages by Receptor
Model Outputs External File(s) of High Values for Plotting (PLOTFILE
Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE
Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing
Hours
b for Both Calm
and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 57.00 ; Decay
Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ;
Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.5 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: CCSF.err

**File for Summary of Results: CCSF.sum

▲ *** AERMOD - VERSION 24142 *** ** C:\Lakes\AERMOD View\CCSF\CCSF.isc
*** 10/08/25

*** AERMET - VERSION 18081 ***
*** 10:01:04

PAGE 2

*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** AREAPOLY SOURCE DATA ***

INIT.	URBAN	NUMBER	EMISSION	RATE	LOCATION	OF	AREA	BASE	RELEASE	NUMBER
SOURCE	SOURCE	EMISSION	RATE	AIRCRAFT	X	Y	ELEV.	HEIGHT	OF	VERTS.
SZ	SCALAR	VARY					(METERS)	(METERS)	(METERS)	(METERS)
ID	CATS.	/METER**2)	(METERS)							
(METERS)	BY									

PAREA1 0 0.39521E-07 -511005.7 4237857.0 57.0 4.10 5
3.80 YES NO

▲ *** AERMOD - VERSION 24142 *** C:\Lakes\AERMOD View\CCSF\CCSF.isc
10/08/25

*** AERMET - VERSION 18081 ***
*** 10:01:04

PAGE 3

*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** SOURCE IDs DEFINING SOURCE GROUPS

SRCGROUP ID	SOURCE IDs
-----	-----

ALL PAREA1 ,
▲ *** AERMOD - VERSION 24142 *** C:\Lakes\AERMOD View\CCSF\CCSF.isc
10/08/25

*** AERMET - VERSION 18081 ***
*** 10:01:04

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*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** SOURCE IDs DEFINED AS URBAN SOURCES

URBAN ID	URBAN POP	SOURCE IDs
----------	-----------	------------

13	01	01	1	02	-1.7	0.046	-9.000	-9.000	-999.	24.	5.2	0.05	0.51
1.00	1.20	128.			10.0	280.6	5.1						
13	01	01	1	03	-3.8	0.069	-9.000	-9.000	-999.	43.	7.8	0.05	0.51
1.00	1.80	105.			10.0	280.9	5.1						
13	01	01	1	04	-11.8	0.153	-9.000	-9.000	-999.	143.	27.2	0.05	0.51
1.00	2.70	96.			10.0	280.2	5.1						
13	01	01	1	05	-13.7	0.201	-9.000	-9.000	-999.	216.	54.0	0.05	0.51
1.00	3.10	85.			10.0	280.4	5.1						
13	01	01	1	06	-16.1	0.237	-9.000	-9.000	-999.	277.	74.8	0.05	0.51
1.00	3.50	82.			10.0	279.9	5.1						
13	01	01	1	07	-14.3	0.210	-9.000	-9.000	-999.	231.	58.7	0.05	0.51
1.00	3.20	83.			10.0	279.4	5.1						
13	01	01	1	08	-13.0	0.190	-9.000	-9.000	-999.	199.	48.1	0.02	0.51
1.00	3.50	59.			10.0	279.2	5.1						
13	01	01	1	09	2.4	0.287	0.127	0.005	31.	368.	-898.9	0.02	0.51
0.37	4.50	62.			10.0	279.5	5.1						
13	01	01	1	10	35.6	0.332	0.465	0.005	102.	459.	-93.2	0.02	0.51
0.24	5.00	68.			10.0	280.8	5.1						
13	01	01	1	11	61.3	0.345	0.725	0.005	225.	486.	-60.7	0.02	0.51
0.19	5.10	68.			10.0	281.8	5.1						
13	01	01	1	12	76.0	0.342	1.030	0.005	521.	480.	-47.8	0.02	0.51
0.18	5.00	64.			10.0	282.5	5.1						
13	01	01	1	13	78.8	0.343	1.204	0.008	804.	482.	-46.3	0.02	0.51
0.17	5.00	48.			10.0	283.4	5.1						
13	01	01	1	14	69.6	0.376	1.196	0.008	893.	554.	-69.5	0.02	0.51
0.18	5.60	50.			10.0	283.6	5.1						
13	01	01	1	15	44.9	0.293	1.039	0.008	907.	385.	-51.0	0.02	0.51
0.21	4.30	63.			10.0	284.5	5.1						
13	01	01	1	16	18.4	0.278	0.775	0.007	913.	352.	-105.2	0.02	0.51
0.29	4.20	57.			10.0	284.8	5.1						
13	01	01	1	17	-26.0	0.320	-9.000	-9.000	-999.	433.	113.9	0.02	0.51
0.53	5.40	65.			10.0	284.0	5.1						
13	01	01	1	18	-22.0	0.204	-9.000	-9.000	-999.	228.	34.8	0.05	0.51
1.00	3.40	82.			10.0	282.9	5.1						
13	01	01	1	19	-8.7	0.092	-9.000	-9.000	-999.	75.	8.0	0.05	0.51
1.00	2.40	83.			10.0	282.0	5.1						
13	01	01	1	20	-6.1	0.073	-9.000	-9.000	-999.	47.	5.8	0.02	0.51
1.00	2.30	80.			10.0	281.2	5.1						
13	01	01	1	21	-16.9	0.148	-9.000	-9.000	-999.	137.	17.4	0.05	0.51
1.00	3.00	91.			10.0	280.9	5.1						
13	01	01	1	22	-11.9	0.107	-9.000	-9.000	-999.	84.	9.3	0.05	0.51
1.00	2.80	83.			10.0	280.4	5.1						
13	01	01	1	23	-21.5	0.188	-9.000	-9.000	-999.	196.	28.2	0.05	0.51
1.00	3.30	84.			10.0	280.9	5.1						
13	01	01	1	24	-11.9	0.107	-9.000	-9.000	-999.	86.	9.3	0.05	0.51
1.00	2.80	86.			10.0	280.1	5.1						

First hour of profile data

YR MO DY HR HEIGHT F WDIR WSPD AMB_TMP sigmaA sigmaW sigmaV

13 01 01 01 5.1 0 -999. -99.00 281.0 999.0 -99.00 -99.00
13 01 01 01 10.0 1 130. 2.40 -999.0 11.6 -99.00 0.48

F indicates top of profile (=1) or below (=0)

▲ *** AERMOD - VERSION 24142 *** *** C:\Lakes\AERMOD View\CCSF\CCSF.isc
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*** 10:01:04

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*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1
YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
-510895.74	4237864.84	0.05528	-510934.30
4237869.84	0.04771		
-510973.58	4237873.41	0.03082	-511008.57
4237879.13	0.01131		
-511044.28	4237886.98	0.00702	-511040.71
4237849.13	0.01685		
-511044.28	4237822.00	0.02349	-511045.71
4237795.58	0.02276		
-511049.28	4237766.30	0.01390	-511052.85
4237742.02	0.00842		
-510987.86	4238007.67	0.00294	-510946.44
4238001.24	0.00538		
-510900.74	4237996.24	0.00889	-511020.00
4238004.10	0.00213		

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*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS

AVERAGED OVER 1 YEARS ***

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

GROUP ID	NETWORK	AVERAGE CONC	RECEPTOR (XR, YR,
ZELEV, ZHILL, ZFLAG)	OF TYPE	GRID-ID	
ALL	1ST HIGHEST VALUE IS	0.05528 AT (	-510895.74, 4237864.84,
57.00,	57.00, 0.00) DC	0.04771 AT (	-510934.30, 4237869.84,
57.00,	57.00, 0.00) DC	0.03082 AT (	-510973.58, 4237873.41,
57.00,	57.00, 0.00) DC	0.02349 AT (	-511044.28, 4237822.00,
57.00,	57.00, 0.00) DC	0.02276 AT (	-511045.71, 4237795.58,
57.00,	57.00, 0.00) DC	0.01685 AT (	-511040.71, 4237849.13,
57.00,	57.00, 0.00) DC	0.01390 AT (	-511049.28, 4237766.30,
57.00,	57.00, 0.00) DC	0.01131 AT (	-511008.57, 4237879.13,
57.00,	57.00, 0.00) DC	0.00889 AT (	-510900.74, 4237996.24,
57.00,	57.00, 0.00) DC	0.00842 AT (	-511052.85, 4237742.02,
57.00,	57.00, 0.00) DC		

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

▲ *** AERMOD - VERSION 24142 *** C:\Lakes\AERMOD View\CCSF\CCSF.isc
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 10:01:04

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*** MODELOPTs: NonDEFAULT CONC FLAT URBAN SigA Data

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 3 Warning Message(s)
A Total of 312 Informational Message(s)

A Total of 8784 Hours Were Processed

A Total of 0 Calm Hours Identified

A Total of 312 Missing Hours Identified (3.55 Percent)

***** FATAL ERROR MESSAGES *****

*** NONE ***

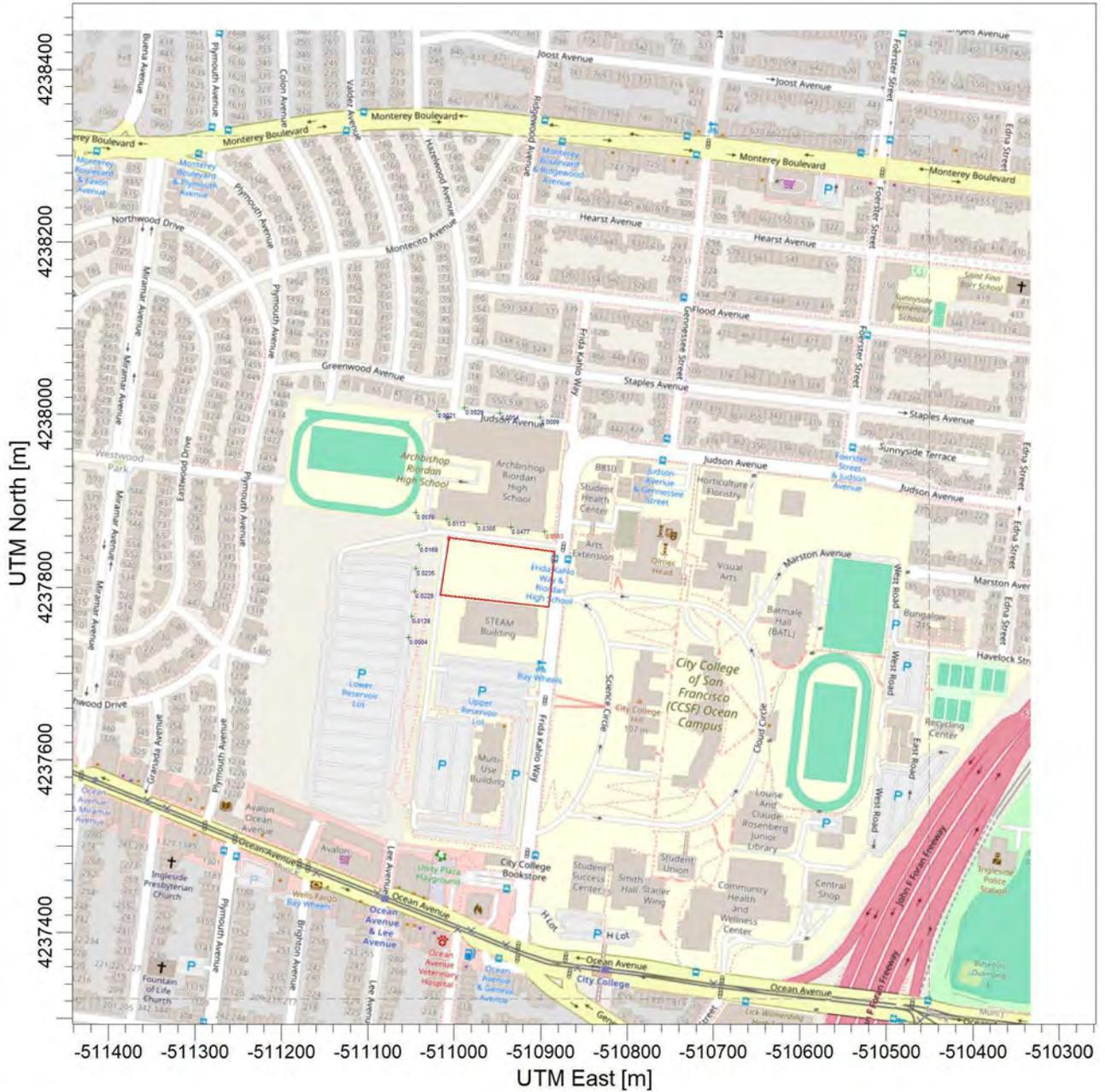
***** WARNING MESSAGES *****

MX W403 81 PFLCNV: Turbulence data is being used w/o ADJ_U* option
SigA Data
MX W403 1 PFLCNV: Turbulence data is being used w/o ADJ_U* option
SigA Data
MX W481 8785 MAIN: Data Remaining After End of Year. Number of Hours=
24

*** AERMOD Finishes Successfully ***

PROJECT TITLE:

C:\Lakes\AERMOD View\CCSF\CCSF.isc



COMMENTS:

SOURCES:

1

COMPANY NAME:

RECEPTORS:

14

MODELER:

OUTPUT TYPE:
Concentration

SCALE: 1:7,436

0 0.2 km

MAX:
5.5E-02 ug/m^3

DATE:
10/8/2025

PROJECT NO.:



APPENDIX D

Noise & Vibration Data

IMPACT SCIENCES

SoundExpert 821 Summary:

2025-10-01 08:27:46

User: Annalie Sarrieddine

Location: 1 (Daytime)

Job Description: CCSF Parking Garage Project

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:672A15B2:0000000C	

Overall Measurement

Start Date & Time	2024-11-05 12:55:14
Stop Date & Time	2024-11-05 13:10:14
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-08-19 10:59:50
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.44
Post-Calibration	
Date/Time	2024-12-12 15:03:59
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.81
Sensitivity Delta	-0.37
	A
Lweq (dB)	60.0
Lwpk (dB)	91.5
	2024-11-05 13:07:36
LwSmin (dB)	47.5
	2024-11-05 13:06:50
LwSmax (dB)	78.5
	2024-11-05 13:07:37
LwFmin (dB)	46.7
	2024-11-05 13:06:50
LwFmax (dB)	80.9
	2024-11-05 13:07:36
Lwlmin (dB)	49.0
	2024-11-05 13:06:51
Lwlmax (dB)	83.4
	2024-11-05 13:07:37
<i>w = frequency weighting (A, C or Z)</i>	
Community Noise (dB)	LDN
	60.0
	LDEN
	60.0
LCeq - LAeq (dB)	9.5
LAeq (dB)	63.8
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	62.5
LAS 10.0 (dB)	57.3
LAS 33.3 (dB)	53.4
LAS 50.0 (dB)	52.4
LAS 66.6 (dB)	51.4
LAS 90.0 (dB)	49.7

Exceedances

	Count
LAS > 85.0 dB	0
LAS > 95.0 dB	0
LApk > 135.0 dB	0
LApk > 137.0 dB	0
LApk > 140.0 dB	0

Sound Exposure

SELA (dB)	89.5
EA (Pa ² s)	0.4
EA,8 h (Pa ² s)	11.5
EA,40 h (Pa ² s)	57.4
EA (Pa ² h)	0.0
EA,8 h (Pa ² h)	0.0
EA,40 h (Pa ² h)	0.0

NOISE MONITORING FIELD REPORT

Site Map



Project Name: CCSF PARKING GARAGE

Monitoring Location: Project Site

Date: 11/5/24 **Site Number:** 1 (Daytime)

Measured By: Annalie Sarrieddine

Measurement Start Time: 12:55 PM

Measurement End Time: 1:10 PM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821 **Calibration:** 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: 000

Primary Noise Sources: Vehicle Traffic, Campus Activity

Data Summary

Noise Scale	Noise Level (dBA)
Leq	60.0
L _{max}	78.5
L _{min}	47.5

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

SoundExpert 821 Summary:

2025-10-01 08:26:27

User: Annalie Sarrieddine

Location: 2

Job Description: CCSF Parking Garage Project

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:672A0E6F:00000008	

Overall Measurement

Start Date & Time	2024-11-05 12:24:15
Stop Date & Time	2024-11-05 12:39:15
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-08-19 10:59:50
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.44
Post-Calibration	
Date/Time	2024-12-12 15:03:59
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.81
Sensitivity Delta	-0.37
	A
Lweq (dB)	58.7
Lwpk (dB)	97.1
	2024-11-05 12:31:23
LwSmin (dB)	54.9
	2024-11-05 12:35:13
LwSmax (dB)	67.4
	2024-11-05 12:30:09
LwFmin (dB)	54.2
	2024-11-05 12:30:37
LwFmax (dB)	71.3
	2024-11-05 12:30:09
Lwlmin (dB)	55.8
	2024-11-05 12:35:13
Lwlmax (dB)	75.6
	2024-11-05 12:31:23
<i>w = frequency weighting (A, C or Z)</i>	
Community Noise (dB)	LDN
	58.7
	LDEN
	58.7
LCeq - LAeq (dB)	13.3
LAeq (dB)	61.3
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	62.3
LAS 10.0 (dB)	61.0
LAS 33.3 (dB)	58.2
LAS 50.0 (dB)	57.2
LAS 66.6 (dB)	56.5
LAS 90.0 (dB)	55.7

Exceedances

	Count
LAS > 85.0 dB	0
LAS > 95.0 dB	0
LApk > 135.0 dB	0
LApk > 137.0 dB	0
LApk > 140.0 dB	0

Sound Exposure

SELA (dB)	88.2
EA (Pa ² s)	0.3
EA,8 h (Pa ² s)	8.5
EA,40 h (Pa ² s)	42.6
EA (Pa ² h)	0.0
EA,8 h (Pa ² h)	0.0
EA,40 h (Pa ² h)	0.0

NOISE MONITORING FIELD REPORT

Site Map

Project Name: *CLSF Parking Garage*

Monitoring Location: *Archbishop Riordan*

Date: *11/5/20* **Site Number:** *2*

Measured By: *Annalie Sarrieddine*

Measurement Start Time: *12:24 PM*

Measurement End Time: *12:39 PM*

Total Measurement Time: *15 min.*



Noise Meter Model: *Larson Davis SoundExpert 821*

Calibration: *94.0 (dBA)*

Meter Setting: *A-Weighted Sound Level (SLOW)*

Session File Name: *008*

Primary Noise Sources: *Vehicle Traffic, Campus Activity*

Data Summary

Noise Scale	Noise Level (dBA)
<i>Leq</i>	<i>58.7</i>
<i>Lmax</i>	<i>67.4</i>
<i>Lmin</i>	<i>54.9</i>

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

SoundExpert 821 Summary:

2025-10-01 08:24:47

User: Annalie Sarrieddine

Location: 3

Job Description: CCSF Parking Garage Project

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:672A0963:00000004	

Overall Measurement

Start Date & Time	2024-11-05 12:02:43
Stop Date & Time	2024-11-05 12:17:43
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-08-19 10:59:50
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.44
Post-Calibration	
Date/Time	2024-12-12 15:03:59
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.81
Sensitivity Delta	-0.37
A	
Lweq (dB)	52.0
Lwpk (dB)	91.6
	2024-11-05 12:09:31
LwSmin (dB)	45.0
	2024-11-05 12:07:15
LwSmax (dB)	64.9
	2024-11-05 12:09:10
LwFmin (dB)	44.3
	2024-11-05 12:07:26
LwFmax (dB)	70.5
	2024-11-05 12:09:10
Lwlmin (dB)	46.3
	2024-11-05 12:07:15
Lwlmax (dB)	73.5
	2024-11-05 12:09:31
<i>w = frequency weighting (A, C or Z)</i>	
Community Noise (dB)	LDN
	52.0
	LDEN
	52.0
LCeq - LAeq (dB)	15.6
LAeq (dB)	58.0
Overload Count	0
Overload Duration	00:00:00
A	
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	56.6
LAS 10.0 (dB)	54.5
LAS 33.3 (dB)	50.8
LAS 50.0 (dB)	49.8
LAS 66.6 (dB)	48.9
LAS 90.0 (dB)	47.1

Exceedances

	Count
LAS > 85.0 dB	0
LAS > 95.0 dB	0
LApk > 135.0 dB	0
LApk > 137.0 dB	0
LApk > 140.0 dB	0

Sound Exposure

SELA (dB)	81.5
EA (Pa ² s)	0.1
EA,8 h (Pa ² s)	1.8
EA,40 h (Pa ² s)	9.1
EA (Pa ² h)	0.0
EA,8 h (Pa ² h)	0.0
EA,40 h (Pa ² h)	0.0

NOISE MONITORING FIELD REPORT

Site Map

Project Name: *CCSF Parking Garage*

Monitoring Location: *Lee Avenue*

Date: *11/5/24* **Site Number:** *3*

Measured By: Annalie Sarrieddine

Measurement Start Time: *12:02 PM*

Measurement End Time: *12:17 PM*

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: *004*

Primary Noise Sources: *Vehicle Traffic, Campus Activity*



Data Summary

Noise Scale	Noise Level (dBA)
<i>Leq</i>	<i>52.0</i>
<i>L_{max}</i>	<i>64.9</i>
<i>L_{min}</i>	<i>45.0</i>

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

SoundExpert 821 Summary:

2025-10-01 08:28:32

User: Annalie Sarrieddine

Location: 4

Job Description: CCSF Parking Garage Project

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:672A1A4C:00000010	

Overall Measurement

Start Date & Time	2024-11-05 13:14:52
Stop Date & Time	2024-11-05 13:29:52
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-08-19 10:59:50
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.44
Post-Calibration	
Date/Time	2024-12-12 15:03:59
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.81
Sensitivity Delta	-0.37
	A
Lweq (dB)	60.4
Lwpk (dB)	94.4
	2024-11-05 13:26:14
LwSmin (dB)	47.6
	2024-11-05 13:27:40
LwSmax (dB)	81.2
	2024-11-05 13:26:14
LwFmin (dB)	47.0
	2024-11-05 13:27:39
LwFmax (dB)	83.2
	2024-11-05 13:26:13
Lwlmin (dB)	48.5
	2024-11-05 13:27:41
Lwlmax (dB)	83.8
	2024-11-05 13:26:13
<i>w = frequency weighting (A, C or Z)</i>	
Community Noise (dB)	LDN
	60.4
	LDEN
	60.4
LCeq - LAeq (dB)	8.9
LAeq (dB)	63.6
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	64.4
LAS 10.0 (dB)	59.7
LAS 33.3 (dB)	52.9
LAS 50.0 (dB)	51.7
LAS 66.6 (dB)	50.8
LAS 90.0 (dB)	49.5

Exceedances

	Count
LAS > 85.0 dB	0
LAS > 95.0 dB	0
LApk > 135.0 dB	0
LApk > 137.0 dB	0
LApk > 140.0 dB	0

Sound Exposure

SELA (dB)	89.9
EA (Pa ² s)	0.4
EA,8 h (Pa ² s)	12.5
EA,40 h (Pa ² s)	62.5
EA (Pa ² h)	0.0
EA,8 h (Pa ² h)	0.0
EA,40 h (Pa ² h)	0.0

NOISE MONITORING FIELD REPORT

Site Map

Project Name: *CCSF Parking Garage*
Monitoring Location: *Residences to the North*
Date: *11/5/24* **Site Number:** *4*
Measured By: Annalie Sarrieddine
Measurement Start Time: *1:14pm*
Measurement End Time: *1:29pm*
Total Measurement Time: 15 min.



Noise Meter Model: Larson Davis SoundExpert 821 **Calibration:** 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: *010*

Primary Noise Sources: *Vehicle Traffic, Neighborhood Activity*

Data Summary

Noise Scale	Noise Level (dBA)
<i>L_{eq}</i>	<i>60.4</i>
<i>L_{max}</i>	<i>81.2</i>
<i>L_{min}</i>	<i>47.6</i>

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

SoundExpert 821 Summary:

2025-10-01 08:30:15

User: Annalie Sarrieddine

Location: 1 (Evening)

Job Description:

Notes: CCSF Parking Garage Project

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:672A9179:00000018	

Overall Measurement

Start Date & Time	2024-11-05 21:43:21
Stop Date & Time	2024-11-05 21:58:21
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-08-19 10:59:50
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.44
Post-Calibration	
Date/Time	2024-12-12 15:03:59
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.81
Sensitivity Delta	-0.37
	A
Lweq (dB)	63.7
Lwpk (dB)	101.9
	2024-11-05 21:44:59
LwSmin (dB)	45.2
	2024-11-05 21:54:13
LwSmax (dB)	84.9
	2024-11-05 21:44:59
LwFmin (dB)	42.6
	2024-11-05 21:54:06
LwFmax (dB)	92.1
	2024-11-05 21:44:59
Lwlmin (dB)	46.8
	2024-11-05 21:54:13
Lwlmax (dB)	94.6
	2024-11-05 21:44:59
<i>w = frequency weighting (A, C or Z)</i>	
Community Noise (dB)	LDN
	63.7
	LDEN
	68.7
LCeq - LAeq (dB)	20.3
LAeq (dB)	70.7
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	70.4
LAS 10.0 (dB)	68.0
LAS 33.3 (dB)	57.8
LAS 50.0 (dB)	55.3
LAS 66.6 (dB)	53.2
LAS 90.0 (dB)	49.8

Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure

SELA (dB)	93.3
EA (Pa ² s)	0.9
EA,8 h (Pa ² s)	27.2
EA,40 h (Pa ² s)	136.1
EA (Pa ² h)	0.0
EA,8 h (Pa ² h)	0.0
EA,40 h (Pa ² h)	0.0

NOISE MONITORING FIELD REPORT

Site Map

Project Name: *USF Parking Garage*
Monitoring Location: *Project Site*
Date: *11/5/24* **Site Number:** *1 (existing)*
Measured By: Annalie Sarrieddine
Measurement Start Time: *4:43pm*
Measurement End Time: *9:58pm*
Total Measurement Time: 15 min.
Noise Meter Model: Larson Davis SoundExpert 821 **Calibration:** 94.0 (dBA)
Meter Setting: A-Weighted Sound Level (SLOW)
Session File Name: *018*
Primary Noise Sources: *Vehicle Traffic*



Data Summary

Noise Scale	Noise Level (dBA)
Leq	<i>63.7</i>
L _{max}	<i>84.9</i>
L _{min}	<i>45.2</i>

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

SoundExpert 821 Summary:

2025-10-01 08:31:25

User: Annalie Sarrieddine

Location: 1 (Night)

Job Description:

Notes: CCSF Parking Garage Project

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:672A96FA:0000001C	

Overall Measurement

Start Date & Time	2024-11-05 22:06:50
Stop Date & Time	2024-11-05 22:21:50
Run Time	00:15:00
Pre-Calibration	
Date/Time	2024-08-19 10:59:50
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.44
Post-Calibration	
Date/Time	2024-12-12 15:03:59
Calibrator Level (dB)	114.00
Meter Sensitivity (dB re 1V/Pa)	-25.81
Sensitivity Delta	-0.37
	A
Lweq (dB)	55.4
Lwpk (dB)	85.0
	2024-11-05 22:12:08
LwSmin (dB)	41.6
	2024-11-05 22:08:23
LwSmax (dB)	70.4
	2024-11-05 22:12:08
LwFmin (dB)	41.0
	2024-11-05 22:08:25
LwFmax (dB)	72.2
	2024-11-05 22:12:08
Lwlmin (dB)	42.7
	2024-11-05 22:08:25
Lwlmax (dB)	73.2
	2024-11-05 22:12:08
<i>w = frequency weighting (A, C or Z)</i>	
Community Noise (dB)	LDN
	65.4
	LDEN
	65.4
LCeq - LAeq (dB)	10.1
LAeq (dB)	58.4
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak (dB)	50.0
Under Range Limit (dB)	24.0
Noise Floor (dB)	17.0

Ln Percentiles

LAS 5.0 (dB)	62.4
LAS 10.0 (dB)	60.3
LAS 33.3 (dB)	51.9
LAS 50.0 (dB)	48.7
LAS 66.6 (dB)	46.3
LAS 90.0 (dB)	44.2

Exceedances

	Count	Duration (s)
LAS > 85.0 dB	0	0
LAS > 95.0 dB	0	0
LApk > 135.0 dB	0	0
LApk > 137.0 dB	0	0
LApk > 140.0 dB	0	0

Sound Exposure

SELA (dB)	84.9
EA (Pa ² s)	0.1
EA,8 h (Pa ² s)	4.0
EA,40 h (Pa ² s)	19.9
EA (Pa ² h)	0.0
EA,8 h (Pa ² h)	0.0
EA,40 h (Pa ² h)	0.0

NOISE MONITORING FIELD REPORT

Site Map



Project Name: *CCSF Parking Garage*
Monitoring Location: *Project Site*
Date: *11/15/24* **Site Number:** *(1 night)*
Measured By: Annalie Sarrieddine
Measurement Start Time: *10:06 pm*
Measurement End Time: *10:21 pm*
Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821 **Calibration:** 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: *01C*

Primary Noise Sources: *Vehicle Traffic*

Data Summary

Noise Scale	Noise Level (dBA)
<i>Leq</i>	<i>55.4</i>
<i>Lmax</i>	<i>70.4</i>
<i>Lmin</i>	<i>41.8</i>

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

Project Site Noise Level (Ldn) (Location 1)		
Hour of Day	dBA Leq	With Ldn Penalty
12:00 AM	55.4	65.4
1:00 AM	55.4	65.4
2:00 AM	55.4	65.4
3:00 AM	55.4	65.4
4:00 AM	55.4	65.4
5:00 AM	55.4	65.4
6:00 AM	55.4	65.4
7:00 AM	60	60
8:00 AM	60	60
9:00 AM	60	60
10:00 AM	60	60
11:00 AM	60	60
12:00 PM	60	60
1:00 PM	60	60
2:00 PM	60	60
3:00 PM	60	60
4:00 PM	60	60
5:00 PM	60	60
6:00 PM	60	60
7:00 PM	60	60
8:00 PM	60	60
9:00 PM	60	60
10:00 PM	55.4	65.4
11:00 PM	55.4	65.4
Calculated Ldn:		62.8

Daytime Hours: 7:00 AM - 10:00 PM

Nighttime Hours: 10:00 PM - 7:00 AM

Note: Ldn based on measurement data collected at Location 1. See noise monitoring data.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/8/2025

Case Description: CCSF Parking Garage Construction Equipment

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Construction Equipn	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	100	0
Dozer	No	40		81.7	100	0
Tractor	No	40	84		100	0
Backhoe	No	40		77.6	100	0
Grader	No	40	85		100	0
Crane	No	16		80.6	100	0
Generator	No	50		80.6	100	0
Welder / Torch	No	40		74	100	0
Concrete Mixer Truck	No	40		78.8	100	0
Paver	No	50		77.2	100	0
Roller	No	20		80	100	0
All Other Equipment > 5 HP	No	50	85		100	0

Results

Equipment	Calculated (dBA)
	Leq
Concrete Saw	76.6
Dozer	71.7
Tractor	74
Backhoe	67.6
Grader	75
Crane	66.6
Generator	71.6
Welder / Torch	64
Concrete Mixer Truck	68.8
Paver	68.2
Roller	67
All Other Equipment > 5 HP	76

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 2/5/2026
 Case Description: CCSF Parking Garage Project (Demolition)

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
STEAM Building	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	147	0
Tractor	No	40	84		147	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	80.2	73.2
Tractor	74.6	70.7
Total	80.2	75.1

*Calculated Lmax is the Loudest value.

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Archbishop Riordan	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	167	0
Tractor	No	40	84		167	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	79.1	72.1
Tractor	73.5	69.5
Total	79.1	74

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Balboa Reservoir	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	308	0
Tractor	No	40	84		308	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	73.8	66.8
Tractor	68.2	64.2
Total	73.8	68.7

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Child Care Center	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	524	0
Tractor	No	40	84		524	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	69.2	62.2
Tractor	63.6	59.6
Total	69.2	64.1

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences to the north	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	601	0
Tractor	No	40	84		601	0

Results

Calculated (dBA)		*Lmax	Leq
Equipment			
Concrete Saw		68	61
Tractor		62.4	58.4
Total		68	62.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/5/2026
 Case Description: CCSF Parking Garage Project (Grading)

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
STEAM Building	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		147	0
Tractor	No	40	84		147	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	75.6	71.7
Tractor	74.6	70.7
Total	75.6	74.2

*Calculated Lmax is the Loudest value.

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Archbishop Riordan	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		167	0
Tractor	No	40	84		167	0

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	74.5	70.5
Tractor	73.5	69.5
Total	74.5	73.1

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Balboa Reservoir	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		308	0
Tractor	No	40	84		308	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	69.2	65.2
Tractor	68.2	64.2
Total	69.2	67.8

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Child Care Center	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		524	0
Tractor	No	40	84		524	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	64.6	60.6
Tractor	63.6	59.6
Total	64.6	63.2

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences to the north	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		601	0
Tractor	No	40	84		601	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	63.4	59.4
Tractor	62.4	58.4
Total	63.4	62

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/5/2026
 Case Description: CCSF Parking Garage Project (Construction)

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
STEAM Building	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Generator	No	50		80.6	147	0
Tractor	No	40	84		147	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Generator	71.3	68.3
Tractor	74.6	70.7
Total	74.6	72.6

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Archbishop Riordan	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Generator	No	50		80.6	167	0
Tractor	No	40	84		167	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Generator	70.2	67.1
Tractor	73.5	69.5
Total	73.5	71.5

*Calculated Lmax is the Loudest value.

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Balboa Reservoir	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Generator	No	50		80.6	308	0
Tractor	No	40	84		308	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Generator	64.8	61.8
Tractor	68.2	64.2
Total	68.2	66.2

*Calculated Lmax is the Loudest value.

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Child Care Center	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Generator	No	50		80.6	524	0
Tractor	No	40	84		524	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Generator	60.2	57.2
Tractor	63.6	59.6
Total	63.6	61.6

*Calculated Lmax is the Loudest value.

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Residences to the north	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Generator	No	50		80.6	601	0
Tractor	No	40	84		601	0

Results		
Calculated (dBA)		
Equipment	*Lmax	Leq
Generator	59	56
Tractor	62.4	58.4
Total	62.4	60.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 2/5/2026

Case Description: CCSF Parking Garage Project (Paving/Architectural Coating)

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
STEAM Building	Residential	60	60	60

Description	Impact	Device	Usage(%)	Equipment			
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No		50		77.2	147	0
Compressor (air)	No		40		77.7	147	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	67.9	64.8
Compressor (air)	68.3	64.3
Total	68.3	67.6

*Calculated Lmax is the Loudest value.

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Archbishop Riordan	Residential	60	60	60

Description	Impact	Device	Usage(%)	Equipment			
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No		50		77.2	167	0
Compressor (air)	No		40		77.7	167	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	66.7	63.7
Compressor (air)	67.2	63.2
Total	67.2	66.5

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Balboa Reservoir	Residential	60	60	60

Description	Impact	Device	Usage(%)	Equipment			
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No		50		77.2	308	0
Compressor (air)	No		40		77.7	308	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	61.4	58.4
Compressor (air)	61.9	57.9
Total	61.9	61.2

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Child Care Center	Residential	60	60	60

Description	Impact	Device	Usage(%)	Equipment			
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No		50		77.2	524	0
Compressor (air)	No		40		77.7	524	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	56.8	53.8
Compressor (air)	57.3	53.3
Total	57.3	56.6

*Calculated Lmax is the Loudest value.

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences to the north	Residential	60	60	60

Description	Impact	Device	Usage(%)	Equipment			
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No		50		77.2	601	0
Compressor (air)	No		40		77.7	601	0

Results

Equipment	Calculated (dBA)	
	*Lmax	Leq
Paver	55.6	52.6
Compressor (air)	56.1	52.1
Total	56.1	55.4

*Calculated Lmax is the Loudest value.

TRAFFIC NOISE LEVELS



Project Name: CCSF Parking Garage

Background Information

Model Description: FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
 Analysis Scenario(s): Existing, Existing Plus Project
 Source of Traffic Volumes: Transportation Analysis (CCSF Parking Garage, Advant, October 1, 2025)
 Community Noise Descriptor: X

Assumed 24-Hour Traffic Distribution:

	(Ldn)		(CNEL)
	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition

Roadway Name	Median	Peak Hour	ADT	Design Speed	Dist. from Center to Receptor ¹	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Peak Hour L _{eq} dB(A)	24-Hour Ldn dB(A)
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Baseline Traffic Noise

Roadway Segment	Lanes	Width	Volume	Volume	(mph)	Receptor ¹	Factor	dB(A)	Trucks	Trucks	L _{eq}	Ldn
Frida Kahlo Way												
Between Judson Avenue and North Street	2	5	780	7,795	10	25	0	0	1.8%	0.7%	57.8	56.7
Between North Street/Cloud Circle N. and Cloud Circle S.	2	10	851	8,510	10	25	0	0	1.8%	0.7%	58.3	57.3
Between Cloud Circle South and Ocean Avenue	3	5	939	9,390	10	25	0	0	1.8%	0.7%	59.2	58.2
North Road												
West of Frida Kahlo Way	3	0	327	3,270	10	25	0	0	1.8%	0.7%	54.3	53.3
Lee Avenue												
South of North Road	2	0	327	3,270	10	25	0	0	1.8%	0.7%	53.9	52.8
North of Ocean Avenue	2	0	0	0	10	25	0	0	1.8%	0.7%	0.0	0.0
Ocean Avenue												
West of Geneva Avenue/Frida Kahlo Way	5	10	1,596	15,960	10	50	0	0	1.8%	0.7%	58.5	57.5
Between Frida Kahlo Way/Geneva Avenue and Howth Street	4	40	2,047	20,465	10	50	0	0	1.8%	0.7%	60.6	59.5

Baseline Plus Project Traffic Noise

Roadway Segment	Lanes	Width	Volume	Volume	(mph)	Receptor ¹	Factor	dB(A)	Trucks	Trucks	L _{eq}	Ldn
Frida Kahlo Way												
Between Judson Avenue and North Street	2	5	831	8,310	10	25	0	0	1.8%	0.7%	58.0	57.0
Between North Street/Cloud Circle N. and Cloud Circle S.	2	10	758	7,580	10	25	0	0	1.8%	0.7%	57.8	56.8
Between Cloud Circle South and Ocean Avenue	3	5	803.5	8,035	10	25	0	0	0.018	0.007	58.52212	57.5
North Road												
West of Frida Kahlo Way	3	0	311	3,105	10	25	0	0	1.8%	0.7%	54.1	53.0
Lee Avenue												
South of North Road	2	0	310.5	3,105	10	25	0	0	1.8%	0.7%	53.6	52.6
North of Ocean Avenue	2	0	292	2,920	10	25	0	0	1.8%	0.7%	53.4	52.3
Ocean Avenue												
West of Geneva Avenue/Frida Kahlo Way	5	10	2246	22,460	10	50	0	0	1.8%	0.7%	60.0	58.9
Between Frida Kahlo Way/Geneva Avenue and Howth Street	4	40	1219	12,190	10	50	0	0	1.8%	0.7%	58.3	57.3

Note: This table reflects a conservative trip generation estimate for analysis purposes

CCSF Parking Structure Project

STEAM Building

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 15 Distance from equipment to sensitive receptor

Equip= 0.191

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 147 Distance from equipment to sensitive receptor

Equip= 64

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

CCSF Parking Structure Project

Archbishop Riordan Highschool

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 79 Distance from equipment to sensitive receptor

Equip= 0.016

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 167 Distance from equipment to sensitive receptor

Equip= 62

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

CCSF Parking Structure Project

Balboa Reservoir Residences

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 109 Distance from equipment to sensitive receptor

Equip= 0.010

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 308 Distance from equipment to sensitive receptor

Equip= 54

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

CCSF Parking Structure Project

Child Care Center

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 341 Distance from equipment to sensitive receptor

Equip= 0.002

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 478 Distance from equipment to sensitive receptor

Equip= 49

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

CCSF Parking Structure Project

Residences to the north

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 491 Distance from equipment to sensitive receptor

Equip= 0.001

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 626 Distance from equipment to sensitive receptor

Equip= 45

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

APPENDIX E

Transportation Data

APPENDIX TR

CCSF PARKING GARAGE PROJECT SEIR TRANSPORTATION ANALYSIS SUPPORTING INFORMATION

2025 FMP Revisions - Student and Staff Growth Projections	TR - 2
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2025 FMP REVISIONS – STUDENT AND STAFF GROWTH PROJECTIONS

CCSF Student Headcount (Fall)

Fall	Ocean Campus	
2010		
2011		
2012		
2013		
2014		
2015		
2016		
2017		
2018		
2019	20,523	[1]
2020	1,180	[1]
2021	3,335	[1]
2022	8,744	[1]
2023	11,210	[1]
2024	12,554	[1]
2025	14,060	[2]
2026	15,750	[2]
2027	17,640	[2]
2028	19,760	[2]
2029	22,130	[2]
2030	24,790	[2]

Expected Growth

2019-2030	4,267
	20.8%

[1] Actual unduplicated student headcounts; written communication from CCSF, March 17, 2025

[2] Assumed 12% annual growth; written communication from CCSF, March 27, 2025

CCSF Faculty/Staff Count

Fall	Faculty/Staff Category				Project
	Academic, Tenured/ Tenure Track	Academic, Temporary	Classified + Admin	Total	
2019	549	766	665	1,980	1,980 [1]
2020	538	595	653	1786	1,786 [1]
2021	489	505	651	1645	1,645 [1]
2022	418	464	570	1452	1,452 [1]
2023	407	524	588	1519	1,519 [1]
2024	391	568	611	1570	1,570 [1]
2025					1,570 [2]
2026					1,570 [2]
2027					1,570 [2]
2028					1,570 [2]
2029					1,570 [2]
2030					1,570 [2]
Expected Growth 2019-2030					(410) -12.1%

Sources:

[1] California Community Colleges Chancellor's Office DataMart:
https://datamart.cccco.edu/Faculty-Staff/Staff_Demo.aspx
 data provided by CCSF on March 27, 2025.

[2] Assumed no growth after 2024; written communication from CCSF, March 27, 2025

**2025 FMP REVISIONS – TRIP GENERATION AND
DISTRIBUTION CALCULATIONS – Main Campus**

Person and Vehicle Demand

CCSF Parking Garag (Proposed Project)
TRIP GENERATION - OCEAN CAMPUS

Increase in Population 2019 to Buildout	CCSF	Ocean Campus Total Population	Ocean Campus Daily Population
Students		4,267	65% 2,774
Staff	(410)	80% (328)	88% (289)
Total		3,939	2,485

Person trip rate

Students 2.2 daily trips per person
Fac./Staff 2.2 daily trips per person

New Daily Person Trips 2019 to Buildout

	Students		Faculty/Staff		Total	
Auto	36.1%	2,202	70.3%	(448)	32.1%	1,754
Taxi/TNC	7.7%	468	0.2%	(2)	8.5%	466
Transit	34.5%	2,104	19.9%	(126)	36.2%	1,978
Walk/Bike	20.4%	1,246	7.1%	(46)	22.0%	1,200
Other	1.4%	84	2.5%	(16)	1.2%	68
Total	100.0%	6,104	100.0%	(638)	100.0%	5,466

New Daily Transit Trips 2019 to Buildout

	Students		Faculty/Staff		Total	
SF Muni	68.5%	1,441	28.1%	(35)	71.1%	1,406
BART	31.5%	663	71.9%	(91)	28.9%	572
Total	100.0%	2,104	100.0%	(126)	100.0%	1,978

	Students	Fac./Staff	
Average Vehicle Occupancy	1.08	1.03	(from 2018 F&P TDM)
TNC person trips =	2.0	vehicle trips per person	

New Daily Vehicle Trips in 2019 to Buildout

	Students	Fac./Staff	Total
Auto	2,038	(434)	1,604
Taxi/TNC	936	(4)	932
Total	2,974	(438)	2,536

CCSF Parking Garag (Proposed Project)
TRIP GENERATION - OCEAN CAMPUS

		(from Fall 2019	(from Balboa
New Peak Hour Person Trips 2019 to Buildout		<i>Class Schedule)</i>	<i>TDM Plan)</i>
AM Peak Hour percentage of daily:	8.5%	9.7%	8.0%
PM Peak Hour percentage of daily:	7.5%	7.0%	6.0%

	AM Peak Hour			PM Peak Hour		
	Students	Fac./Staff	Total	Students	Fac./Staff	Total
Auto	187	(38)	149	165	(34)	132
Taxi/TNC	40	(0)	40	35	(0)	35
Transit	179	(11)	168	158	(9)	148
Walk/Bike	106	(4)	102	93	(3)	90
Other	7	(1)	6	6	(1)	5
Total	519	(54)	465	458	(48)	410

New Peak Hour Transit Trips 2019 to Buildout

	AM Peak Hour			PM Peak Hour		
	Students	Fac./Staff	Total	Students	Fac./Staff	Total
SF Muni	122	(3)	120	108	(3)	105
BART	56	(8)	49	50	(7)	43
Total	179	(11)	168	158	(9)	148
			8.5%			7.5%

New Peak Hour Vehicle Trips 2019 to Buildout

	AM Peak Hour			PM Peak Hour		
	Students	Fac./Staff	Total	Students	Fac./Staff	Total
Auto	173	(37)	136	153	(33)	120
Taxi/TNC	80	(0)	79	70	(0)	70
Total	253	(37)	216	223	(33)	190

New Peak Hour Person, Transit and Vehicle Trips 2019 to Buildout

	AM Peak Hour	PM Peak Hour
Inbound	75%	40%
Outbound	25%	60%

	AM Peak Hour		PM Peak Hour	
	Pers. Trips	Vehicles	Pers. Trips	Vehicles
Inbound	348	162	164	76
Outbound	116	54	246	114
Total	465	216	410	190

	AM Peak Hour			PM Peak Hour		
	SF Muni	BART	All Transit	SF Muni	BART	All Transit
Inbound	90	36	126	42	17	59
Outbound	30	12	42	63	26	89
Total	120	49	168	105	43	148

	Students	Fac./Staff
<i>Park on campus (F&P 2018)</i>	77%	99%

New vehicles entering/exiting CCSF campus during peak hour

	AM Peak Hour			PM Peak Hour		
	Students	Fac./Staff	Total	Students	Fac./Staff	Total
Inbound	160	(28)	132	75	(13)	62
Outbound	53	(9)	44	113	(20)	93
Total	213	(37)	176	188	(33)	155

CCSF Parking Garag (Proposed Project)
TRIP DISTRIBUTION - OCEAN CAMPUS

Vehicle Trip Distribution by Population - AM Peak Hour

	Students		Faculty/Staff		Total	
	%	Count	%	Count	%	Count
I-280 North / Ocean Ave East	32.0%	81	33.5%	(12)	31.8%	69
Ocean Av West	28.9%	73	23.2%	(9)	29.9%	64
Foerster St North	8.7%	22	7.8%	(3)	8.9%	19
Geneva Av South	22.5%	57	28.4%	(11)	21.5%	46
San Jose Av East	7.9%	20	7.2%	(3)	8.0%	17
Total	100.0%	253	100.0%	(37)	100.0%	216

Vehicle Trip Distribution by Population - PM Peak Hour

	Students		Faculty/Staff		Total	
	%	Count	%	Count	%	Count
I-280 North / Ocean Ave East	32.0%	72	33.5%	(11)	31.8%	60
Ocean Av West	28.9%	64	23.2%	(8)	29.9%	57
Foerster St North	8.7%	19	7.8%	(3)	8.9%	17
Geneva Av South	22.5%	50	28.4%	(9)	21.5%	41
San Jose Av East	7.9%	18	7.2%	(2)	8.0%	15
Total	100.0%	223	100.0%	(33)	100.0%	190

Vehicle Inbound/Outbound Split

Directionality	AM Peak Hour		PM Peak Hour	
	%	Total	%	Total
Inbound	75%	162	40%	76
Outbound	25%	54	60%	114
Total	100%	216	100%	190

Vehicle Inbound/Outbound Distribution

	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
I-280 North / Ocean Ave East	51	17	69	24	36	60
Ocean Av West	48	16	64	23	34	57
Foerster St North	14	5	19	7	10	17
Geneva Av South	35	12	46	16	25	41
San Jose Av East	13	4	17	6	9	15
Total	162	54	216	76	114	190

Parking Demand

CCSF 2025 FMP Parking Demand

	Students	Fac./Staff	Total
Daily Vehicle Trips	2,038	-434	1,604
Daily one-way vehicle trips	1,019	-217	802
% who park on campus [a]	77%	99%	71%
Daily vehicles who park on campus	785	-215	570
Typical Parking Demand			
Average turnover (veh per space) [b]	3.9	1.9	3.6
Parking demand rate (spaces/veh) [b]	0.26	0.52	0.27
Peak hourly demand (spaces)	202	-112	90
Maximum Parking Demand			
Parking demand rate (spaces/veh) [b]	0.39	0.54	0.33
Peak hourly demand (spaces)	302	-117	186
% increase from typical demand	50%	5%	19%

[a] TDM and Parking Plan, Fehr & Peers, March 2019.

[b] Adavant Consulting, with data from Fehr & Peers TDM and Parking Plan analysis.

CCSF Ocean Campus - Project Parking Supply and Demand Summary

Parking Supply (spaces)

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	371	349	2,171	2,891
Existing	New Child Care Center / DRT and STEAM buildings Balboa Reservoir Residential Project		27	-569	-542
	Total Existing	371	376	595	1,342
Baseline (Existing + FMP)	Removal of 600s and 700s bungalows	200			200
	New Student Success Center (removal of A & H Lots)		-153		-153
	New Student Success Center (25 spaces provided onsite)		25		25
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Total FMP	200	-161	0	39
	Total Baseline	571	215	595	1,381
New Garage	Removal of existing spaces in parking lot			-195	-195
	Construction of new garage			641	641
	Total New Garage	0	0	446	446
	Total Baseline plus New Garage	571	215	1,041	1,827

Typical Day Peak Hourly Parking Demand (spaces)

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	347	326	1,319	1,992
Existing	New Child Care Center / DRT and STEAM buildings Balboa Reservoir Residential Project			12	12
	Total Existing	347	493	1,331	2,171
Baseline (Existing + 2019 FMP)	Removal of 600s and 700s bungalows	225			225
	New Student Success Center		-128		-128
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Additional demand	500	110	0	610
	Total 2019 FMP	725	-51	0	674
	Total Baseline (Existing + 2019 FMP)	1,072	442	1,331	2,845
New Baseline (Existing +2025 FMP) Without Garage	Removal of 600s and 700s bungalows	225			225
	New Student Success Center		-128		-128
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Additional demand	350	25	-349	26
	Total 2025 FMP	575	-136	-349	90
	Total New Baseline (Existing + 2025 FMP) without Garage	922	357	982	2,261
New Baseline (Existing +2025 FMP) With Garage	Removal of 600s and 700s bungalows	225			225
	New Student Success Center		-128		-128
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Additional demand	125	-70	-29	26
	Total 2025 FMP	350	-231	-29	90
	Total New Baseline (Existing + 2025 FMP) with Garage	697	262	1,302	2,261

Typical Day Parking Supply minus Peak Hourly Demand (spaces)

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	24	23	852	899
Existing	Total Existing	24	-117	-736	-829
Baseline	Total Existing plus 2019 FMP	-501	-227	-736	-1,464
New Baseline w/out Garage	Total Existing plus 2025 FMP without Garage	-351	-142	-387	-880
New Baseline with Garage	Total Existing plus 2025 FMP with Garage	-126	-47	-261	-434

Typical Day Peak Hour Parking Utilization

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	94%	93%	61%	69%
Existing	Total Existing	94%	131%	224%	162%
Baseline	Total Existing plus 2019 FMP	188%	206%	224%	206%
New Baseline w/out Garage	Total Existing plus 2025 FMP without Garage	161%	166%	165%	164%
New Baseline with Garage	Total Existing plus 2025 FMP with Garage	122%	122%	125%	124%

PARKING SUPPLY, DEMAND & UTILIZATION

Main Campus Parking Supply, Demand and Utilization Summary
Proposed Project (641 spaces)

Parking Garage Hourly Utilization

Proposed Project (641 spaces)

New Garage Demand - Project

Capacity: 641 spaces

Start Time	Hourly Vehicles			Percentages		Parked	
	Inbound	Outbound	Total	In	Out	Vehicles	Utilization
Total	2,165	2,163	4,328			-	
12:00 AM	0%	0%	- 0%	0%	0%	-	Closed
1:00 AM	0%	0%	- 0%	0%	0%	-	Closed
2:00 AM	0%	0%	- 0%	0%	0%	-	Closed
3:00 AM	0%	0%	- 0%	0%	0%	-	Closed
4:00 AM	0%	0%	- 0%	0%	0%	-	Closed
5:00 AM	0%	0%	- 0%	0%	0%	-	Closed
6:00 AM	17 1%	0%	17 0%	100%	0%	17	3%
7:00 AM	132 6%	69 3%	201 5%	66%	34%	80	12%
8:00 AM	268 12%	103 5%	371 9%	72%	28%	245	38%
9:00 AM	352 16%	98 5%	450 10%	78%	22%	499	78%
10:00 AM	215 10%	114 5%	329 8%	65%	35%	600	94%
11:00 AM	183 8%	172 8%	355 8%	52%	48%	611	95%
12:00 PM	169 8%	221 10%	390 9%	43%	57%	559	87%
1:00 PM	115 5%	165 8%	280 6%	41%	59%	509	79%
2:00 PM	111 5%	226 10%	337 8%	33%	67%	394	61%
3:00 PM	105 5%	192 9%	297 7%	35%	65%	307	48%
4:00 PM	98 5%	168 8%	266 6%	37%	63%	237	37%
5:00 PM	136 6%	145 7%	281 6%	48%	52%	228	36%
6:00 PM	147 7%	123 6%	270 6%	54%	46%	252	39%
7:00 PM	55 3%	109 5%	164 4%	34%	66%	198	31%
8:00 PM	41 2%	149 7%	190 4%	22%	78%	90	14%
9:00 PM	13 1%	82 4%	95 2%	14%	86%	21	3%
10:00 PM	6 0%	22 1%	28 1%	21%	79%	5	1%
11:00 PM	2 0%	5 0%	7 0%	29%	71%	2	0%

Net New Garage Demand - Project

Capacity: 446 spaces (excludes existing parking lot, 195 spaces)

Start Time	Hourly Vehicles			Percentages		Parked	
	Inbound	Outbound	Total	In	Out	Vehicles	Utilization
Total	1,503	1,507	3,010			-	
12:00 AM	0%	0%	- 0%	0%	0%	-	Closed
1:00 AM	0%	0%	- 0%	0%	0%	-	Closed
2:00 AM	0%	0%	- 0%	0%	0%	-	Closed
3:00 AM	0%	0%	- 0%	0%	0%	-	Closed
4:00 AM	0%	0%	- 0%	0%	0%	-	Closed
5:00 AM	0%	0%	- 0%	0%	0%	-	Closed
6:00 AM	11 1%	0%	11 0%	100%	0%	11	2%
7:00 AM	92 6%	48 3%	140 5%	66%	34%	55	12%
8:00 AM	186 12%	72 5%	258 9%	72%	28%	169	38%
9:00 AM	245 16%	68 5%	313 10%	78%	22%	346	78%
10:00 AM	149 10%	79 5%	228 8%	65%	35%	416	93%
11:00 AM	127 8%	120 8%	247 8%	51%	49%	423	95%
12:00 PM	118 8%	154 10%	272 9%	43%	57%	387	87%
1:00 PM	80 5%	115 8%	195 6%	41%	59%	352	79%
2:00 PM	77 5%	158 10%	235 8%	33%	67%	271	61%
3:00 PM	73 5%	134 9%	207 7%	35%	65%	210	47%
4:00 PM	68 5%	118 8%	186 6%	37%	63%	160	36%
5:00 PM	94 6%	101 7%	195 6%	48%	52%	153	34%
6:00 PM	102 7%	86 6%	188 6%	54%	46%	169	38%
7:00 PM	38 3%	76 5%	114 4%	33%	67%	131	29%
8:00 PM	29 2%	103 7%	132 4%	22%	78%	57	13%
9:00 PM	9 1%	57 4%	66 2%	14%	86%	9	2%
10:00 PM	4 0%	15 1%	19 1%	21%	79%	(2)	0%
11:00 PM	1 0%	3 0%	4 0%	25%	75%	(4)	-1%

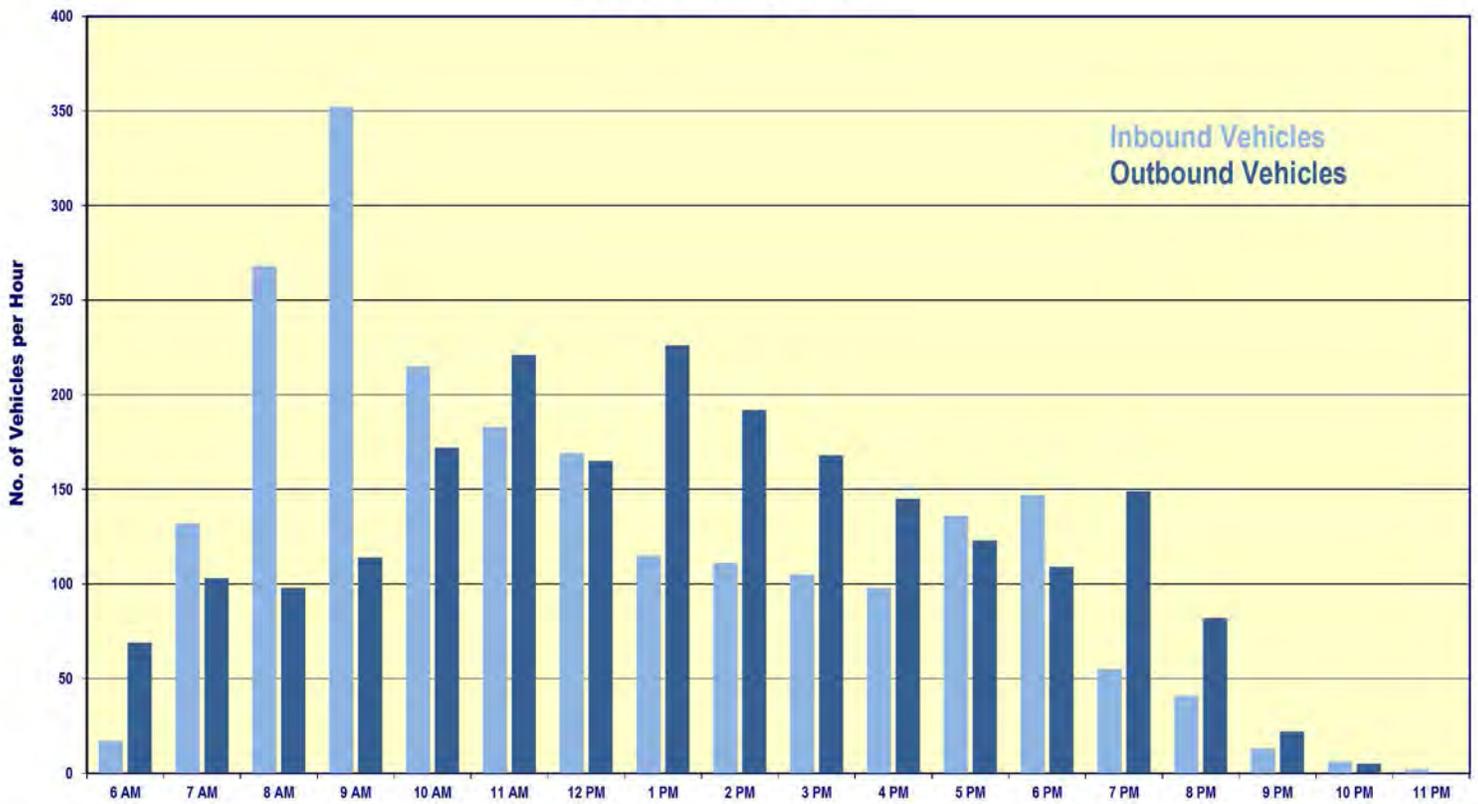
Increase in vehicles parking at the site due to the new garage:

	In	Out	Total
AM Peak Hour	186	72	258
PM Peak Hour	94	101	195

CCSF Ocean Campus - New Garage (641 spaces) Overall Hourly Parking Utilization



CCSF Ocean Campus - New Garage (641 spaces) Hourly Vehicles by Direction



Main Campus Parking Supply, Demand and Utilization Summary
Project Alternative (348 spaces)

CCSF Ocean Campus - Alternative Parking Supply and Demand Summary

Parking Supply (spaces)

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	371	349	2,171	2,891
Existing	New Child Care Center / DRT and STEAM buildings Balboa Reservoir Residential Project		27	-569	-542
	Total Existing	371	376	595	1,342
Baseline (Existing + FMP)	Removal of 600s and 700s bungalows	200			200
	New Student Success Center (removal of A & H Lots)		-153		-153
	New Student Success Center (25 spaces provided onsite)		25		25
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Total FMP	200	-161	0	39
	Total Baseline	571	215	595	1,381
New Garage Alternative	Removal of existing spaces in parking lot			-195	-195
	Construction of new garage alternative			348	348
	Total New Garage Alternative	0	0	153	153
	Total Baseline plus New Garage	571	215	748	1,534

Typical Day Peak Hourly Parking Demand (spaces)

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	347	326	1,319	1,992
Existing	New Child Care Center / DRT and STEAM buildings Balboa Reservoir Residential Project			12	12
	Total Existing	347	493	1,331	2,171
Baseline (Existing + 2019 FMP)	Removal of 600s and 700s bungalows	225			225
	New Student Success Center		-128		-128
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Additional demand	500	110	0	610
	Total 2019 FMP	725	-51	0	674
	Total Baseline (Existing + 2019 FMP)	1,072	442	1,331	2,845
New Baseline (Existing +2025 FMP) Without Garage	Removal of 600s and 700s bungalows	225			225
	New Student Success Center		-128		-128
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Additional demand	350	25	-349	26
	Total 2025 FMP	575	-136	-349	90
	Total New Baseline (Existing + 2025 FMP) without Garage	922	357	982	2,261
New Baseline (Existing +2025 FMP) With Garage Alternative	Removal of 600s and 700s bungalows	225			225
	New Student Success Center		-128		-128
	Elimination of faculty/staff parking on Cloud Circle		-33		-33
	Additional demand	270	-15	-229	26
	Total 2025 FMP	495	-176	-229	90
	Total New Baseline (Existing + 2025 FMP) with Garage	842	317	1,102	2,261

Typical Day Parking Supply minus Peak Hourly Demand (spaces)

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	24	23	852	899
Existing	Total Existing	24	-117	-736	-829
Baseline	Total Existing plus 2019 FMP	-501	-227	-736	-1,464
New Baseline w/out Garage	Total Existing plus 2025 FMP without Garage	-351	-142	-387	-880
New Baseline with Garage Alt.	Total Existing plus 2025 FMP with Garage Alternative	-271	-102	-354	-727

Typical Day Peak Hour Parking Utilization

Year	Activity	East Parking (S, D & N Lots)	East of F. Kahlo & West of Stadium	West of F. Kahlo	Total Spaces
2018	Total 2018	94%	93%	61%	69%
Existing	Total Existing	94%	131%	224%	162%
Baseline	Total Existing plus 2019 FMP	188%	206%	224%	206%
New Baseline w/out Garage	Total Existing plus 2025 FMP without Garage	161%	166%	165%	164%
New Baseline with Garage	Total Existing plus 2025 FMP with Garage	147%	147%	147%	147%

Parking Garage Hourly Utilization
Project Alternative (348 spaces)

New Garage Demand - Alternative

Capacity: 348 spaces

Start Time	Hourly Vehicles			Percentages		Parked	
	Inbound	Outbound	Total	In	Out	Vehicles	Utilization
Total	1,175	1,174	2,349			-	
12:00 AM	0%	0%	- 0%	0%	0%	-	Closed
1:00 AM	0%	0%	- 0%	0%	0%	-	Closed
2:00 AM	0%	0%	- 0%	0%	0%	-	Closed
3:00 AM	0%	0%	- 0%	0%	0%	-	Closed
4:00 AM	0%	0%	- 0%	0%	0%	-	Closed
5:00 AM	0%	0%	- 0%	0%	0%	-	Closed
6:00 AM	9 1%	0%	9 0%	100%	0%	9	3%
7:00 AM	72 6%	37 3%	109 5%	66%	34%	44	13%
8:00 AM	146 12%	56 5%	202 9%	72%	28%	134	39%
9:00 AM	191 16%	53 5%	244 10%	78%	22%	272	78%
10:00 AM	116 10%	62 5%	178 8%	65%	35%	326	94%
11:00 AM	99 8%	93 8%	192 8%	52%	48%	332	95%
12:00 PM	92 8%	120 10%	212 9%	43%	57%	304	87%
1:00 PM	62 5%	90 8%	152 6%	41%	59%	276	79%
2:00 PM	60 5%	123 10%	183 8%	33%	67%	213	61%
3:00 PM	57 5%	104 9%	161 7%	35%	65%	166	48%
4:00 PM	54 5%	91 8%	145 6%	37%	63%	129	37%
5:00 PM	74 6%	79 7%	153 7%	48%	52%	124	36%
6:00 PM	80 7%	67 6%	147 6%	54%	46%	137	39%
7:00 PM	30 3%	59 5%	89 4%	34%	66%	108	31%
8:00 PM	22 2%	81 7%	103 4%	21%	79%	49	14%
9:00 PM	7 1%	44 4%	51 2%	14%	86%	12	3%
10:00 PM	3 0%	12 1%	15 1%	20%	80%	3	1%
11:00 PM	1 0%	3 0%	4 0%	25%	75%	1	0%

Net New Garage Demand - Alternative

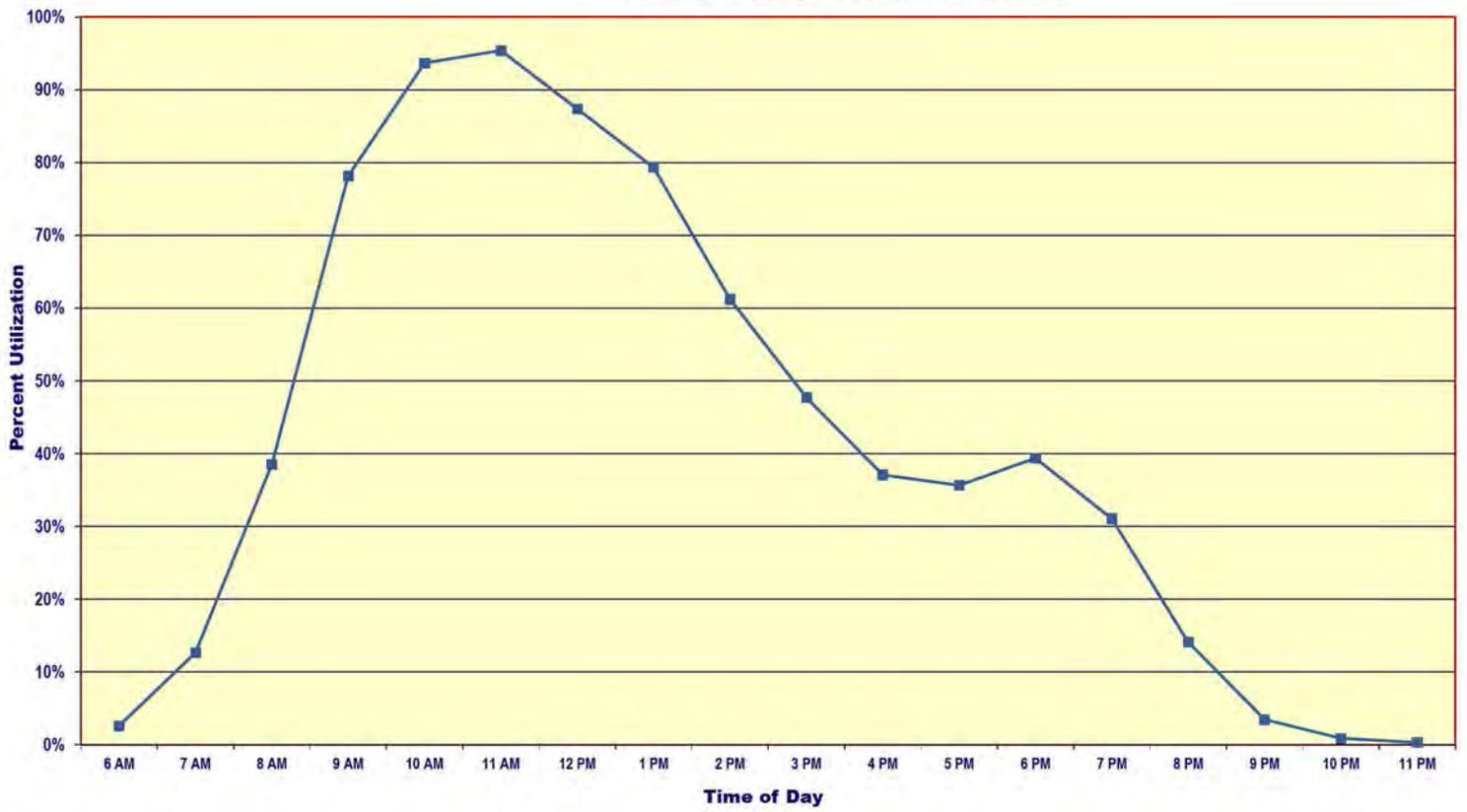
Capacity: 153 spaces (excludes existing parking lot, 195 spaces)

Start Time	Hourly Vehicles			Percentages		Parked	
	Inbound	Outbound	Total	In	Out	Vehicles	Utilization
Total	513	516	1,029			-	
12:00 AM	0%	0%	- 0%	0%	0%	-	Closed
1:00 AM	0%	0%	- 0%	0%	0%	-	Closed
2:00 AM	0%	0%	- 0%	0%	0%	-	Closed
3:00 AM	0%	0%	- 0%	0%	0%	-	Closed
4:00 AM	0%	0%	- 0%	0%	0%	-	Closed
5:00 AM	0%	0%	- 0%	0%	0%	-	Closed
6:00 AM	4 1%	0%	4 0%	100%	0%	4	3%
7:00 AM	31 6%	17 3%	48 5%	65%	35%	18	12%
8:00 AM	64 12%	25 5%	89 9%	72%	28%	57	37%
9:00 AM	84 16%	23 4%	107 10%	79%	21%	118	77%
10:00 AM	51 10%	27 5%	78 8%	65%	35%	142	93%
11:00 AM	44 9%	41 8%	85 8%	52%	48%	145	95%
12:00 PM	40 8%	53 10%	93 9%	43%	57%	132	86%
1:00 PM	27 5%	39 8%	66 6%	41%	59%	120	78%
2:00 PM	26 5%	54 10%	80 8%	33%	68%	92	60%
3:00 PM	25 5%	46 9%	71 7%	35%	65%	71	46%
4:00 PM	23 4%	41 8%	64 6%	36%	64%	53	35%
5:00 PM	32 6%	35 7%	67 7%	48%	52%	50	33%
6:00 PM	35 7%	29 6%	64 6%	55%	45%	56	37%
7:00 PM	13 3%	26 5%	39 4%	33%	67%	43	28%
8:00 PM	10 2%	35 7%	45 4%	22%	78%	18	12%
9:00 PM	3 1%	19 4%	22 2%	14%	86%	2	1%
10:00 PM	1 0%	5 1%	6 1%	17%	83%	(2)	-1%
11:00 PM	- 0%	1 0%	1 0%	0%	100%	(3)	-2%

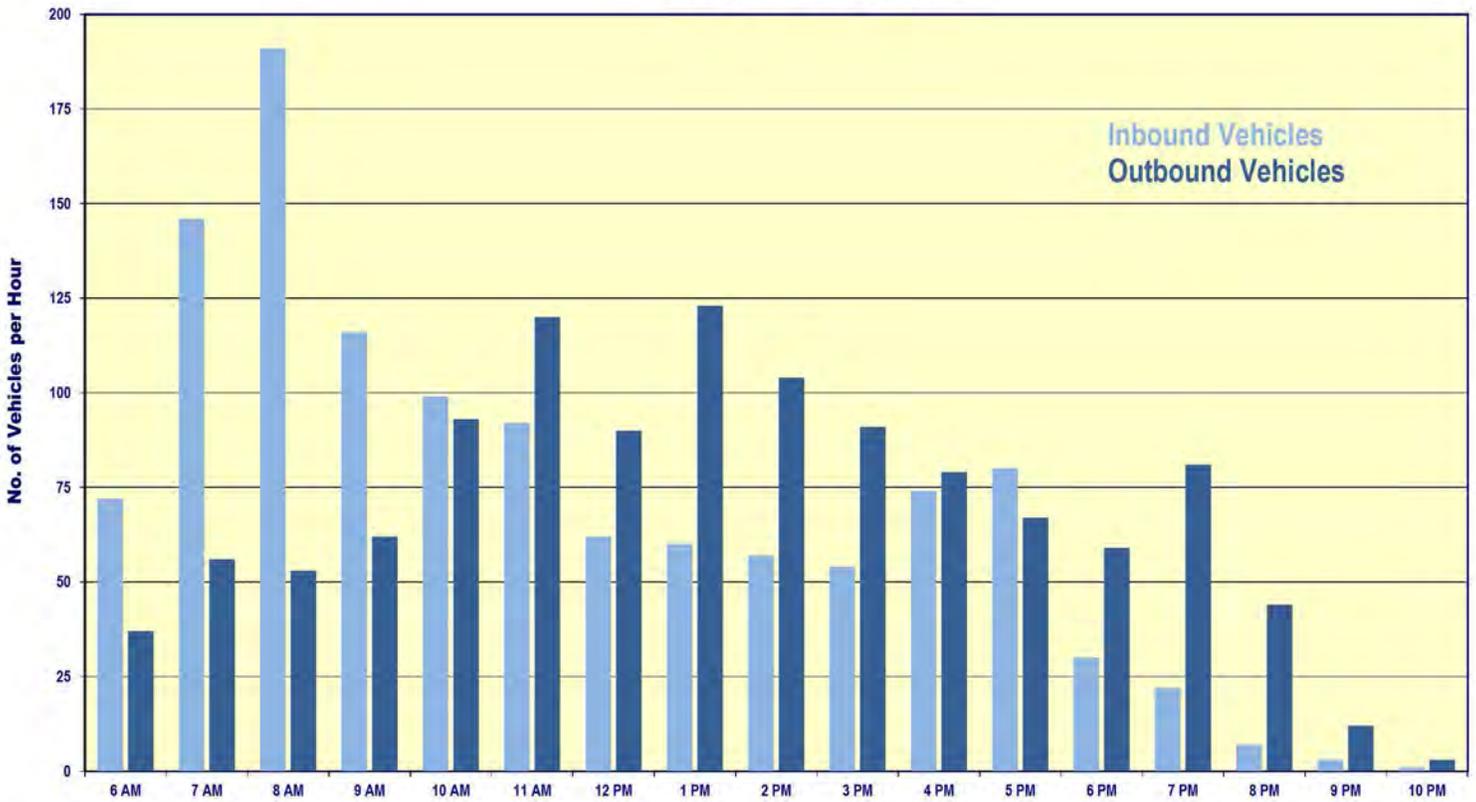
Increase in vehicles parking at the site due to the new garage:

	In	Out	Total
AM Peak Hour	64	25	89
PM Peak Hour	32	35	67

CCSF Ocean Campus - New Garage Alternative (348 spaces) Overall Hourly Parking Utilization



CCSF Ocean Campus - New Garage Alternative (348 spaces) Hourly Vehicles by Direction



VEHICLE MILES OF TRAVEL CALCULATIONS

CCSF Updated Facilities Master Plan - VMT Summary
Parking Garage - Supplemental EIR
 vehicle miles traveled per capita

	Office-type Use	
	Existing	2050
Regional	25.7	23.8
Main Campus (Ocean Campus)		
TAZ 65 (east of FKW)	18.07	16.26
Delta	-7.63	-7.54
% Below Regional	-29.7%	-31.7%
TAZ 915 (west of FKW)		
	17.85	14.57
Delta	-7.85	-9.23
% Below Regional	-30.5%	-38.8%

TAZ 915 includes the Balboa Reservoir Project site.

Source: San Francisco Planning Department, TIMS Database

EXISTING TURNING MOVEMENT VOLUME COUNTS

AM Peak Hour

TRAFFIC COUNTS PLUS

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925.305.4358

CITY OF SAN FRANCISCO
Frida Kahlo Way & Judson Ave.
Latitude: 37.728344
Longitude: -122.452378

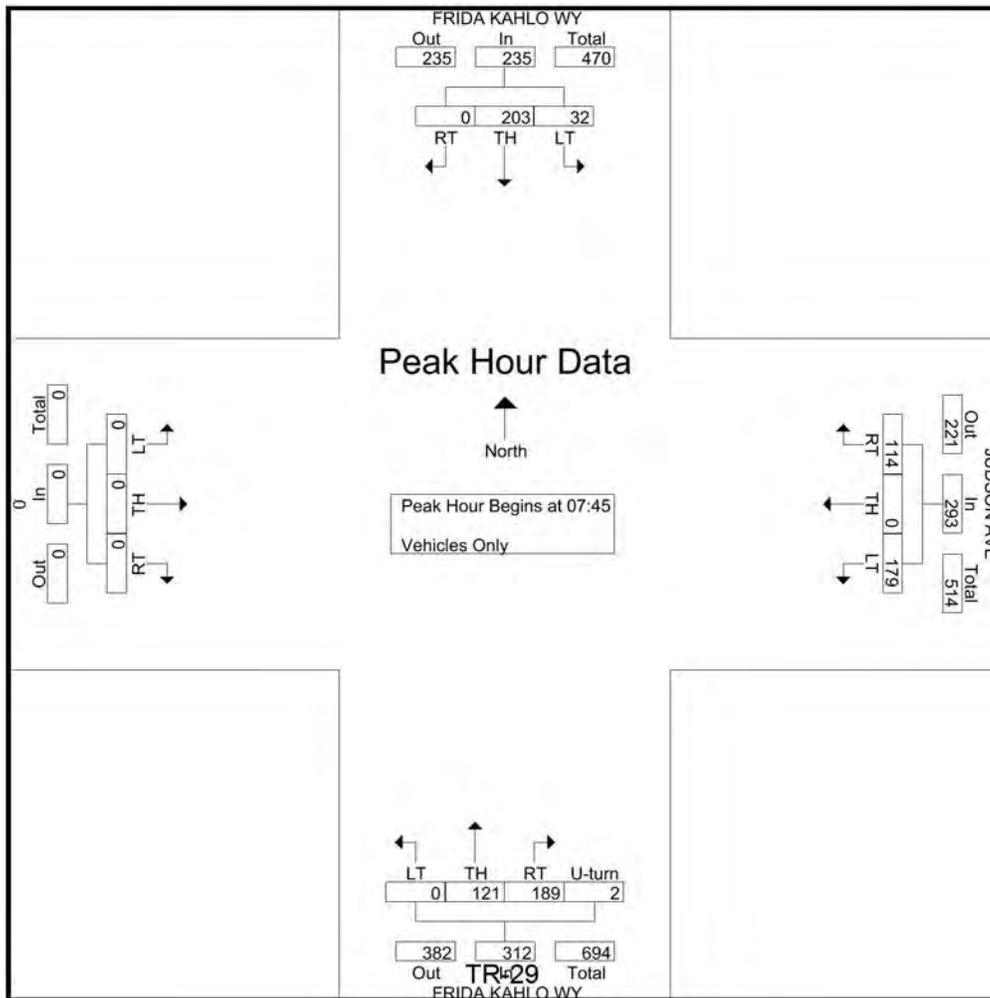
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Site Code : 4
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	FRIDA KAHLO WY Southbound				JUDSON AVE Westbound				FRIDA KAHLO WY Northbound					0 Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	
07:00	0	15	0	15	4	0	22	26	11	11	0	1	23	0	0	0	0	64
07:15	0	24	4	28	10	0	25	35	25	34	0	0	59	0	0	0	0	122
07:30	0	75	5	80	19	0	23	42	38	45	0	0	83	0	0	0	0	205
07:45	0	96	12	108	28	0	51	79	69	38	0	0	107	0	0	0	0	294
Total	0	210	21	231	61	0	121	182	143	128	0	1	272	0	0	0	0	685
08:00	0	28	5	33	26	0	38	64	42	27	0	1	70	0	0	0	0	167
08:15	0	33	11	44	23	0	27	50	42	26	0	0	68	0	0	0	0	162
08:30	0	46	4	50	37	0	63	100	36	30	0	1	67	0	0	0	0	217
08:45	0	68	8	76	30	0	76	106	52	26	0	0	78	0	0	0	0	260
Total	0	175	28	203	116	0	204	320	172	109	0	2	283	0	0	0	0	806
Grand Total	0	385	49	434	177	0	325	502	315	237	0	3	555	0	0	0	0	1491
Apprch %	0	88.7	11.3		35.3	0	64.7		56.8	42.7	0	0.5		0	0	0		
Total %	0	25.8	3.3	29.1	11.9	0	21.8	33.7	21.1	15.9	0	0.2	37.2	0	0	0	0	

Start Time	FRIDA KAHLO WY Southbound				JUDSON AVE Westbound				FRIDA KAHLO WY Northbound					0 Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	
07:45	0	96	12	108	28	0	51	79	69	38	0	0	107	0	0	0	0	294
08:00	0	28	5	33	26	0	38	64	42	27	0	1	70	0	0	0	0	167
08:15	0	33	11	44	23	0	27	50	42	26	0	0	68	0	0	0	0	162
08:30	0	46	4	50	37	0	63	100	36	30	0	1	67	0	0	0	0	217
Total Volume	0	203	32	235	114	0	179	293	189	121	0	2	312	0	0	0	0	840
% App. Total	0	86.4	13.6		38.9	0	61.1		60.6	38.8	0	0.6		0	0	0		
PHF	.000	.529	.667	.544	.770	.000	.710	.733	.685	.796	.000	.500	.729	.000	.000	.000	.000	.714

Peak Hour Analysis From 07:00 to 08:45 - Peak I of I
Peak Hour for Entire Intersection Begins at 07:45



TRAFFIC COUNTS PLUS

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CITY OF SAN FRANCISCO
Frida Kahlo Way & North Access Rd.
Latitude: 37.727285
Longitude: -122.452424

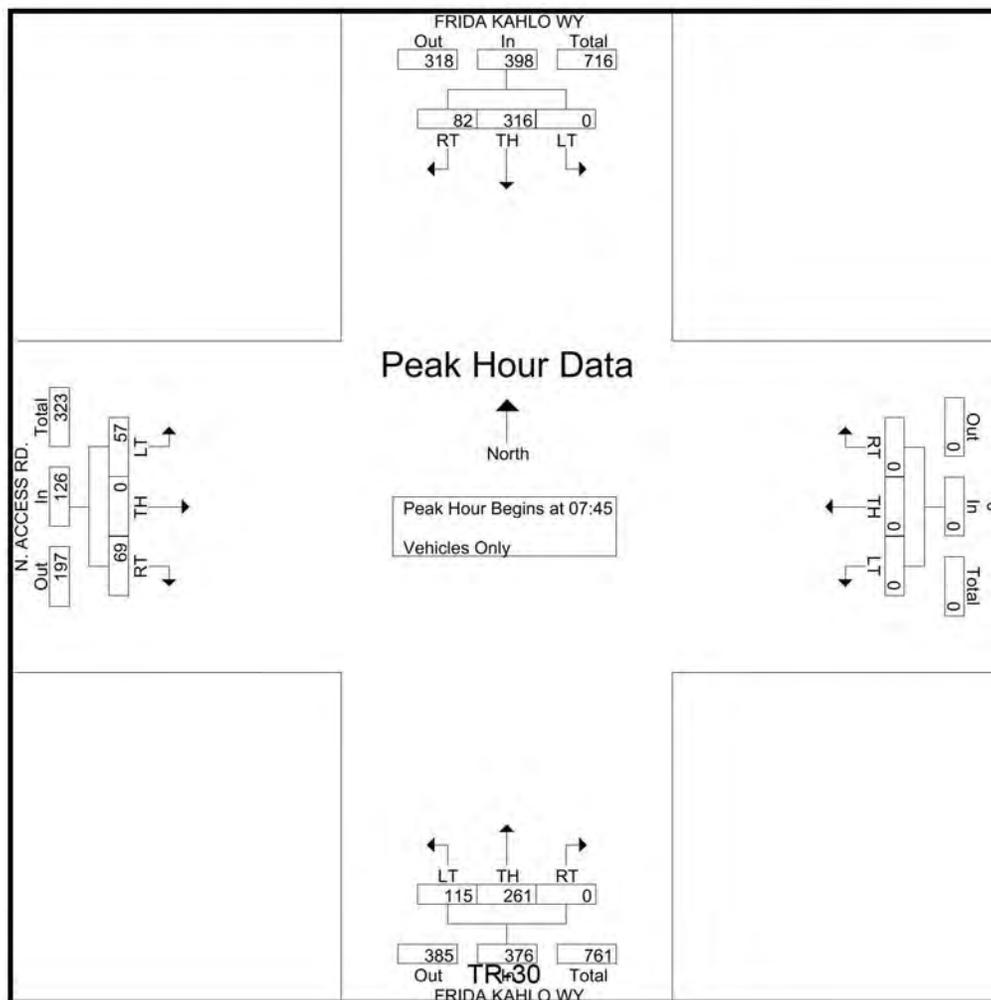
File Name : frida kahlo-n.access-a
Site Code : 2
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	FRIDA KAHLO WY Southbound				0 Westbound				FRIDA KAHLO WY Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	2	33	0	35	0	0	0	0	0	21	4	25	1	0	2	3	63
07:15	4	44	0	48	0	0	0	0	0	49	11	60	3	0	4	7	115
07:30	12	68	0	80	0	0	0	0	0	77	24	101	18	0	10	28	209
07:45	36	107	0	143	0	0	0	0	0	82	56	138	32	0	30	62	343
Total	54	252	0	306	0	0	0	0	0	229	95	324	54	0	46	100	730
08:00	12	76	0	88	0	0	0	0	0	59	16	75	16	0	11	27	190
08:15	9	49	0	58	0	0	0	0	0	58	18	76	12	0	5	17	151
08:30	25	84	0	109	0	0	0	0	0	62	25	87	9	0	11	20	216
08:45	42	99	0	141	0	0	0	0	0	73	32	105	9	0	7	16	262
Total	88	308	0	396	0	0	0	0	0	252	91	343	46	0	34	80	819
Grand Total	142	560	0	702	0	0	0	0	0	481	186	667	100	0	80	180	1549
Approch %	20.2	79.8	0		0	0	0		0	72.1	27.9		55.6	0	44.4		
Total %	9.2	36.2	0	45.3	0	0	0	0	0	31.1	12	43.1	6.5	0	5.2	11.6	

Start Time	FRIDA KAHLO WY Southbound				0 Westbound				FRIDA KAHLO WY Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:45	36	107	0	143	0	0	0	0	0	82	56	138	32	0	30	62	343
08:00	12	76	0	88	0	0	0	0	0	59	16	75	16	0	11	27	190
08:15	9	49	0	58	0	0	0	0	0	58	18	76	12	0	5	17	151
08:30	25	84	0	109	0	0	0	0	0	62	25	87	9	0	11	20	216
Total Volume	82	316	0	398	0	0	0	0	0	261	115	376	69	0	57	126	900
% App. Total	20.6	79.4	0		0	0	0		0	69.4	30.6		54.8	0	45.2		
PHF	.569	.738	.000	.696	.000	.000	.000	.000	.000	.796	.513	.681	.539	.000	.475	.508	.656

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:45



TRAFFIC COUNTS PLUS

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CITY OF SAN FRANCISCO
Lee Ave. & North Access Rd.
Latitude: 37.727271
Longitude: -122.453927

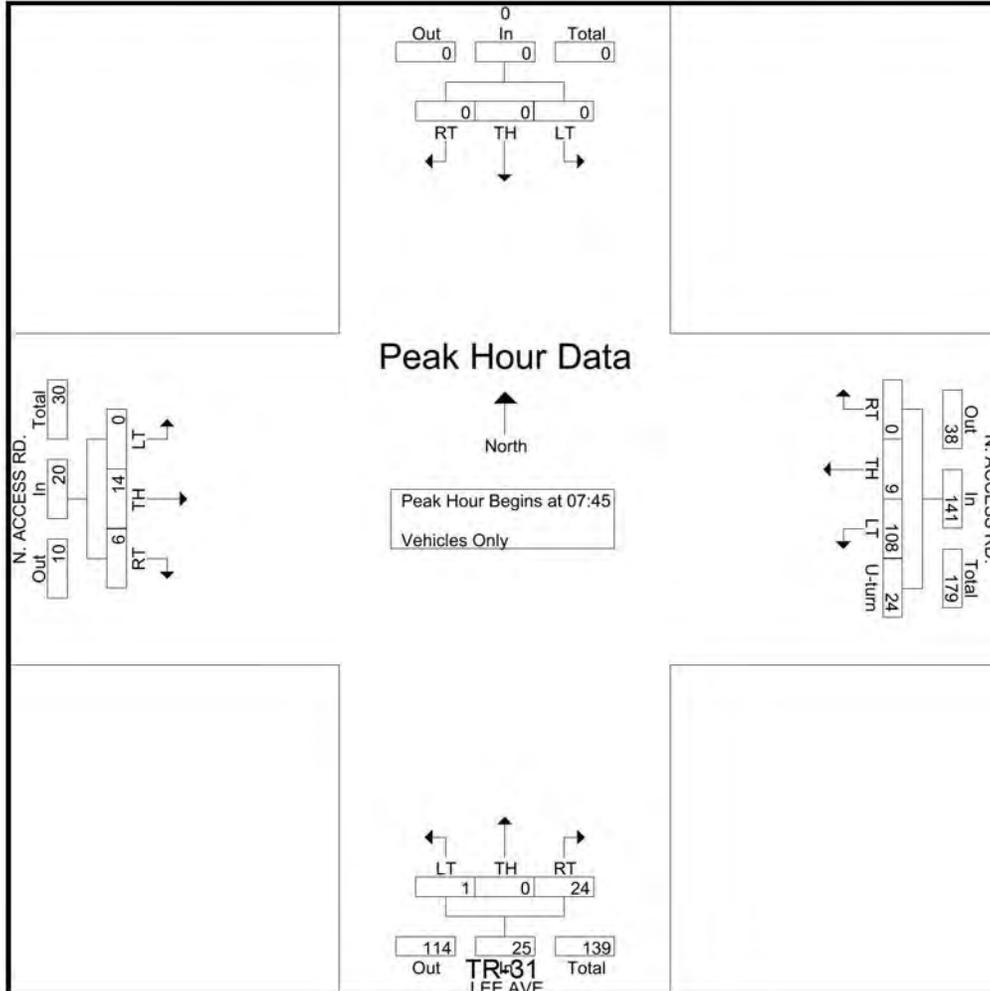
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Site Code : 3
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	0 Southbound				N. ACCESS RD. Westbound					LEE AVE Northbound				N. ACCESS RD. Eastbound				Int. Total
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07:00	0	0	0	0	0	1	4	0	5	0	0	1	1	1	1	0	2	8
07:15	0	0	0	0	0	0	4	2	6	2	0	0	2	0	1	0	1	9
07:30	0	0	0	0	0	0	11	4	15	3	0	0	3	0	3	0	3	21
07:45	0	0	0	0	0	3	41	22	66	10	0	0	10	3	7	0	10	86
Total	0	0	0	0	0	4	60	28	92	15	0	1	16	4	12	0	16	124
08:00	0	0	0	0	0	1	17	2	20	6	0	0	6	1	2	0	3	29
08:15	0	0	0	0	0	2	13	0	15	3	0	0	3	1	0	0	1	19
08:30	0	0	0	0	0	3	37	0	40	5	0	1	6	1	5	0	6	52
08:45	0	0	0	0	0	5	51	0	56	1	0	4	5	1	2	0	3	64
Total	0	0	0	0	0	11	118	2	131	15	0	5	20	4	9	0	13	164
Grand Total	0	0	0	0	0	15	178	30	223	30	0	6	36	8	21	0	29	288
Apprch %	0	0	0	0	0	6.7	79.8	13.5		83.3	0	16.7		27.6	72.4	0		
Total %	0	0	0	0	0	5.2	61.8	10.4	77.4	10.4	0	2.1	12.5	2.8	7.3	0	10.1	

Start Time	0 Southbound				N. ACCESS RD. Westbound					LEE AVE Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:45	0	0	0	0	0	3	41	22	66	10	0	0	10	3	7	0	10	86
08:00	0	0	0	0	0	1	17	2	20	6	0	0	6	1	2	0	3	29
08:15	0	0	0	0	0	2	13	0	15	3	0	0	3	1	0	0	1	19
08:30	0	0	0	0	0	3	37	0	40	5	0	1	6	1	5	0	6	52
Total Volume	0	0	0	0	0	9	108	24	141	24	0	1	25	6	14	0	20	186
% App. Total	0	0	0	0	0	6.4	76.6	17		96	0	4		30	70	0		
PHF	.000	.000	.000	.000	.000	.750	.659	.273	.534	.600	.000	.250	.625	.500	.500	.000	.500	.541

Peak Hour Analysis From 07:00 to 08:45 - Peak I of I
Peak Hour for Entire Intersection Begins at 07:45



TRAFFIC COUNTS PLUS

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925.305.4358

CITY OF SAN FRANCISCO
Frida Kahlo Way & Ocean Ave.
Latitude: 37.723077
Longitude: -122.452355

File Name : frida kahlo-ocean-a
Site Code : 1
Start Date : 8/26/2025
Page No : 1

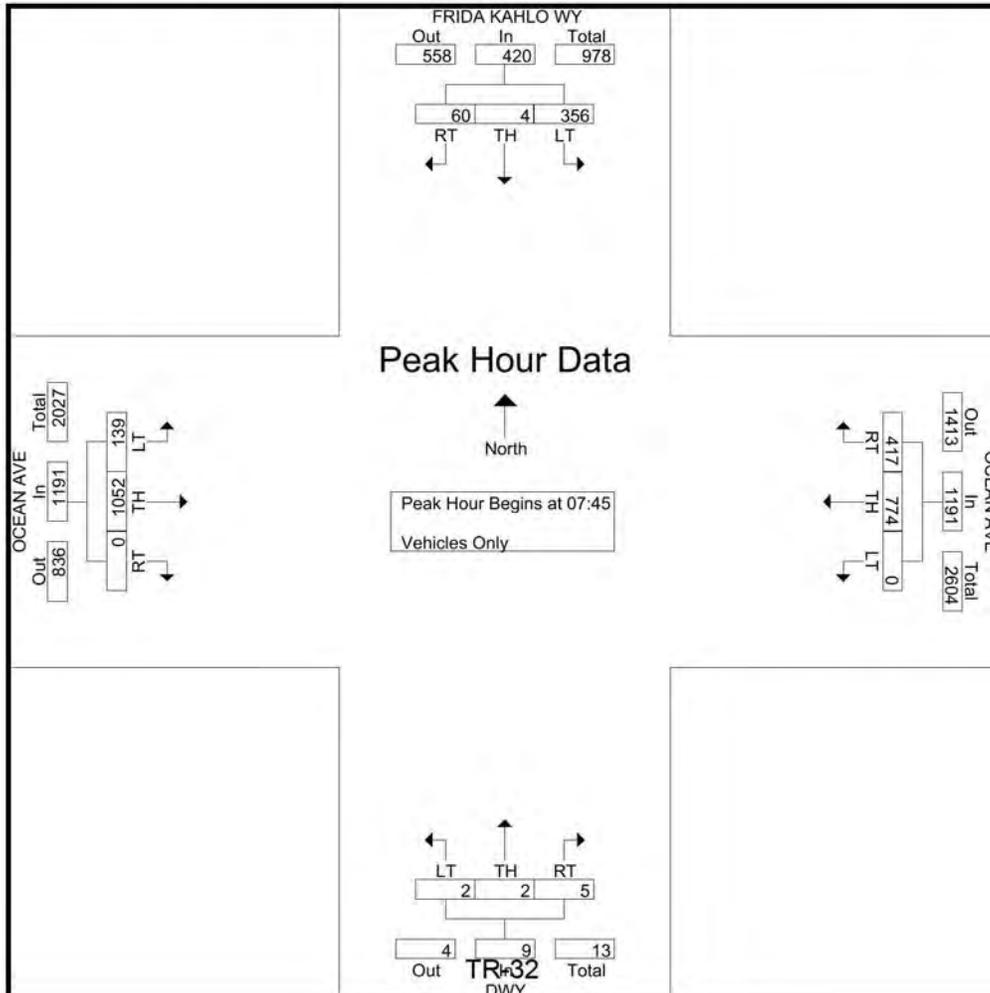
Groups Printed- Vehicles Only

Start Time	FRIDA KAHLO WY Southbound				OCEAN AVE Westbound				DWY Northbound				OCEAN AVE Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	7	0	32	39	36	83	0	119	0	0	0	0	0	156	13	169	327
07:15	6	0	44	50	82	162	0	244	0	0	0	0	0	173	17	190	484
07:30	13	0	81	94	114	179	0	293	4	0	0	4	0	176	27	203	594
07:45	18	0	132	150	126	163	0	289	0	1	1	2	0	256	44	300	741
Total	44	0	289	333	358	587	0	945	4	1	1	6	0	761	101	862	2146
08:00	15	3	98	116	103	217	0	320	2	0	1	3	0	247	29	276	715
08:15	14	0	48	62	95	217	0	312	1	0	0	1	0	272	25	297	672
08:30	13	1	78	92	93	177	0	270	2	1	0	3	0	277	41	318	683
08:45	19	0	92	111	116	160	0	276	2	0	0	2	0	261	61	322	711
Total	61	4	316	381	407	771	0	1178	7	1	1	9	0	1057	156	1213	2781
Grand Total	105	4	605	714	765	1358	0	2123	11	2	2	15	0	1818	257	2075	4927
Apprch %	14.7	0.6	84.7		36	64	0		73.3	13.3	13.3		0	87.6	12.4		
Total %	2.1	0.1	12.3	14.5	15.5	27.6	0	43.1	0.2	0	0	0.3	0	36.9	5.2	42.1	

Start Time	FRIDA KAHLO WY Southbound				OCEAN AVE Westbound				DWY Northbound				OCEAN AVE Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:45	18	0	132	150	126	163	0	289	0	1	1	2	0	256	44	300	741
08:00	15	3	98	116	103	217	0	320	2	0	1	3	0	247	29	276	715
08:15	14	0	48	62	95	217	0	312	1	0	0	1	0	272	25	297	672
08:30	13	1	78	92	93	177	0	270	2	1	0	3	0	277	41	318	683
Total Volume	60	4	356	420	417	774	0	1191	5	2	2	9	0	1052	139	1191	2811
% App. Total	14.3	1	84.8		35	65	0		55.6	22.2	22.2		0	88.3	11.7		
PHF	.833	.333	.674	.700	.827	.892	.000	.930	.625	.500	.500	.750	.000	.949	.790	.936	.948

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45



PM Peak Hour

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF SAN FRANCISCO
Frida Kahlo Way & Judson Ave.
Latitude: 37.728344
Longitude: -122.452378

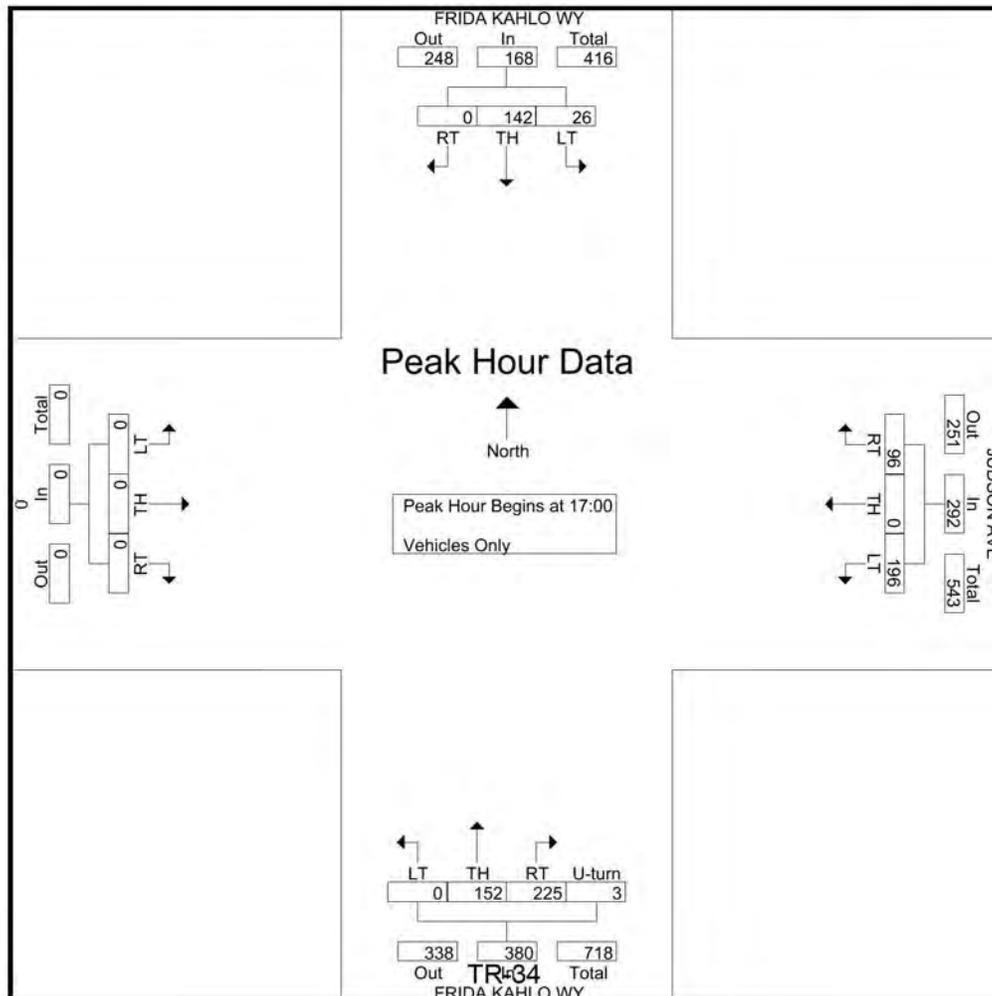
File Name : frida kahlo-judson-p
Site Code : 4
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	FRIDA KAHLO WY Southbound				JUDSON AVE Westbound				FRIDA KAHLO WY Northbound					0 Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	
16:00	0	26	8	34	17	0	46	63	42	54	0	1	97	0	0	0	0	194
16:15	0	26	14	40	17	0	23	40	49	41	0	2	92	0	0	0	0	172
16:30	0	29	8	37	14	0	34	48	51	30	0	2	83	0	0	0	0	168
16:45	0	20	12	32	21	0	45	66	42	37	0	0	79	0	0	0	0	177
Total	0	101	42	143	69	0	148	217	184	162	0	5	351	0	0	0	0	711
17:00	0	36	8	44	18	0	42	60	61	42	0	1	104	0	0	0	0	208
17:15	0	30	5	35	28	0	42	70	56	36	0	0	92	0	0	0	0	197
17:30	0	27	9	36	24	0	50	74	54	39	0	2	95	0	0	0	0	205
17:45	0	49	4	53	26	0	62	88	54	35	0	0	89	0	0	0	0	230
Total	0	142	26	168	96	0	196	292	225	152	0	3	380	0	0	0	0	840
Grand Total	0	243	68	311	165	0	344	509	409	314	0	8	731	0	0	0	0	1551
Apprch %	0	78.1	21.9		32.4	0	67.6		56	43	0	1.1		0	0	0		
Total %	0	15.7	4.4	20.1	10.6	0	22.2	32.8	26.4	20.2	0	0.5	47.1	0	0	0	0	0

Start Time	FRIDA KAHLO WY Southbound				JUDSON AVE Westbound				FRIDA KAHLO WY Northbound					0 Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	
17:00	0	36	8	44	18	0	42	60	61	42	0	1	104	0	0	0	0	208
17:15	0	30	5	35	28	0	42	70	56	36	0	0	92	0	0	0	0	197
17:30	0	27	9	36	24	0	50	74	54	39	0	2	95	0	0	0	0	205
17:45	0	49	4	53	26	0	62	88	54	35	0	0	89	0	0	0	0	230
Total Volume	0	142	26	168	96	0	196	292	225	152	0	3	380	0	0	0	0	840
% App. Total	0	84.5	15.5		32.9	0	67.1		59.2	40	0	0.8		0	0	0		
PHF	.000	.724	.722	.792	.857	.000	.790	.830	.922	.905	.000	.375	.913	.000	.000	.000	.000	.913

Peak Hour Analysis From 16:00 to 17:45 - Peak I of I
Peak Hour for Entire Intersection Begins at 17:00



TRAFFIC COUNTS PLUS

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925.305.4358

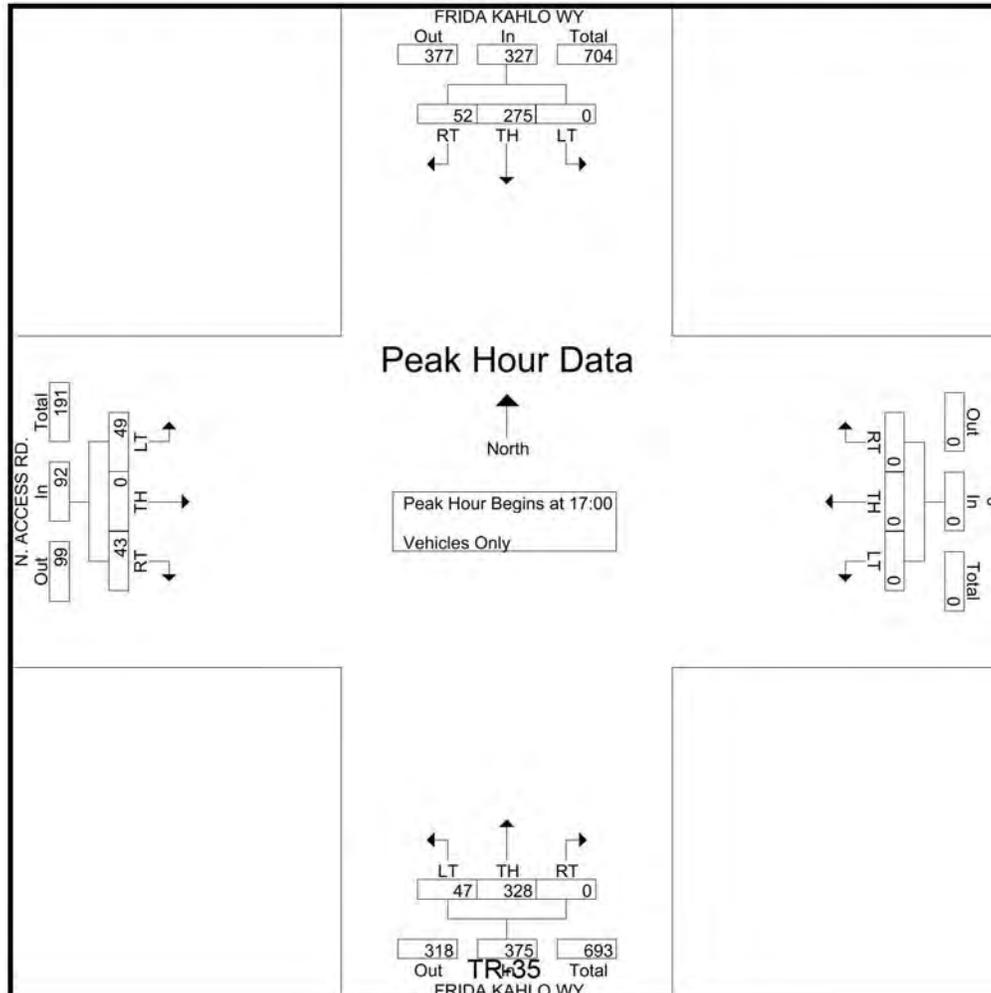
CITY OF SAN FRANCISCO
Frida Kahlo Way & North Access Rd.
Latitude: 37.727285
Longitude: -122.452424

File Name : frida kahlo-n.access-p
Site Code : 2
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	FRIDA KAHLO WY Southbound				0 Westbound				FRIDA KAHLO WY Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	9	58	0	67	0	0	0	0	0	68	4	72	12	0	18	30	169
16:15	4	54	0	58	0	0	0	0	0	78	2	80	16	0	16	32	170
16:30	6	61	0	67	0	0	0	0	0	70	8	78	7	0	10	17	162
16:45	6	63	0	69	0	0	0	0	0	70	10	80	9	0	10	19	168
Total	25	236	0	261	0	0	0	0	0	286	24	310	44	0	54	98	669
17:00	5	64	0	69	0	0	0	0	0	87	11	98	13	0	14	27	194
17:15	3	71	0	74	0	0	0	0	0	84	6	90	13	0	9	22	186
17:30	17	66	0	83	0	0	0	0	0	81	9	90	9	0	12	21	194
17:45	27	74	0	101	0	0	0	0	0	76	21	97	8	0	14	22	220
Total	52	275	0	327	0	0	0	0	0	328	47	375	43	0	49	92	794
Grand Total	77	511	0	588	0	0	0	0	0	614	71	685	87	0	103	190	1463
Approch %	13.1	86.9	0		0	0	0		0	89.6	10.4		45.8	0	54.2		
Total %	5.3	34.9	0	40.2	0	0	0	0	0	42	4.9	46.8	5.9	0	7	13	

Start Time	FRIDA KAHLO WY Southbound				0 Westbound				FRIDA KAHLO WY Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	5	64	0	69	0	0	0	0	0	87	11	98	13	0	14	27	194
17:15	3	71	0	74	0	0	0	0	0	84	6	90	13	0	9	22	186
17:30	17	66	0	83	0	0	0	0	0	81	9	90	9	0	12	21	194
17:45	27	74	0	101	0	0	0	0	0	76	21	97	8	0	14	22	220
Total Volume	52	275	0	327	0	0	0	0	0	328	47	375	43	0	49	92	794
% App. Total	15.9	84.1	0		0	0	0		0	87.5	12.5		46.7	0	53.3		
PHF	.481	.929	.000	.809	.000	.000	.000	.000	.000	.943	.560	.957	.827	.000	.875	.852	.902



TRAFFIC COUNTS PLUS

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CITY OF SAN FRANCISCO
Lee Ave. & North Access Rd.
Latitude: 37.727271
Longitude: -122.453927

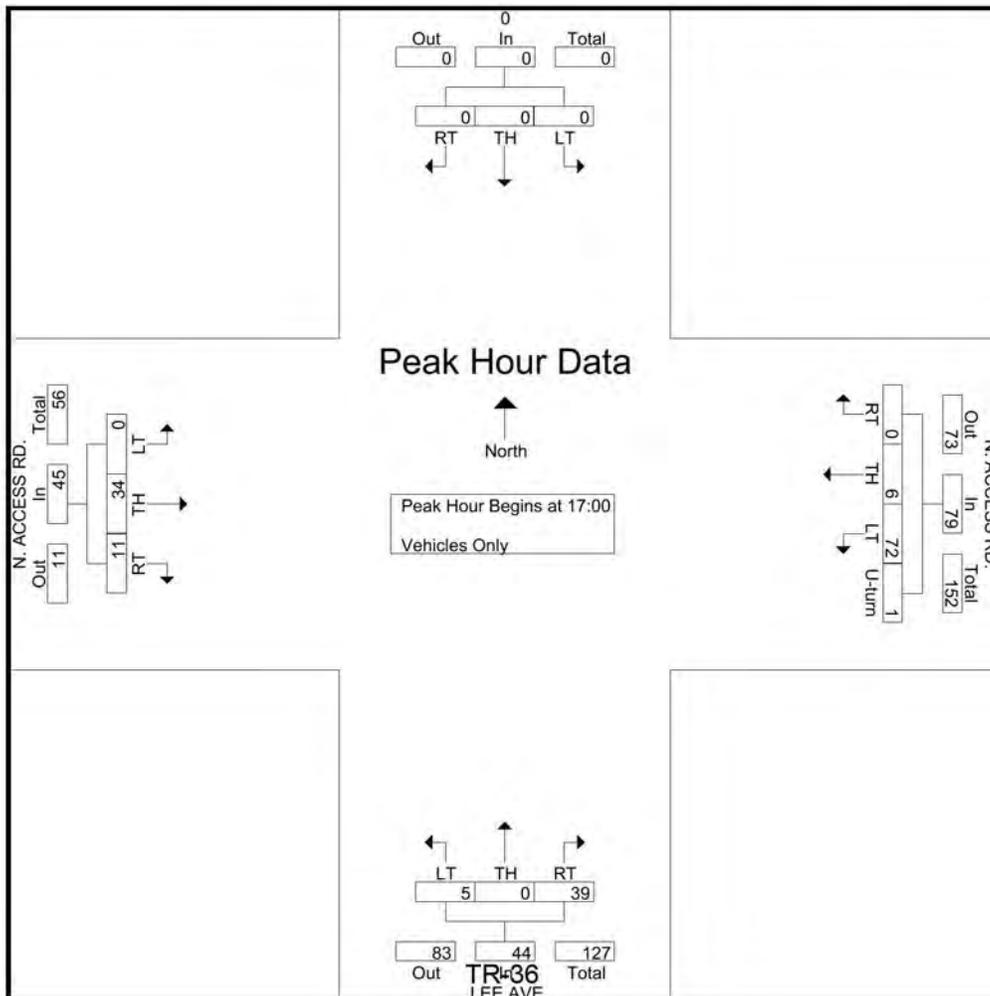
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Site Code : 3
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	0 Southbound				N. ACCESS RD. Westbound					LEE AVE Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	0	0	0	0	0	2	5	1	8	10	0	0	10	0	14	0	14	32
16:15	0	0	0	0	0	0	4	0	4	18	0	0	18	0	10	0	10	32
16:30	0	0	0	0	0	0	9	0	9	7	0	0	7	1	5	0	6	22
16:45	0	0	0	0	0	1	9	0	10	7	0	2	9	0	8	0	8	27
Total	0	0	0	0	0	3	27	1	31	42	0	2	44	1	37	0	38	113
17:00	0	0	0	0	0	2	8	1	11	15	0	1	16	2	9	0	11	38
17:15	0	0	0	0	0	0	7	0	7	12	0	2	14	2	6	0	8	29
17:30	0	0	0	0	0	2	17	0	19	5	0	1	6	3	8	0	11	36
17:45	0	0	0	0	0	2	40	0	42	7	0	1	8	4	11	0	15	65
Total	0	0	0	0	0	6	72	1	79	39	0	5	44	11	34	0	45	168
Grand Total	0	0	0	0	0	9	99	2	110	81	0	7	88	12	71	0	83	281
Apprch %	0	0	0	0	0	8.2	90	1.8	92	92	0	8	14.5	85.5	0	0	83	281
Total %	0	0	0	0	0	3.2	35.2	0.7	39.1	28.8	0	2.5	31.3	4.3	25.3	0	29.5	100

Start Time	0 Southbound				N. ACCESS RD. Westbound					LEE AVE Northbound				N. ACCESS RD. Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
17:00	0	0	0	0	0	2	8	1	11	15	0	1	16	2	9	0	11	38
17:15	0	0	0	0	0	0	7	0	7	12	0	2	14	2	6	0	8	29
17:30	0	0	0	0	0	2	17	0	19	5	0	1	6	3	8	0	11	36
17:45	0	0	0	0	0	2	40	0	42	7	0	1	8	4	11	0	15	65
Total Volume	0	0	0	0	0	6	72	1	79	39	0	5	44	11	34	0	45	168
% App. Total	0	0	0	0	0	7.6	91.1	1.3	92	88.6	0	11.4	24.4	75.6	0	0	83	281
PHF	.000	.000	.000	.000	.000	.750	.450	.250	.470	.650	.000	.625	.688	.688	.773	.000	.750	.646

Peak Hour Analysis From 16:00 to 17:45 - Peak I of I
Peak Hour for Entire Intersection Begins at 17:00



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF SAN FRANCISCO
Frida Kahlo Way & Ocean Ave.
Latitude: 37.723077
Longitude: -122.452355

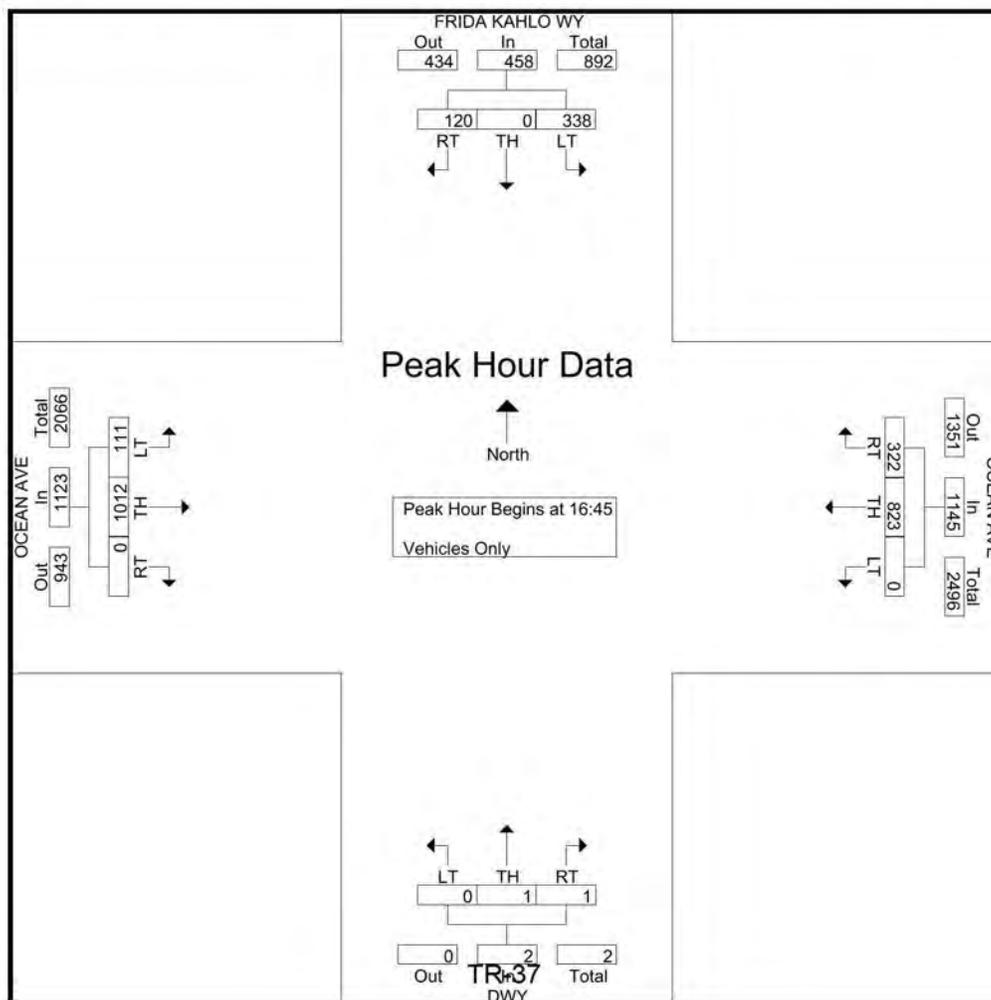
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Site Code : 1
Start Date : 8/26/2025
Page No : 1

Groups Printed- Vehicles Only

Start Time	FRIDA KAHLO WY Southbound				OCEAN AVE Westbound				DWY Northbound				OCEAN AVE Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	36	1	75	112	62	186	0	248	0	0	0	0	0	236	16	252	612
16:15	26	2	78	106	71	211	0	282	2	0	0	2	0	254	20	274	664
16:30	29	0	68	97	68	208	0	276	0	1	0	1	0	274	21	295	669
16:45	33	0	76	109	69	208	0	277	0	0	0	0	0	257	27	284	670
Total	124	3	297	424	270	813	0	1083	2	1	0	3	0	1021	84	1105	2615
17:00	32	0	96	128	83	211	0	294	0	1	0	1	0	233	26	259	682
17:15	35	0	93	128	72	202	0	274	1	0	0	1	0	247	29	276	679
17:30	20	0	73	93	98	202	0	300	0	0	0	0	0	275	29	304	697
17:45	19	0	72	91	102	182	0	284	3	0	0	3	1	238	45	284	662
Total	106	0	334	440	355	797	0	1152	4	1	0	5	1	993	129	1123	2720
Grand Total	230	3	631	864	625	1610	0	2235	6	2	0	8	1	2014	213	2228	5335
Approch %	26.6	0.3	73		28	72	0		75	25	0		0	90.4	9.6		
Total %	4.3	0.1	11.8	16.2	11.7	30.2	0	41.9	0.1	0	0	0.1	0	37.8	4	41.8	

Start Time	FRIDA KAHLO WY Southbound				OCEAN AVE Westbound				DWY Northbound				OCEAN AVE Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:45	33	0	76	109	69	208	0	277	0	0	0	0	0	257	27	284	670
17:00	32	0	96	128	83	211	0	294	0	1	0	1	0	233	26	259	682
17:15	35	0	93	128	72	202	0	274	1	0	0	1	0	247	29	276	679
17:30	20	0	73	93	98	202	0	300	0	0	0	0	0	275	29	304	697
Total Volume	120	0	338	458	322	823	0	1145	1	1	0	2	0	1012	111	1123	2728
% App. Total	26.2	0	73.8		28.1	71.9	0		50	50	0		0	90.1	9.9		
PHF	.857	.000	.880	.895	.821	.975	.000	.954	.250	.250	.000	.500	.000	.920	.957	.924	.978

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45



VEHICLE ASSIGNMENTS ON NEARBY STREETS – Main Campus

Weekday AM Peak Hour		Existing			2021 EIR Baseline			2019 FMP			2021 EIR Baseline with 2019 FMP			2025 CCSF No Garage No Lee Av			Draft Baseline No Garage No Lee Av				Lee Av Assignment		
		NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Check	NB/EB	SB/WB	Total
Frida Kahlo Way	between Judson Ave and North St	335	404	739	374	444	818	-10	-20	-30	363	424	787	5	23	28	340	428	767	767	0	0	0
	between North St/Cloud Circle N. and Cloud Circle S	351	437	788	524	369	894	96	37	133	621	406	1,027	35	23	57	385	460	845	845	-30	-41	-71
	between Cloud Circle South and Ocean Avenue	453	411	864	702	331	1,033	192	37	229	894	368	1,262	69	19	88	522	430	952	952	-30	-41	-71
North Road	west of Frida Kahlo Way	130	204	334	120	436	556	52	147	199	172	583	755	15	58	73	145	262	407	407	-41	-30	-71
Lee Avenue	south of North Rd	130	204	334	0	0	0	0	0	0	0	0	0	15	58	73	145	262	407	407	-41	-30	-71
	north of Ocean Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	41	131
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	1,038	888	1,926	1,038	888	1,926	164	55	219	1,203	943	2,145	48	25	73	1,087	913	2,000	2,000	31	80	111
	between Frida Kahlo Way/Geneva Ave and Howth St	426	623	1,049	684	602	1,286	73	30	104	757	633	1,390	28	9	36	454	632	1,085	1,085	30	0	30
	east of Howth St	726	455	1,181	714	755	1,469	83	184	267	797	939	1,736	23	51	74	749	506	1,255	1,255	0	30	30
Geneva Avenue	south of Ocean Avenue	645	557	1,203	645	507	1,152	25	22	47	670	529	1,199	13	6	19	659	563	1,222	1,222	30	0	30
Howth Street	between Geneva Avenue and Ocean Avenue	165	0	165	216	0	216	105	0	105	322	0	322	21	0	21	186	0	186	186	0	0	0

Weekday PM Peak Hour		Existing			2021 EIR Baseline			2019 FMP			2021 EIR Baseline with 2019 FMP			2025 CCSF No Garage No Lee Av			Draft Baseline No Garage No Lee Av				Lee Av Assignment		
		NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Check	NB/EB	SB/WB	Total
Frida Kahlo Way	between Judson Ave and North St	435	345	780	565	331	895	24	2	26	589	333	921	9	2	12	445	347	792	792	0	0	0
	between North St/Cloud Circle N. and Cloud Circle S	364	436	800	471	518	989	35	157	193	506	675	1,181	12	45	57	377	480	857	857	-18	-54	-72
	between Cloud Circle South and Ocean Avenue	457	391	848	603	508	1,111	104	110	214	708	618	1,326	37	41	78	494	432	926	926	-18	-54	-72
North Road	west of Frida Kahlo Way	93	110	203	287	184	471	107	53	159	394	237	631	29	15	44	122	125	247	247	-54	-18	-72
Lee Avenue	south of North Rd	93	110	203	0	0	0	0	0	0	0	0	0	29	15	44	122	125	247	247	-54	-18	-72
	north of Ocean Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	54	102
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	1,056	920	1,976	1,056	920	1,976	77	116	193	1,134	1,036	2,170	23	34	57	1,079	954	2,033	2,033	39	33	72
	between Frida Kahlo Way/Geneva Ave and Howth St	470	643	1,113	667	840	1,307	106	44	151	773	684	1,457	29	18	46	499	660	1,159	1,159	15	0	15
	east of Howth St	729	467	1,195	776	636	1,412	177	87	264	954	723	1,676	49	24	73	777	491	1,269	1,269	0	15	15
Geneva Avenue	south of Ocean Avenue	606	503	1,109	606	673	1,279	16	45	61	622	718	1,340	8	12	20	614	515	1,129	1,129	15	0	15
Howth Street	between Geneva Avenue and Ocean Avenue	67	0	67	90	0	90	45	0	45	135	0	135	9	0	9	76	0	76	76	0	0	0

Weekday AM Peak Hour		2025 CCSF			New Baseline				Garage Assignment			Project			New Baseline plus Project				Full Garage and Lee Av Reassignment			
		No Garage With Lee Av			No Garage With Lee Av				Full East + Frida Kahlo			With Garage With Lee Av			With Garage With Lee Av							
		NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Check	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Check	NB/EB	SB/WB	Total	Check
Frida Kahlo Way	between Judson Ave and North St	5	23	28	340	428	767	767	9	47	55	13	70	83	348	474	822	822	9	47	55	55
	between North St/Cloud Circle N. and Cloud Circle S	5	-19	-14	355	418	774	774	0	-17	-17	5	-36	-31	355	402	757	757	-30	-58	-88	-88
	between Cloud Circle South and Ocean Avenue	39	-22	17	492	389	881	881	-55	-17	-72	-16	-39	-55	437	372	809	809	-85	-58	-143	-143
North Road	west of Frida Kahlo Way	-27	28	2	103	232	336	336	12	47	59	-15	75	60	115	279	394	394	-30	17	-13	-13
Lee Avenue	south of North Rd	-27	28	2	103	232	336	336	12	47	59	-15	75	60	115	279	394	394	-30	17	-13	-13
	north of Ocean Av	90	41	131	90	41	131	131	139	59	199	229	101	330	229	101	330	330	229	101	330	330
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	80	105	185	1,118	993	2,111	2,111	44	124	168	124	229	353	1,162	1,117	2,279	2,279	75	204	279	279
	between Frida Kahlo Way/Geneva Ave and Howth St	58	9	66	484	632	1,115	1,115	69	27	96	127	36	163	553	659	1,212	1,212	99	27	126	126
	east of Howth St	23	81	104	749	536	1,285	1,285	0	0	0	23	81	104	749	536	1,285	1,285	0	30	30	30
Geneva Avenue	south of Ocean Avenue	43	6	49	689	563	1,252	1,252	0	0	0	43	6	49	689	563	1,252	1,252	30	0	30	30
Howth Street	between Geneva Avenue and Ocean Avenue	21	0	21	186	0	186	186	0	0	0	21	0	21	186	0	186	186	0	0	0	0

Weekday PM Peak Hour		2025 CCSF			New Baseline				Garage Assignment			Project			New Baseline plus Project				Full Garage and Lee Av Reassignment			
		No Garage With Lee Av			No Garage With Lee Av				Full East + Frida Kahlo			With Garage With Lee Av			With Garage With Lee Av							
		NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Check	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Check	NB/EB	SB/WB	Total	Check
Frida Kahlo Way	between Judson Ave and North St	9	2	12	445	347	792	792	12	33	45	21	36	57	456	380	837	837	12	33	45	45
	between North St/Cloud Circle N. and Cloud Circle S	-6	-9	-15	358	426	785	785	0	-25	-25	-6	-34	-40	358	401	760	760	-18	-79	-97	-97
	between Cloud Circle South and Ocean Avenue	19	-13	6	476	378	854	854	-28	-25	-53	-9	-38	-47	448	353	801	801	-46	-79	-125	-125
North Road	west of Frida Kahlo Way	-25	-3	-28	68	107	175	175	17	33	50	-8	30	22	85	140	225	225	-37	15	-22	-22
Lee Avenue	south of North Rd	-25	-3	-28	68	107	175	175	17	33	50	-8	30	22	85	140	225	225	-37	15	-22	-22
	north of Ocean Av	48	54	102	48	54	102	102	61	84	145	109	138	247	109	138	247	247	109	138	247	247
Ocean Avenue	west of Frida Kahlo Way/Geneva Ave	61	67	128	1,118	987	2,105	2,105	63	40	102	124	107	231	1,180	1,027	2,207	2,207	102	73	174	174
	between Frida Kahlo Way/Geneva Ave and Howth St	44	18	61	514	660	1,174	1,174	12	38	50	56	55	111	526	688	1,214	1,214	27	38	65	65
	east of Howth St	49	39	88	777	506	1,284	1,284	0	0	0	49	39	88	777	506	1,284	1,284	0	15	15	15
Geneva Avenue	south of Ocean Avenue	23	12	35	629	515	1,144	1,144	0	0	0	23	12	35	629	515	1,144	1,144	15	0	15	15
Howth Street	between Geneva Avenue and Ocean Avenue	9	0	9	76	0	76	76	0	0	0	9	0	9	76	0	76	76	0	0	0	0