



UC Law San Francisco

Long Range Campus Plan Update and 201 Golden Gate Avenue Mixed-Use Project Environmental Impact Report

UC College of the Law
San Francisco

Public Draft | April 2024
SCH#: 2023060025



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SOURCES

In addition to the technical appendices, all documents cited in this report and used in its preparation are hereby incorporated by reference into this Draft EIR. Copies of documents referenced herein are available for review online at <https://repository.uclawsf.edu/lrcp/>.

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ACRONYMS AND ABBREVIATIONS

ACRONYM/ABBREVIATION	DEFINITION
°C	degrees Celsius
°F	degrees Fahrenheit
µg/m	micrograms per cubic meter
AAQS	ambient air quality standards
AB	Assembly Bill
ABAG	Association of Bay Area Governments
AQP	air quality plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Basin Plan	<i>Water Quality Control Plan for the San Francisco Bay Basin</i>
bgs	below ground service
BMP	Best management practice
BTU	British thermal unit
CAA	Clean Air Act
CAFÉ	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNI	Carbon Neutrality Initiative
CO	Carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	Carbon dioxide equivalent
CPP	Calibratable Pedestrian-level Pressure
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DDT	dichlorodiphenyltrichloroethane

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ACRONYM/ABBREVIATION	DEFINITION
DHS	California Department of Health Services
DNL	Day-Night Sound Level
dpm	Diesel particulate matter
DWR	Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESCP	Erosion and Sediment Control Plan
EV	electric vehicle
EVCS	EV charging station
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
GSA	groundwater sustainability agency
gsf	gross square feet
GSP	groundwater sustainability plan
GWP	Global warming potential
H ₂ S	Hydrogen Sulfide
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
I-	Interstate
IPCC	Intergovernmental Panel on Climate Change
lb	pound
LCFS	Low Carbon Fuel Standard
Ldn	Day-Night Sound Level
LED	light-emitting diode
LEED	Leadership in Environmental and Energy Design
L _{eq}	Equivalent Continuous Noise Level
LID	low-impact development
L _{max}	Maximum Sound Level
L _n	Sound Level
Local 2	Unite Here Local 2 union
LRCP Update	Long Range Campus Plan Update
LT	long-term (in context of Noise measurements)
MER	maximum exposed receptor
mixed-use development	201 Golden Gate Avenue Mixed-Use Project
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MMT _{CO₂e}	Million metric tons of CO ₂ e

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ACRONYM/ABBREVIATION	DEFINITION
MPG	miles per gallon
mph	miles per hour
MPO	metropolitan planning organization
MS4	municipal separate storm sewer systems
MT	Metric ton
MTC	Metropolitan Transportation Commission
MTCO _{2e}	Metric ton of CO _{2e}
Mw	moment magnitude
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO ₂	nitrogen dioxide
NO _x /NO	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyls
PDA	Priority Development Area
PG&E	Pacific Gas and Electric Company
PM ₁₀	coarse inhalable particulate matter
PM _{2.5}	fine inhalable particulate matter
Ppm	parts per million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PRD	Permit Registration Document
PV	photovoltaic
PVC	polyvinyl chloride
PWL	Sound power level
RMS	Root Mean Square Sound Level
ROG	reactive organic gas
RPS	renewables portfolio standard
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel Efficient
SamTrans	San Mateo County Transit District
SB	Senate Bill

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ACRONYM/ABBREVIATION	DEFINITION
SCP	Stormwater Control Plan
SF ₆	sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFH	square-foot-hours
SFMTA or Muni	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SGMA	Sustainable Groundwater Management Act
SMARTS	Stormwater Multiple Application and Report Tracking System
SO ₂	sulfur dioxide
SOI Standards	<i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i>
SPL	Sound pressure level
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
TDM	transportation demand management
TMDL	total maximum daily load
TPA	Transit Priority Area
TRU	Transport Refrigeration Unit
UC	University of California
UCOP	University of California Office of the President
UCSF	UC San Francisco
USC	United States Code
USGS	United States Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	waste discharge requirement

1. Executive Summary

This chapter presents an overview of the University of California (UC) College of the Law, San Francisco (the College or UC Law SF) proposed Long Range Campus Plan Update (LRCP Update) and 201 Golden Gate Avenue Mixed-Use Project (mixed-use development), collectively referred to as the “proposed project.” This executive summary also provides a summary of the alternatives to the proposed project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapters 4.1 through 4.9 of this Draft Environmental Impact Report (EIR). For a complete description of the proposed project, see Chapter 3, *Project Description*, of this Draft EIR. For a discussion of alternatives to the proposed project, see Chapter 5, *Alternatives*, of this Draft EIR.

This Draft EIR addresses the environmental effects associated with adoption and implementation of the proposed project. The California Environmental Quality Act (CEQA) requires that State government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An EIR is a public document designed to provide the public, local, and State governmental agency decision makers with an analysis of potential environmental consequences to support informed decision making.

This Draft EIR has been prepared pursuant to the requirements of CEQA¹ and the State CEQA Guidelines² to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The College is the lead agency carrying out the proposed project for the LRCP Update and the mixed-use development, under CEQA Guidelines, Section 15050(a). As in its role as the lead agency, the College has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable technical personnel and review of all technical reports. Information for this Draft EIR was obtained from on-site field observations; discussions with public service agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, historical resources, geology, noise, shadow, transportation, wind, tribal consultation, visual simulation).

1.1 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared to assess the environmental effects associated with approval and implementation of the proposed project. The main purposes of this document as established by CEQA are:

¹ The CEQA Statute is found at California Public Resources Code, Division 13, Sections 21000-21177.

² The CEQA Guidelines are found at California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387.

EXECUTIVE SUMMARY

- To disclose to decision makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the statute and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. An EIR is intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of several decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.1.1 REPORT ORGANIZATION

This Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** This chapter summarizes the environmental consequences that would result from implementation of the proposed project, describes the recommended mitigation measures, and indicates the level of significance of environmental impacts with and without mitigation.
- **Chapter 2: Introduction.** This chapter provides an overview describing the Draft EIR.
- **Chapter 3: Project Description.** This chapter describes the proposed project in detail, including the location and boundaries, characteristics, objectives, and the structural and technical elements of the proposed action as well as the EIR's intended uses.
- **Chapter 4: Environmental Evaluation.** This chapter includes a topic-specific analysis of environmental impacts that would result from project implementation. This analysis is organized into nine sub-chapters consistent with Appendix G of the CEQA Guidelines, as well as the San Francisco Planning Department Environmental Checklist Form, each of which includes a discussion of the environmental and regulatory setting, impact analysis, and feasible mitigation measures. This chapter also provides information regarding cumulative impacts that would result from the proposed project.
- **Chapter 5: Alternatives.** This chapter includes an evaluation of two alternatives to the proposed project, which are the CEQA-required "No Project" Alternative and the Reduced Project Alternative.

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- **Chapter 6: CEQA-Mandated Sections.** This chapter discusses growth inducement, cumulative impacts, significant unavoidable effects, and significant irreversible changes as a result of approval and implementation of the proposed project.
- **Chapter 7: Organizations and Persons Consulted.** This chapter includes a list of people and organizations that were contacted during the preparation of this Draft EIR
- **Appendices:** The appendices for this Draft EIR (presented in portable document file [PDF] format) contain the following supporting documents:
 - Appendix A: Notice of Preparation and Scoping Comments
 - Appendix B: Conceptual Mixed-Use Development Design
 - Appendix C: Air Quality and Greenhouse Gas Emissions Modeling
 - Appendix D: Cultural and Tribal Cultural Resources
 - Appendix E: Geotechnical Report
 - Appendix F: Noise and Vibration Assessment
 - Appendix G: Shadow Analysis
 - Appendix H: Transportation
 - Appendix I: Wind Assessment
 - Appendix J: Structural Integrity Memo

1.1.2 TYPE AND PURPOSE OF THIS DRAFT EIR

As described in the CEQA Guidelines, different types of EIRs are used for varying situations and intended uses. Pursuant to CEQA Guidelines Section 15168, this Draft EIR analyzes the potential impacts from the adoption and implementation of the proposed LRCP Update at a program level, and pursuant to CEQA Guidelines Section 15161, this Draft EIR analyzes the potential impacts from the construction and operation of the proposed mixed-use development at a project level. Once the program EIR has been certified, subsequent activities within the program must be evaluated to determine whether additional CEQA review needs to be conducted. However, where the program EIR addresses the program's effects as specifically and comprehensively as is reasonably possible, later activities that are within scope of the effects examined in the program EIR, may qualify for a streamlined environmental review process or may be exempt from environmental review.³ When a program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities.⁴ If a subsequent activity would have effects that are not within the scope of the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, a Mitigated Negative Declaration, or an EIR unless the activity qualifies for an exemption. For these subsequent environmental review documents, a program EIR serves as the first-tier environmental analysis to streamline future environmental review.

³ CEQA Guidelines Section 15168(c) and CEQA streamlining provisions.

⁴ CEQA Guidelines Section 15168(c)(3) and CEQA streamlining provisions.

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While the proposed project consists of the LRCP Update, it is a strategic planning document to guide land use and capital investment in line with the College's mission, priorities, and strategic goals, and does not result in any physical development. As part of the implementation of the LRCP Update, the College would continue the current activities (maintenance, improvements, and renovation) required to support the existing components of the Academic Village and is proposing one new development project to expand the vision of Academic Village and the LRCP planning area by a quarter of a city block. The proposed mixed-use development is the only proposed development under the proposed LRCP Update that could result in a physical impact on the environment. Therefore, while the analysis presented in this Draft EIR is both program- and project-level to facilitate the approval of the LRCP Update and the mixed-use development, it is focused on the potential impacts of the proposed mixed-use development.

1.2 SUMMARY OF PROPOSED PROJECT

The proposed project would update the College's existing 2018-2023 LRCP and replace a group of low-rise buildings with a new mixed-use building. The proposed LRCP Update would provide a high-level planning framework to guide land use and capital investment in the LRCP planning area, in line with the College's mission, priorities, and strategic goals. The LRCP planning area includes the entire existing College campus as well as the property owned by Unite Here Local 2 (Local 2) hospitality workers labor union at 201-247 Golden Gate Avenue. Currently, the UC Law SF campus consists of five buildings on the two blocks bounded by Golden Gate Avenue, Leavenworth Street, McAllister Street, and Larkin Street, transected by Hyde Street, one block north of the San Francisco Civic Center. The existing buildings include McAllister Tower, Mary Kay Kane Hall, Parking Garage, Cotchett Law Center, and Academe at 198. The proposed LRCP Update describes the ongoing phased implementation of the Academic Village vision to create a hub of innovation, co-mingling professionals and graduate students on a shared platform that promotes excellence in law, medicine, business, education, and beyond.

The proposed mixed-use development would consist of new construction of a structure up to 153 feet in height (12 or 13 stories) at 201, 209, 215, 243, and 247 Golden Gate Avenue, expanding the College's footprint by a quarter of a city block. The College has developed two conceptual scenarios (variants) for the proposed mixed-use development, referred to as Academic Light (Variant 1) and Academic Heavy (Variant 2). In either scenario, the proposed mixed-use development would involve the demolition of the existing on-site buildings, and the new construction and operation of a single building, with a mix of uses dedicated to academic/programmatic space, campus housing, and space for Local 2's operations and functions, including a hiring hall. A summary of the two variants is as follows:

- **Academic Light (Variant 1).** This variant minimizes the space of the academic/programmatic spaces and maximizes campus housing unit count. The new multiuse tower would consist of an estimated 238,000 total gross square feet (gsf) in a 13-story over basement, approximately 153-foot tall, building. This variant would include two floors for Local 2; one floor of academic/programmatic space; 10 floors of campus housing; and a basement level with parking, storage, and building support spaces. The conceptual program estimates that housing floors would total approximately 155,550 gsf, which could include up to 394 housing units. The academic/programmatic space would total approximately 19,450 gsf.

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- **Academic Heavy (Variant 2).** This variant maximizes the academic/programmatic space and minimizes campus housing. The new multiuse tower would consist of an estimated 236,200 total gsf in a 12-story over basement, approximately 150-foot tall, building. This variant would include two floors for Local 2; four floors of academic/programmatic space; six floors of campus housing; and a basement level with parking, storage, and building support spaces. The conceptual program estimates that housing floors would total 92,550 gsf, which could include up to 233 housing units. The academic/programmatic space would total approximately 80,650 gsf.

Chapter 3, *Project Description*, of this Draft EIR, includes a detailed description of the proposed project.

1.3 SUMMARY OF PROJECT ALTERNATIVES

This Draft EIR analyzes alternatives to the proposed project that are designed to reduce the significant environmental impacts of the proposed project and feasibly attain most of the proposed project objectives. There is no set methodology for comparing the alternatives or determining the environmentally superior alternative under CEQA. Identification of the environmentally superior alternative involves the College weighing and balancing all of the environmental resource areas. The following alternatives to the proposed project were considered and analyzed in detail:

- **No Project Alternative.** This alternative would involve continued implementation of the current LRCP. Planned growth as expressed in the current LRCP would continue up to its planned capacity. The No Project Alternative would not include the proposed LRCP Update or the proposed mixed-use development, and the LRCP planning area would remain as is under existing conditions.
- **Reduced Project Alternative.** Under this alternative, the mixed-use development would be reduced in size to lessen the construction-related impacts of the proposed mixed-use development. This alternative would combine the academic/programmatic space of the Academic Light variant with the housing space of the Academic Heavy variant.

Chapter 5, *Alternatives*, of this Draft EIR, includes a complete discussion of these alternatives. As discussed in Chapter 5, pursuant to CEQA Guidelines Section 15126.6, the Reduced Project Alternative would be the environmentally superior alternative.

1.4 ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(3) requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the issues to be resolved include decisions by the College, as lead agency, related to:

- Whether this Draft EIR adequately describes the environmental impacts of the proposed project.
- Whether the benefits of the proposed project override environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
- Whether the identified mitigation measures should be adopted or modified.

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- Whether there are other mitigation measures that should be applied to the proposed project besides those mitigation measures identified in the Draft EIR.
- Whether there are any alternatives to the proposed project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic objectives.

1.5 AREAS OF CONTROVERSY

The College issued a Notice of Preparation (NOP) on June 1, 2023. The CEQA-mandated scoping period for this EIR was between June 1, 2023, and June 30, 2023, during which interested agencies and the public could submit comments about the potential environmental impacts of the proposed project. During this time, the College received comment letters from a variety of State and local agencies as well as several organizations and members of the public. Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR contains the NOP as well as the comments received by the College in response to the NOP.

The following is a discussion of issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process. Though every concern applicable to the CEQA process is addressed in this Draft EIR, this list is not necessarily exhaustive, but rather attempts to capture concerns that are likely to generate the greatest interest based on the input received during the scoping process.

- **Cultural and Tribal Cultural Resources.** Protection of historical buildings in the Uptown Tenderloin Historic District.
- **Geology and Soils.** Adequate studies for liquefaction and ground shaking.
- **Transportation.** Transit options.

1.6 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table 1-1, *Summary of Significant Impacts and Mitigation Measures*, summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapters 4.1 through 4.9. The table is arranged in four columns: (1) significant impact, (2) significance without mitigation, (3) mitigation measures, and (4) significance with mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapters 4.1 through 4.9.

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
AIR QUALITY			
<p>Impact AIR-2: During construction, uncontrolled fugitive dust (PM₁₀ and PM_{2.5}) could expose the areas that are downwind of the mixed-use development site to air pollution from construction activities without the implementation of the Bay Area Air Quality Management District’s (BAAQMD’s) best management practices.</p>	S	<p>Mitigation Measure AIR-2: Prior to discretionary approval by the University of California College of Law, San Francisco (College), the College shall show on appropriate construction documents that the following measures shall be adhered to during project construction:</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 trackout 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 miles per hour. ▪ 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 miles per hour. ▪ All trucks and equipment, including their tires, shall be washed off prior to leaving the development site. ▪ Unpaved roads providing access to the site 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. BAAQMD’s General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations. <p>These measures shall be noted on grading plans prepared for the College. The construction contractor shall implement these measures during ground-disturbing construction activities. The Division of the State Architect shall verify compliance that these measures have been implemented during normal construction site inspections.</p>	LTS
<p>Impact AIR-3: Construction activities of the proposed mixed-use development could expose sensitive receptors to substantial concentrations of toxic air contaminants, exceeding the applicable Bay Area Air Quality Management District (BAAQMD) threshold.</p>	S	<p>Mitigation Measure AIR-3: The University of California College of Law, San Francisco (College) shall specify in the construction bid that the project construction contractor(s) and subcontractor(s) comply with the following requirements for all off-road equipment used over the entire duration of the proposed mixed-use development’s construction activities:</p>	LTS

S = Significant; LTS = Less than Significant

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		<ul style="list-style-type: none"> ▪ Use engines that meet either United States Environmental Protection Agency or California Air Resources Board (CARB) Tier 4 Final emission standards for engines that are greater than 50 horsepower. Use electric equipment for engines that are less than or equal to 50 horsepower. ▪ The College may waive the equipment requirements specified in this mitigation measure if a particular piece of Tier 4 Final off-road equipment is technically not feasible, the equipment would not produce the desired emissions reduction because of expected operating modes, a compelling emergency requires the use off-road equipment that is not Tier 4 Final compliant, or if other best technology becomes available in the future that is not available as of the preparation of the Environmental Impact Report. Other available technology may include new alternative fuels or engine technology for off-road or other construction equipment (such as electric or hydrogen fuel cell equipment). In seeking a waiver for alternate construction equipment, the College’s Director of Construction Management shall demonstrate that the project shall use the cleanest piece of construction equipment available and feasible, and prepare documentation that the cancer risk, chronic hazards, and construction PM_{2.5} concentrations for the residential, daycare, and worker maximum exposed receptor would not exceed BAAQMD’s significance threshold during project construction. Additionally, the documentation shall demonstrate that alternative equipment would not increase other pollutant emissions or result in other additional impacts, such as noise. ▪ Ensure that all construction plans submitted to the Division of the State Architect clearly show the selected emission-reduction strategy for construction equipment. ▪ Maintain a list of all operating equipment in use on the mixed-use development site for verification by the College’s Director of Construction Management or their designee. The construction equipment list shall state the makes, models, fuel type, and number of construction equipment on-site. All equipment shall be properly serviced and maintained in accordance with the manufacturer’s recommendations. ▪ Communicate with all subcontractors in contracts and construction documents that all nonessential idling of construction equipment is restricted to five minutes or less, in compliance with CARB Rule 2449, and they are responsible for ensuring that this requirement is met. 	
CULTURAL RESOURCES			
Impact CUL-2: During construction, ground-disturbing activities from the proposed mixed-used	S	Mitigation Measure CUL-2a: Prior to the initiation of construction or ground-disturbing activities, the University of California College of the Law, San Francisco (College), shall confirm	LTS

S = Significant; LTS = Less than Significant

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
<p>development have the potential to encounter and cause a substantial adverse change to unknown archaeological resources that could exist beneath the depth of previous ground disturbances.</p>		<p>that all contractor and subcontractor personnel have received training regarding the appropriate work practices to ensure compliance with applicable environmental laws and regulations protecting on-site archaeological and tribal cultural resources, and that they have been informed of the potential for exposing subsurface cultural resources and tribal cultural resources, and how to recognize possible buried human remains. Training shall also inform all construction personnel of the anticipated procedures that shall be followed upon the discovery or suspected discovery of archaeological materials, including Native American remains and their treatment, as well as any other cultural resources.</p> <p>Mitigation Measure CUL-2b. For ground disturbance that extends deeper than previously disturbed soils, the College shall retain a qualified archeological monitor to remain on site during construction hours until ground disturbing construction activities have concluded.</p> <p>Mitigation Measure CUL-2c: Regardless of the depth of the ground-disturbing activities, in the event resources are determined to be present at the mixed-use development site, the College shall implement the following actions as appropriate to the resource and the proposed disturbance:</p> <ul style="list-style-type: none"> ▪ All soil-disturbing work within 35 feet of the resource shall cease. The resource shall be secured, and the project head foreman shall immediately notify the College, which shall immediately retain a qualified archaeologist to implement the following: <ul style="list-style-type: none"> ▪ The archeologist shall conduct a subsurface investigation of the mixed-use development site, to ascertain the extent of the deposit of any buried archaeological materials relative to the project’s area of potential effects. The archaeologist shall prepare a site record and file it with the California Historical Resource Information System. The archaeologist or qualified archeological monitor shall remain on-site to monitor during construction hours for the remainder of the ground-disturbing activity. ▪ If the resource extends into the project’s area of potential effects, the resource shall be evaluated by a qualified archaeologist. The College, as lead agency, shall consider this evaluation in determining whether the resource qualifies as a historical resource or a unique archaeological resource under the criteria of the California Environmental Quality Act (CEQA) Guidelines Section 15064.5 or has the potential to be tribal cultural resource. If the resource has the potential to be a tribal cultural resource, the archaeologist, in consultation with Native American Heritage Commission (NAHC), shall identify the appropriate tribe for further assessment of the resource. If the resource does not qualify 	

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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
<p>Impact CUL-3: During construction, ground-disturbing activities from the proposed mixed-use development have the potential to encounter and cause a substantial adverse change to tribal cultural resources that could exist beneath the depth of previous ground disturbances.</p>	S	<p>Mitigation Measure CUL-3: Implement Mitigation Measures CUL-2a, CUL-2b, and CUL-2c.</p>	LTS
GEOLOGY AND SOILS			
<p>Impact GEO-1: The proposed mixed-used development would result in the placement of a new building in an area susceptible to ground shaking and liquefaction, potentially resulting in significant loss, injury, or death.</p>	S	<p>Mitigation Measure GEO-1: The University of California College of the Law, San Francisco (College) shall adhere to the recommendations of the December 2023, <i>Geocon Preliminary Geotechnical Evaluation: 201 Golden Gate Avenue Mixed-Use Building, 201 Golden Gate Avenue San Francisco, California</i>, included as Appendix E, <i>Geotechnical Report</i>, of the Draft Environmental Impact Report, which provides preliminary recommendations for seismic design, soil and excavation, grading, deep foundations, retaining walls, concrete sidewalk and pavement, drainage, and design-level geotechnical investigation.</p>	LTS
<p>Impact GEO-2: The proposed mixed-used development would be located on potentially</p>	S	<p>Mitigation Measure GEO-2: Implement Mitigation Measure GEO-1.</p>	LTS

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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
unstable soil that could result in on- or off-site liquefaction or collapse.			
Impact GEO-3: The proposed mixed-used development would be on potentially expansive soil that could result in substantial direct or indirect risks to life or property.	S	Mitigation Measure GEO-3: Implement Mitigation Measure GEO-1.	LTS
HYDROLOGY AND WATER QUALITY			
Impact HYD-1.1: During construction, the proposed mixed-use development could generate pollutants affecting water quality during the short-term construction phase.	S	Mitigation Measure HYD-1.1: The University of California College of the Law, San Francisco (College) shall prepare and implement a Construction Stormwater Runoff Plan to prevent or minimize the discharge of pollutants and other sediments to San Francisco’s combined stormwater and wastewater sewer system during the construction period. The Construction Stormwater Runoff Plan shall contain a brief description of the project, construction activities and schedule. The plan shall incorporate best management practices such as those shown in Table 4.5-1, <i>Water Quality Protection Construction Best Management Practices</i> , of the Draft Environmental Impact Report, (e.g., hydroseeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences, or other forms of protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures). The plan shall include a site plan with the locations and types of erosion and sediment controls, drainage areas, discharge locations, material storage areas, vehicle entrance/exits, and a schedule for their inspection and maintenance. The Construction Stormwater Runoff Plan shall be either integrated with the site map/grading plan or submitted separately to the contractor that shall implement these provisions for the proposed mixed-use development project.	LTS
Impact HYD-1.2: The proposed mixed-use development could generate pollutants affecting water quality during the long-term operation phase.	S	Mitigation Measure HYD-1.2: The University of California College of the Law, San Francisco (College) shall prepare and implement an Operational Stormwater Runoff Plan to control stormwater runoff and minimize the discharge of pollutants and other sediments to San Francisco’s combined stormwater and wastewater sewer system during long-term operation. The Operational Stormwater Runoff Plan shall identify all green infrastructure, including stormwater controls and best management practices. Low impact development (LID) measures shall be identified that detain or infiltrate runoff from peak flows and minimize impacts to the combined storm/sewer system. The LID measures may include reuse (rainwater harvesting), vegetated/green roofs, tree planting, and site control measures, such as minimizing impervious surfaces to the extent possible. The plan shall also include agreements to maintain, repair, and replace the stormwater control measures for perpetuity.	LTS

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TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
NOISE			
Impact NOI-1.1: Construction of the proposed mixed-use development would emit noise at a level in excess of the 80 A-weighted decibels (dBA) limit when measured at a distance of 100 feet.	S	<p>Mitigation Measure NOI-1.1: The University of California College of the Law, San Francisco (College) shall implement the following noise-reduction measures to ensure construction of the proposed mixed-use development project would not exceed the 80 A-weighted decibels (dBA) limit when measured at a distance of 100 feet. The following noise-reduction measures and procedures shall be identified on final construction level site plans for the proposed mixed-use development.</p> <ul style="list-style-type: none"> ▪ The College shall designate a dedicated public liaison who shall be responsible for addressing public concerns about construction activities, including excessive noise and vibration. The public liaison shall determine the cause of the concern and shall work with the construction contractor to implement feasible, reasonable measures to address the concern. ▪ If nighttime construction activity between 8:00 p.m. and 7:00 a.m. is required, the College shall ensure that advance notice is provided to residences within 300 feet of the construction site. ▪ The construction contractor shall be required to prepare and submit a comprehensive Noise Control Plan for review and approval by the College’s Director of Construction Management or designee. The Noise Control Plan shall be established prior to the start of project construction. The Noise Control Plan shall establish means and methods for ensuring that construction activities do not exceed a noise limit of 80 dBA at 100 feet. The Noise Control Plan shall include, but is not limited to, the following: <ul style="list-style-type: none"> ▪ Limiting noise emissions for construction equipment by ensuring that only well-maintained and properly muffled equipment is used at the construction site. ▪ Locating stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible. ▪ Undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible. ▪ Using impact tools that are hydraulically or electrically powered, wherever possible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, exhaust mufflers on the compressed air exhaust apparatuses shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. 	LTS

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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
<p>Impact NOI-1.2: Operation of mechanical equipment as part of the proposed mixed-used development would have the potential to exceed the interior nighttime noise criteria of 45 dBA at 100 McAllister Street (McAllister Tower).</p>	<p>S</p>	<ul style="list-style-type: none"> ▪ Managing construction traffic to minimize disruption to area residences and existing operations surrounding the construction zone. ▪ Locating staging areas as far away as possible from residences. ▪ Building temporary noise barriers around the construction site, when feasible. <p>Mitigation Measure NOI-1.2a: The University of California College of the Law, San Francisco (College) shall ensure that the rooftop condensing units shall be at least 50 feet from the property plane. The final mechanical plans shall include sound-rated roof screens around mechanical equipment for heating, air conditioning, and ventilation (HVAC); the height of the screening shall exceed the height of the HVAC equipment. Based on the conceptual HVAC plans prepared at the time of preparation of the Environmental Impact Report (EIR), necessary screening height is expected to be 1 to 10 feet, with the height for each side of the screen determined based on the anticipated noise emissions toward the north, east, south, and west edges of the building. If HVAC equipment selected for installation differs from those assumed in the EIR analysis, the final height of the screening shall be determined by a noise engineer based on the specifications of the equipment to be installed. Mechanical equipment shall be selected prior to the issuance of mechanical permits and refined noise modeling conducted to determine the precise height of screening required. The screen height shall account for the height of vibration isolation and structural support.</p> <p>Screening may be combined with other noise-reduction measures, such as selection of quieter equipment, having the equipment run at a reduced capacity at quieter times of the day, and adding silencers and/or acoustical louvers. These measures shall be implemented in various combinations with equipment setbacks and equipment screens considered to achieve interior nighttime noise criteria of 45 dBA at 100 McAllister Street (McAllister Tower).</p> <p>Mitigation Measure NOI-1.2b: The College shall ensure that air handlers shall be as far away from property planes as possible. The final plans for air handlers shall allow for 1-inch-thick, internally lined duct and two lined 90-degree turns at the outside air intake. Based on the conceptual HVAC plans prepared at the time of preparation of this EIR, necessary lined ducts are expected to be 12 to 30 feet in length, with the length determined based on the anticipated noise emissions toward the north, east, south, and west edges of the building. If HVAC equipment selected for installation differs from those assumed in the EIR analysis, the final length of the lined ducts shall be determined by a noise engineer based on the specifications of the equipment to be installed. Mechanical equipment shall be selected prior</p>	<p>LTS</p>

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TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		<p>to the issuance of mechanical permits and refined noise modeling conducted to determine the precise specifications required.</p> <p>These measures may be combined with other noise-reduction measures, such as selection of quieter equipment and adding acoustical louvers. The air intakes may also be strategically located closer to the property planes and with the opening as far away as possible from the property planes. These measures shall be implemented in various combinations with equipment setbacks taken into account to achieve acceptable interior nighttime noise criteria of 45 dBA at 100 McAllister Street (McAllister Tower).</p>	
SHADOW			
<p>Impact SHA-1: Shadow impacts from the addition of sound-rated roof screens around the heating, ventilation, and air conditioning equipment as part of the proposed mixed-use development could cause additional shadow on the Turk-Hyde Mini Park.</p>	S	<p>Mitigation Measure SHA-1: The University of California College of the Law, San Francisco shall locate the heating, ventilation, and air conditioning equipment and the sound-rated roof screens, not to exceed 14 feet tall, on the areas identified on Figure 4.7-3, <i>Rooftop Mechanical Equipment Screening Locations</i>, of the Draft Environmental Impact Report.</p>	LTS
TRANSPORTATION			
<p>Impact TRAN-4: The final plans of the proposed mixed-use development could result in inadequate emergency access.</p>	S	<p>Mitigation Measure TRAN-4a: Prior to construction activities, the University of California College of the Law, San Francisco (College) shall coordinate with the relevant City and County of San Francisco department(s), including the San Francisco Fire Department, in reviewing site plans to ensure that the design of the proposed mixed-use development would not result in inadequate emergency access.</p> <p>Mitigation Measure TRAN-4b: Prior to any construction activities for the proposed mixed-use development, the College shall prepare a detailed Construction Traffic Control Plan (CTCP). The College shall coordinate with the relevant City and County of San Francisco departments, including the San Francisco Municipal Transportation Agency and the San Francisco Fire Department, for their input prior to finalizing the CTCP and beginning construction activities. The CTCP shall ensure that acceptable operating conditions on local roadways are maintained during construction. At a minimum, the CTCP shall include:</p> <ul style="list-style-type: none"> ▪ The number of truck trips, time, and day of street closures ▪ Time of day and arrival and departures of truck trips ▪ Limitations on the size and type of trucks ▪ Provision of a staging area with a limitation on the number of trucks that can be waiting 	LTS

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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		<ul style="list-style-type: none"> ▪ Provision of a truck circulation pattern ▪ Provision of a driveway access plan, if temporary driveways are necessary, so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick-up and drop-off areas) ▪ Maintenance of safe and efficient access routes for emergency vehicles ▪ Maintenance of safe and efficient access routes for vehicles ▪ Manual traffic control when necessary ▪ Proper advanced warning and posted signage concerning street closures ▪ Provisions for pedestrian safety 	

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EXECUTIVE SUMMARY

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2. Introduction

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, Chapter 14 of the California Code of Regulations, Section 15378(a), the proposed Long Range Campus Plan Update (LRCP Update) and proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development) are considered a “project” subject to environmental review. Their implementation is “an action [undertaken by a public agency] which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.” This Draft Environmental Impact Report (EIR) provides an assessment of the potential environmental consequences of adoption and implementation of the proposed LRCP Update and construction and operation of the proposed mixed-use development, referred to collectively as the “proposed project.”

The College, being a State entity, is generally not subject to regulations of local government. For coordination purposes, the College may consider aspects of local plans and policies for the areas surrounding properties owned or used by UC Law SF when it is appropriate and feasible, although there is no formal mechanism for doing so.

This Draft EIR compares the development potential of the proposed project with the existing baseline condition that is described in detail in each section of Chapter 4, *Environmental Evaluation*, of this Draft EIR. This Draft EIR identifies mitigation measures and alternatives to the proposed project that would avoid or reduce potentially significant impacts. The College is the lead agency for the proposed project. The UC Law SF Board of Directors oversees planning and decisions for the College. This assessment is intended to inform the UC Law SF Board of Directors, other responsible agencies, and the public at large of the nature of the proposed project and its potential environmental effect.

2.1 PROPOSED PROJECT

If approved by the UC Law SF Board of Directors, the proposed project would replace the College’s 2018-2023 LRCP and a group of low-rise buildings with a new mixed-use structure. The proposed LRCP Update would provide a high-level planning framework to guide land use and capital investment in the LRCP planning area, in line with the College’s mission, priorities, and strategic goals. The LRCP planning area includes the entire existing College campus as well as the property owned by Unite Here Local 2 (Local 2) hospitality workers labor union at 201-247 Golden Gate Avenue. Currently, the UC Law SF campus consists of five buildings on the two blocks bounded by Golden Gate Avenue, Leavenworth Street, McAllister Street, and Larkin Street, transected by Hyde Street, one block north of the San Francisco Civic Center. The existing buildings include McAllister Tower, Mary Kay Kane Hall, Parking Garage, Cotchett Law Center, and Academe at 198. The proposed LRCP Update describes the ongoing phased implementation of the Academic Village vision to create a hub of innovation, co-mingling professional and graduate students on a shared platform that promotes excellence in law, medicine, business education, and beyond.

INTRODUCTION

The proposed mixed-use development would develop a new 12- or 13-story building at 201, 209, 215, 243, and 247 Golden Gate Avenue, expanding the College's footprint by a quarter of a city block. The College has developed two conceptual scenarios (variants) for the proposed mixed-use development, referred to as Academic Light (Variant 1) and Academic Heavy (Variant 2). In either scenario, the proposed mixed-use development would involve the demolition of the existing on-site buildings, and the construction and operation of a new single building, with a mix of uses dedicated to academic/programmatic space, campus housing, and space for the hospitality workers labor union Local 2's operations and functions, including a hiring hall. See Chapter 3, *Project Description*, of this Draft EIR for additional details on the proposed project.

2.2 EIR SCOPE

As described in greater detail in Chapter 1, *Executive Summary*, of this Draft EIR, pursuant to CEQA Guidelines Section 15168, this Draft EIR analyzes the potential impacts from the adoption and implementation of the proposed LRCP Update at a program level, and pursuant to CEQA Guidelines Section 15161, this Draft EIR analyzes the potential impacts from the construction and operation of the proposed mixed-use development at a project level. The proposed LRCP Update is a strategic planning document to guide land use and capital investment in line with the College's mission, priorities, and strategic goals, and does not result in any physical development. As part of the implementation of the LRCP Update, the College would continue the current activities required to support the existing components of the Academic Village and is proposing one new development project to expand the vision of Academic Village and the LRCP planning area by a quarter of a city block. The proposed mixed-use development is the only proposed development under the proposed LRCP Update that could result in a physical impact on the environment. Therefore, while the analysis presented in this Draft EIR is both program- and project-level to facilitate the approval of the LRCP Update and the mixed-use development, it is focused on the potential impacts of the proposed mixed-use development.

2.3 ENVIRONMENTAL REVIEW PROCESS

2.3.1 DRAFT EIR

In compliance with Public Resources Code (PRC) Section 21080.4, the College circulated the Notice of Preparation (NOP) of an EIR for the proposed project to the Office of Planning and Research (OPR) State Clearinghouse (SCH) and interested agencies and persons on June 1, 2023, for a 30-day review period. A public Scoping Meeting was held on Monday, June 26, 2023, from 4:30 to 6:00 p.m. Community members were invited to attend in person at the Local 2 union offices (209 Golden Gate Avenue, San Francisco) or virtually by joining the Zoom platform or calling in using a toll-free number. The NOP and scoping process solicited comments from responsible and trustee agencies, as well as interested parties regarding the scope of the Draft EIR. Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR contains the NOP and the comments received by the College in response to the NOP.

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This Draft EIR will be available for review by the public and interested parties, agencies, and organizations for a 45-day comment period starting Wednesday April 10, 2024, and ending Friday, May 24, 2024. During the comment period, interested agencies and persons are invited to provide written comments on the Draft EIR via mail or e-mail to the College by 5:00 p.m. on Friday, May 24, 2024, at the contact information shown below.

Written: Rhiannon Bailard, Chief Operating Officer
Attention: LRCP Update EIR
UC College of the Law, San Francisco
200 McAllister Street
San Francisco, CA 94102
Email: operations@uclawsf.edu with “LRCP Update EIR” as the subject line.

2.3.2 FINAL EIR

Upon completion of the 45-day review period for the Draft EIR, the College will review all written comments received and prepare written responses to each comment on the adequacy of the Draft EIR. A Final EIR will then be prepared, which contains all of the comments received, responses to comments raising environmental issues, and any changes to the Draft EIR. The Final EIR will then be presented to the UC Law SF Board of Directors for certification as the environmental document for the proposed project. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the UC Law SF Board of Directors public hearing to consider certification of the Final EIR and the approval of the proposed project.

All responses to comments submitted on the Draft EIR by agencies will be provided to those agencies at least 10 days prior to certification of the EIR. The Final EIR (consisting of this Draft EIR and the response to comments document) will then be considered for certification by the UC Law SF Board of Directors. If the UC Law SF Board of Directors finds that the Final EIR is “adequate and complete,” they may certify the Final EIR in accordance with CEQA and then consider project approval.

CEQA requires that when a public agency approves a project covered by an EIR, the public agency must adopt a monitoring or reporting program for the measures it has adopted or made a condition of the project approval to mitigate significant adverse effects on the environment. The mitigation monitoring or reporting program must be designed to ensure compliance during project implementation. The mitigation monitoring and reporting programs for the project components (LRCP Update and mixed-use development) will be prepared and considered by the UC Law SF Board of Directors in conjunction with the Final EIR review.

If the UC Law SF Board of Directors certify the EIR, it may then consider action on the proposed project. If approved, UC Law SF would adopt and incorporate all feasible mitigation measures identified in the EIR and may also require other feasible mitigation measures. In some cases, the UC Law SF Board of Directors may find that certain mitigation measures are outside the jurisdiction of the College to implement, or that no feasible mitigation measures have been identified for a given significant impact, or that the efficacy of a mitigation measure may be uncertain or not sufficient to reduce the significant impact to less than significant. In those cases, the UC Law SF Board of Directors would have to adopt a statement of

INTRODUCTION

overriding considerations that determines that economic, legal, social, technological, or other benefits of the proposed project outweigh the unavoidable, significant effects on the environment. As described in Chapter 1, *Executive Summary*, of this Draft EIR, no significant and unavoidable impacts were identified in this Draft EIR.

2.4 TIERING PROCESS

As stated previously, this EIR includes both a program-level evaluation of the proposed LRCP Update and a project-level evaluation of the proposed mixed-use development. CEQA includes provisions to streamline the environmental review of qualified projects based on several factors. The CEQA concept of “tiering” refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the program EIR and by incorporating those analyses by reference.

CEQA Guidelines Section 15168(d) provides for simplifying the preparation of environmental documents by incorporating by reference analyses and discussions in the program EIR. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance.¹

When tiering from the program EIR, the environmental analysis for a future project implementing the proposed LRCP Update would rely on the program EIR for the following:

1. A discussion of general background and setting information for environmental topic areas;
2. Overall growth-related issues;
3. Issues that were evaluated in sufficient detail in the program EIR for which there is no significant new information or change in circumstances that would require further analysis;
4. Assessment of cumulative impacts; and
5. Mitigation measures adopted and incorporated into the proposed project.

As previously stated, an Initial Study could be prepared for future projects (other than the proposed mixed-use development) to evaluate the potential environmental impacts of the future projects with respect to the program EIR to determine what level of additional environmental review, if any, is appropriate. Because this EIR analyzes the proposed mixed-use development at a project level, no further environmental review for this proposed project component is anticipated prior to project approval.

¹ CEQA Guidelines Section 15152(d).

3. Project Description

This chapter of the Draft Environmental Impact Report (EIR) describes the University of California (UC) College of the Law, San Francisco (the College or UC Law SF) proposed Long Range Campus Plan Update (LRCP Update) and 201 Golden Gate Avenue Mixed-Use Project (mixed-use development), herein referred to together as the “proposed project.” The proposed LRCP Update provides a high-level planning framework for future development within the UC Law SF campus, including the proposed mixed-use development.

This chapter provides an overview of the proposed project, including the project background, regulatory setting, the project’s location, the intended uses of the EIR, and surrounding land uses. Section 3.6, *Components of the Proposed Project*, provides a detailed description of the proposed LRCP Update and the construction and operation details of the two variants of the proposed mixed-use development, as well as the project objectives. Section 3.7, *Required Permits and Approvals*, describes permits and approvals anticipated for implementing the proposed project.

3.1 PROJECT BACKGROUND

The College was founded in 1878 as the first law department of the UC and is the oldest public law school in California. Since its inception, the UC Law SF Board of Directors has governed the College independently of the UC Board of Regents. However, much like other colleges affiliated with the UC system, the College has adopted a long-range campus planning process to guide future development of its campus.

The College has focused on a systematic effort to enhance campus life for students, faculty, and staff while also ensuring campuswide code compliance, seismic, and fire-/life-safety objectives. The College has achieved substantial progress toward this focus through the implementation of the 2018-2023 LRCP, adopted in December 2017. The 2018-2023 LRCP guides the development of the UC Law SF campus through the year 2023 and requires updating to reflect future planning beyond 2023.

The proposed LRCP Update articulates a vision for diversifying academic uses across campus facilities, increasing student housing, promoting sustainability goals, realizing the College’s Academic Village vision, and providing a phased implementation approach to achieve these goals. The proposed LRCP Update plans for the construction of a new campus facility on the property at 201, 209, 215, 243, and 247 (201-247) Golden Gate Avenue (mixed-use development site). The proposed mixed-use development would anchor a new corner of the UC Law SF campus at this location and expand the Academic Village. The 201-247 Golden Gate Avenue property is owned and occupied by the labor union Unite Here Local 2 (Local 2), a union of hospitality workers for San Francisco and the greater Bay Area. Local 2 has granted the College an option to lease and participate in the redevelopment of the Local 2 property to continue to house the Local 2 operating space and expand the UC Law SF campus.

PROJECT DESCRIPTION

3.2 REGULATORY SETTING

The College, being a State entity, is generally not subject to regulations of local government. For coordination purposes, the College may consider aspects of local plans and policies for the areas surrounding properties owned or used by the UC Law SF when it is appropriate and feasible, although there is no formal mechanism or requirement for doing so. While it is the College's policy to evaluate proposed projects for consistency with local and regional plans and policies, the College is not bound by those plans and policies. For example, the effects of wind and shadow are analyzed in the environmental evaluation of this EIR, in accordance with the City and County of San Francisco (San Francisco) standards, and air and water quality impacts are analyzed in accordance with Bay Area Air Quality Management District (BAAQMD) and San Francisco Bay Regional Water Quality Control Board (RWQCB), respectively. It should be noted that where College development projects require changes to property that is under the jurisdiction of San Francisco, such as sidewalks or street trees, the College complies with San Francisco regulations. Applicable regulations are provided in detail in Chapters 4.1 through 4.9 of this Draft EIR.

3.3 LRCP PLANNING AREA

The planning area for the proposed LRCP Update includes the entire existing College campus as well as the property owned by Local 2 at 201-247 Golden Gate Avenue. Currently, the UC Law SF campus consists of six buildings on the two blocks bounded by Golden Gate Avenue, Leavenworth Street, McAllister Street, and Larkin Street, transected by Hyde Street, one block north of the San Francisco Civic Center. The existing buildings include McAllister Tower, David Snodgrass Hall, Mary Kay Kane Hall, Parking Garage, Cotchett Law Center, and Academe at 198. A summary of each building is provided in Section 3.6.1.3, *Existing Facilities*. The LRCP planning area is bounded by Golden Gate Avenue on the north, Leavenworth Street on the east, McAllister Street on the south, and Larkin Street on the west. See Figure 3-1, *LRCP Planning Area*. The EIR study area is contiguous with the LRCP planning area.

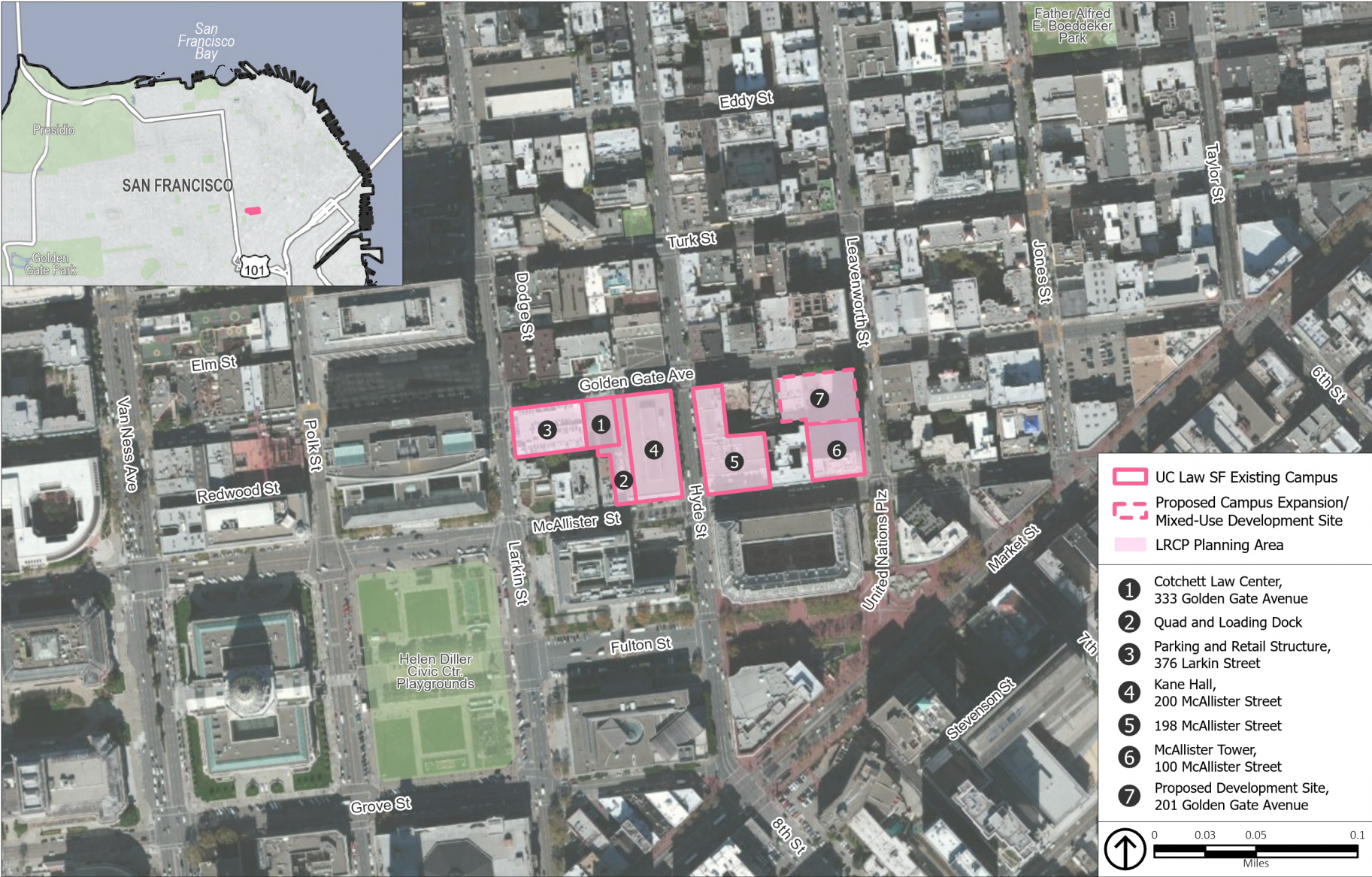
The LRCP planning area is in the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) Regional Transportation Plan/Sustainable Communities Strategy (*Plan Bay Area*) Van Ness/Northeast Neighborhoods Priority Development Area¹ and a Transit Priority Area.² See Chapter 4, *Environmental Evaluation*, of this Draft EIR for more discussion on these areas.

The UC Law SF campus includes sites designated for zoning purposes in the San Francisco Planning Code as P (Public Uses), consistent with the current educational uses; McAllister Tower at 100 McAllister Street is in a C-3-G (Downtown Commercial-General) district, which permits educational and residential uses; and the 333 Golden Gate Avenue lot and College's parking garage are in RC-4 (Residential Commercial High Density) district, which allows high-density residential, commercial, and institutional uses.

¹ Metropolitan Transportation Commission, Priority Development Areas, <https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.795737%2C-122.411347%2C13.87>, accessed December 16, 2022.

² Metropolitan Transportation Commission, 2017, Transportation Priority Areas (2017), <https://opendata.mtc.ca.gov/maps/MTC::priority-development-area-transit-priority-area-overlay-2017/explore?location=37.768476%2C-122.384627%2C12.84>, accessed December 16, 2022.

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Source: PlaceWorks, 2023.

Figure 3-1
 LRCP Planning Area

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3.4 INTENDED USES OF THIS EIR

This EIR is intended to identify and assess potential environmental impacts associated with the approval and implementation of the proposed LRCP Update and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project and to determine corresponding mitigation measures, if necessary. This EIR provides a program-level analysis of the proposed LRCP Update and a project-level analysis of the proposed mixed-use development. This EIR does not evaluate project-level impacts of other specific projects that may be proposed in the future other than the proposed mixed-use development. All potential future development projects that qualify as a “project” under the California Environmental Quality Act (CEQA) are subject to compliance with CEQA, which may require additional, project-specific environmental analysis for entitlement. Therefore, though subsequent environmental review may tier off the analysis in this EIR, this EIR is not intended to provide project-level environmental review of specific future individual projects other than proposed mixed-use development.

3.5 SURROUNDING LAND USES

The LRCP planning area is in and surrounded by a mixed-use neighborhood of San Francisco. The areas northeast and northwest of the campus include residential, commercial, and office uses (many with ground-floor retail). Areas to the south include numerous civic uses, primarily associated with the San Francisco Civic Center, including cultural, institutional, and educational uses owned by various local, State, and federal agencies.

In particular, the southwestern portion of the block at McAllister Street and Larkin Street—which is adjacent to the UC Law SF parking garage at 376 Larkin Street and Mary Kay Kane Hall at 200 McAllister Street—is occupied by older apartment buildings, some with ground-floor retail uses. The northern portion of the block containing the proposed mixed-use development site, fronting Golden Gate Avenue, is occupied by a newer residential structure. Mixed-use buildings are on the McAllister Street frontage between the College’s buildings.

Many of the properties in the vicinity of the LRCP planning area consist of older, four- to six-story apartment buildings with ground-floor commercial uses. The six-story, 80-foot-tall California State Building at 350 McAllister Street is west of the campus, and is connected to the 14-story, 200-foot-tall State Office Building at 455 Golden Gate Avenue. The 20-story, 300-foot-tall Phillip Burton Federal Building at 450 Golden Gate Avenue is northwest of the LRCP planning area. The old Federal Office Building at 50 United Nations Plaza is immediately south of the UC Law SF buildings at 100 and 198 McAllister Street.

The San Francisco Civic Center area includes the San Francisco-designated Civic Center Historic District, the federally designated Civic Center National Register Historic District, the Civic Center National Register Landmark District, and the Uptown Tenderloin National Register Historic District. As such, the Civic Center contains numerous buildings that are individual landmarks or are contributory to the historic districts. The LRCP planning area is just north and east of these Civic Center Historic District boundaries. The Civic Center Powerhouse at 320 Larkin Street (corner of Larkin and McAllister Streets), south of the campus, is listed as noncontributory to the San Francisco-designated Civic Center Historic District. The Uptown

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Tenderloin National Register Historic District—which includes portions of approximately 33 blocks, roughly bounded by Market Street, McAllister Street, Golden Gate Avenue, Larkin Street, Geary Street, Taylor Street, Ellis Street, and Mason Street—includes McAllister Tower at 100 McAllister Street within its boundaries, and the building is listed as a contributory resource to the historic district.

3.6 COMPONENTS OF THE PROPOSED PROJECT

3.6.1 LONG RANGE CAMPUS PLAN UPDATE

The proposed LRCP Update was published as a draft document for public review concurrently with this Draft EIR and is available on the project’s website at <https://repository.uclawsf.edu/lrcp/>. This section describes the contents of the proposed LRCP Update.

The proposed LRCP Update consists of an update to the College’s 2018-2023 LRCP, which represents a phased, multi-year approach to strategic planning based on relative priorities and funding availability. The 2018-2023 LRCP established a vision for redevelopment activities to transform the UC Law SF campus into a vibrant Academic Village. The proposed LRCP Update would replace the 2018-2023 LRCP and describes the ongoing phased implementation of the Academic Village vision. The proposed LRCP Update would provide a high-level planning framework to guide land use and capital investment in line with the College’s mission, priorities, and strategic goals.

Changes within the legal profession required the College to reduce its Juris Doctorate (JD) enrollment, which provided an opportunity to rethink how space is used across the UC Law SF campus. To remain competitive with other law schools as a stand-alone institution with limited State allocations, the College has forged partnerships with aligned academic institutions and local organizations to leverage its downtown location in the City and County of San Francisco and unique property assets to generate new sources of income to support the College’s mission as a public institution of higher education. These revenue initiatives include both academic program initiatives, such as diversifying degree programs and academic offerings, and operational strategies, such as expanding campus housing and generating revenue through parking, retail leases, and event space rentals. Further, with the recent growth of online course delivery and the expanded educational access that it affords, many institutions are now focusing on virtual pathways to recruit new talent. This, along with the COVID-19 pandemic, has brought significant change to the higher education environment.

3.6.1.1 ORGANIZATION OF THE LONG RANGE CAMPUS PLAN UPDATE

The proposed LRCP Update contains the following chapters:

- **Chapter 1, Executive Summary.** This chapter gives a brief overview of the history of the College and describes the academic village as well as the development that will occur around the UC Law SF campus as part of this update.
- **Chapter 2, Institution and Initiatives.** This chapter introduces the degrees that are offered at the College. This includes the four academic programs as well as several academic partnership programs

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and initiatives. Specific topics that are addressed are enrollment and employment, community collaboration, and sustainability initiatives.

- **Chapter 3, Location and Neighborhoods.** This chapter explains the location of the campus and the relationship the College has to the neighborhood around it. This includes a discussion of the Tenderloin and the College’s connection to the area.
- **Chapter 4, Existing Facilities.** This chapter describes the existing properties that the College owns and operates. Specific topics that are mentioned are the site history, security, sustainability features, maintenance needs, area, and capacity of each building.
- **Chapter 5, Strategic Plan.** This chapter describes the strategic plan that was adopted in September 2020. The Strategic Plan focuses on core elements of the College’s mission and lays out steps to create a more sustainable and cohesive community. Specific topics addressed include teaching and learning, faculty scholarship, academic village, and community cohesion.
- **Chapter 6, The Academic Village.** This chapter lays out the Academic Village plan. Specific topics addressed include institutional partnerships, competitively priced housing, sustainability and wellness, campus and community life, and construction phasing and project summaries.
- **Chapter 7, Project Objectives.** This chapter addresses the objectives that will guide the selection and development of projects in support of the College’s strategic plan and Academic Village vision.
- **Chapter 8, Projects.** This chapter describes the current and future projects that the College has planned for and whether they are State-supported or auxiliary projects.
- **Chapter 9, Financial Summary.** This chapter outlines the financial resources that are needed to successively fund capital projects; these include the latest projected cost of current and future projects.
- **Chapter 10, Timeline.** This chapter lays out the timeline for the implementation of the LRCP. Each project is listed with its anticipated start and completion date as well as the work that will be done.

3.6.1.2 LRCP UPDATE PROJECT OBJECTIVES

The primary purpose of the proposed LRDP Update is to create a framework for the future of UC Law SF properties. Pursuant to CEQA Guidelines Section 15124, the following objectives identified in the LRCP Update support the proposed project’s purpose and assist the College, as the lead agency, in developing a reasonable range of alternatives to be evaluated in this EIR. The proposed LRCP Update identifies six objectives that reflect the values that would inform and guide future decision making during implementation of the proposed LRCP Update. Each objective is listed along with the actions that define the desired end-state of the proposed LRCP Update.

- Create a multi-institutional Academic Village that optimizes the College’s location and facilities in collaboration with other institutions of higher education and community partners, to create a vibrant living and learning environment with shared access to all campus amenities.
 - Work with community partners to create active campus frontages and appealing environments.

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- Support the mission and vision of UC Law SF and its institutional and community partners by updating and rehabilitating the campus to better reflect evolving student and community needs, including through the provision of more small and medium-sized interactive classrooms as well as multi-use assembly, auditorium, conference, and community spaces.
 - Encourage effective circulation and social interaction with clear signage and coherent placement of spaces for instruction, formal and informal gathering, quiet or collaborative work, service, and administration.
 - Serve students efficiently and promote an energetic community of learning.
 - Enhance instructional opportunities and improve teaching and administrative processes through modular deployment of integrated, innovative instructional and information technologies.
- Prioritize deferred maintenance to avoid risks to life safety and protect capital assets.
 - Deliver projects on time and within budget.
- Provide competitively-priced campus housing in safe, secure, code-compliant, and seismically upgraded buildings.
 - Balance human and building performance factors to create maximally tranquil, accessible, reliable, and secure facilities.
- Make UC Law SF the most sustainable urban campus in the nation by integrating principles of sustainability and resilience into capital planning within constraints of technology and financial feasibility.
 - Prioritize maximally sustainable design elements and construction practices.
 - Utilize integrated, easily maintainable building systems designed to meet the needs of users and the challenges of the College's dense urban setting.
- Mitigate climate-change-related risks through the application of the State of California frameworks, where feasible.

3.6.1.3 EXISTING FACILITIES

The proposed LRCP Update includes a description of the existing facilities associated with UC Law SF, which combined have a gross square footage total of 1,040,000 and a total land area of approximately 131,000 square feet (3.0 acres). All existing facilities are on Golden Gate Avenue or McAllister Street between Larkin Street and Leavenworth Street. A summary of each of the five buildings is provided below:

- **McAllister Tower.** McAllister Tower, at 100 McAllister Street, is a 28-story, 252,000-square-foot structure constructed in 1929. It primarily serves as student housing, with 252 units and recreational facilities. Educational and research functions at 100 McAllister Street currently use approximately 20,000 square feet of the building. This building is currently being renovated with seismic upgrades; modernization of student, faculty, and staff housing; and refurbishment of the panoramic Skyroom event space on the 24th floor.

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- **Mary Kay Kane Hall.** This building, at 200 McAllister Street, is a 6-story, 177,000-square-foot structure constructed in 1980. It houses many of the College’s faculty and administrative offices, as well as the library, cafeteria, faculty lounge, and various student support facilities.
- **Parking Garage.** The parking garage at 376 Larkin Street is a seven-story, 157,000-square-foot structure constructed in 2009. It provides 395 parking spaces and houses 13,000 square feet of retail space.
- **Cotchett Law Center.** The 57,000-square-foot Cotchett Law Center at 333 Golden Gate Avenue was completed in 2020 and was the College’s first new academic building in 40 years. Certified Leadership in Environmental and Energy Design (LEED) Platinum, the six-story structure, houses smart classrooms, large conference spaces, faculty offices, and a rooftop deck overlooking San Francisco City Hall.
- **Academe at 198.** Academe, at 198 McAllister Street, was completed in July 2023. This mixed-use building is a 15-story, 356,000-square-foot mixed-use structure with 656 apartments for the College’s students plus over 230 residents from UC San Francisco and other partner institutions. The building also includes academic courtrooms, meeting spaces, a café, and other street-level retail space.
- **Loading Dock.** Located below the elevated outdoor quad, the 8,000-square-foot loading dock is adjacent to Kane Hall and is accessed from McAllister Street.

3.6.1.4 FUTURE PROJECTS

The proposed LRCP Update includes an updated list of projects, as many of the projects described in the 2018-2023 LRCP have been completed or are in progress. The ongoing and current projects build on the success of the 2018-2023 LRCP as well as several new initiatives, mostly associated with the Academic Village vision. The proposed LRCP Update includes one new future development, which is the proposed mixed-use development that is being evaluated in this EIR (see Section, 3.6.2, *Mixed-Use Development*).

3.6.2 MIXED-USE DEVELOPMENT

The proposed mixed-use development would replace a group of low-rise buildings with a new mixed-use structure expanding the UC Law SF campus by a quarter of a city block. This project component would anchor the northeast corner of the campus and provide new offices and meeting space for Local 2, academic/programmatic space (which could include limited retail), and campus housing for students, staff, and/or faculty for the College and/or partner institutions. The conceptual plan for the proposed mixed-use development was informed by building functions, site context, compatibility with the Uptown Tenderloin National Register Historic District, potential for shade on nearby open spaces, as well as safety and community wellness considerations. The following sections provide a detailed description of the mixed-use development component of the proposed project.

3.6.2.1 LOCATION

The mixed-use development site is at the southwest corner of the intersection of Golden Gate Avenue and Leavenworth Street. The site consists of five parcels that are owned by Local 2. The parcels are listed by address and the assessor's block and lot numbers:³

- 201-215 Golden Gate Avenue (Block 0348, Lot 026)
- 241-243 Golden Gate Avenue (Block 0348, Lot 024)
- 247 Golden Gate Avenue (Block 0348, Lot 022A)
- 247 Golden Gate Avenue (Block 0348, Lot 023)
- 15 Continuum Way (Block 0348, Lot 022)

The mixed-use development site is in San Francisco's C-3-G (Downtown General Commercial) zoning district. The C-3-G zoning district covers the western portions of downtown San Francisco and is composed of a variety of uses, including retail, offices, hotels, entertainment, clubs, institutions, and high-density residential. While UC Law SF is not subject to San Francisco's jurisdiction or its planning and land use/zoning controls, student housing and educational use are permitted in the C-3-G zoning district, as is nonretail sales and service (including trade office), provided that, if on the ground floor, a Conditional Use Authorization approval would be required. The mixed-use development site and the entire campus is in *Plan Bay Area's* Van Ness/Northeast Neighborhoods Priority Development Area⁴ and a Transit Priority Area.⁵ The site is approximately 0.11 miles (600 feet) north of the Civic Center station of the Bay Area Rapid Transit (BART). The San Francisco Municipal Transportation Agency (SFMTA or Muni) provides bus service to/from the site. The nearest bus stops are Stop 17884 at Golden Gate Avenue and Leavenworth Street, approximately 80 feet from the northeast corner of the LRCP planning area, and Stop 17635 at McAllister Street and Leavenworth Street, approximately 230 feet from the southeast corner of the LRCP planning area.⁶

3.6.2.2 EXISTING CONDITIONS

Existing Uses

The rectangular, 0.6-acre (25,947-square-foot) mixed-use development site is currently developed in an urbanized area of San Francisco. The site is occupied by 46,346 total building square feet of low-rise buildings ranging from one to three stories that contain the offices and meeting rooms of Local 2. The topography of the LRCP planning area slopes downward to the south from Golden Gate Avenue.

³ San Francisco Property Information Map, <https://www.sfassessor.org/property-information/homeowners/property-search-tool>, accessed on December 16, 2022.

⁴ Metropolitan Transportation Commission, Priority Development Areas, <https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.795737%2C-122.411347%2C13.87>, accessed December 16, 2022.

⁵ Metropolitan Transportation Commission, 2017. Transportation Priority Areas, <https://opendata.mtc.ca.gov/maps/MTC::priority-development-area-transit-priority-area-overlay-2017/explore?location=37.768476%2C-122.384627%2C12.84>, accessed December 16, 2022.

⁶ SFMTA, <https://www.sfmta.com/routes/5-fulton>, accessed December 16, 2022.

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Surrounding Uses

The surrounding neighborhood consists of residential, mixed-use, and institutional buildings with wide-ranging heights of 1 to 27 stories. Some of the surrounding buildings are also part of the greater Uptown Tenderloin National Register Historic District. As shown on Figure 3-2, *Mixed-Use Development Project Site Aerial*, the site is bounded by Golden Gate Avenue on the north; Leavenworth Street on the east; residential buildings on the south, including McAllister Tower; and Continuum Alley on the west.

3.6.2.3 DEVELOPMENT FEATURES

The College has developed two conceptual variants for the proposed mixed-use development, referred to as Academic Light (Variant 1) and Academic Heavy (Variant 2). Table 3-1, *Mixed-Use Development Project Summary*, provides the development details for the mixed-use development variants. In either variant, the proposed mixed-use development would involve the demolition of the existing on-site buildings. As shown in Table 3-1, under either variant the mixed-use development would include the construction and operation of a new single building, with a mix of uses dedicated to campus housing, academic/programmatic space, and space for Local 2’s operations and functions, as well as a basement level for parking and building operation equipment. As the names of the variants imply, the Academic Light variant minimizes academic/programmatic space and maximizes the campus housing unit count, while the Academic Heavy variant maximizes the academic/programmatic space and minimizes the campus housing unit count.

TABLE 3-1 MIXED-USE DEVELOPMENT PROJECT SUMMARY

	Academic Light (Variant 1)	Academic Heavy (Variant 2)
Housing Units	394	233
Residents ^a	831	492
Employees and Daily Visitors ^b	453	907
Total Gross Square Footage	238,000	236,200
Housing	155,550	92,550
Academic/Programmatic	19,450	80,650
Local 2	41,750	41,750
Basement/Systems/Parking	21,250	21,250
Parking Spaces	20	20
Building Height (Stories)	13	12
Building Height (Feet)	150	153

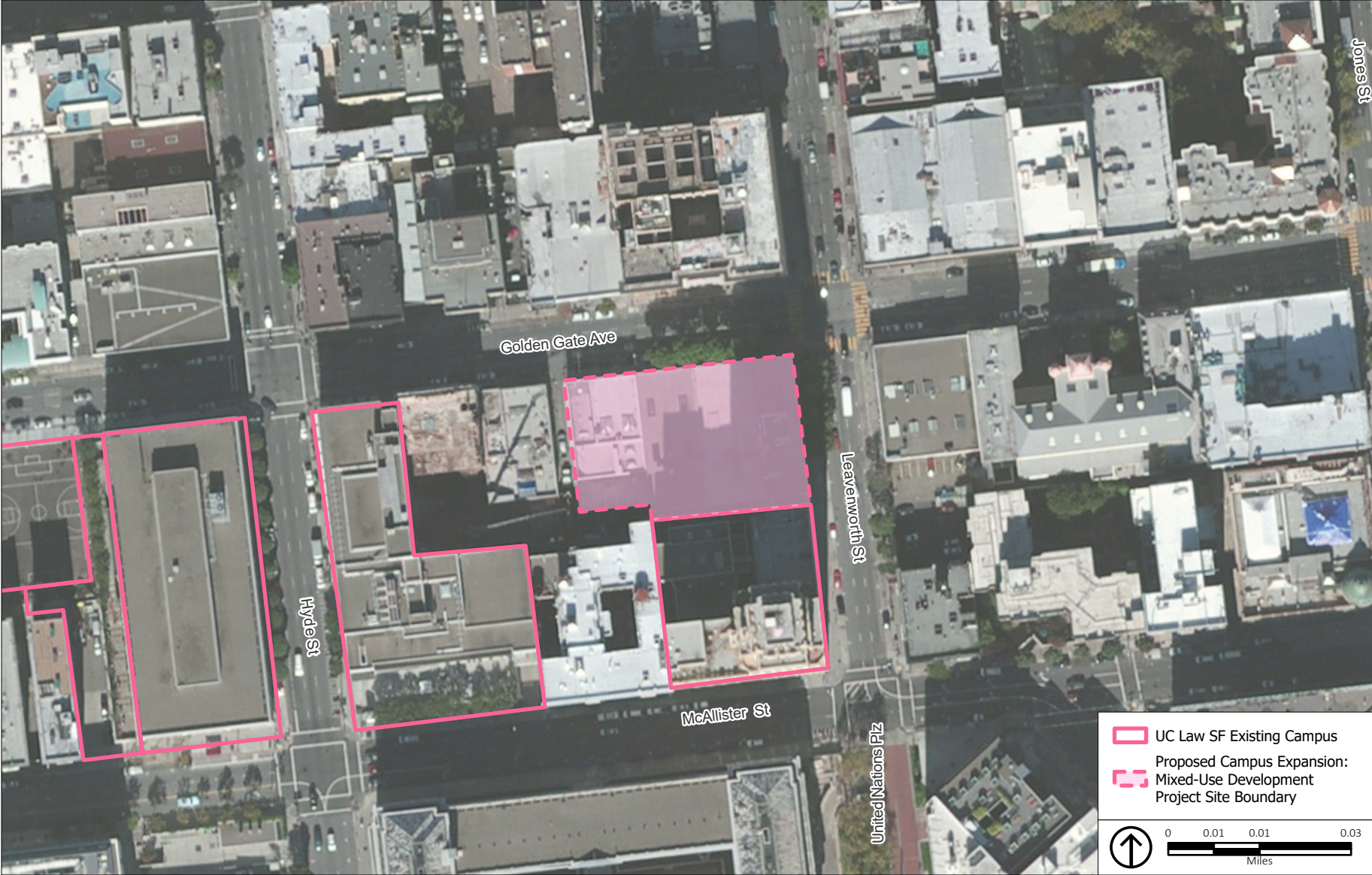
Notes:

a. Number of residents calculated using 2.11 residents per unit (based on average household size for San Francisco from the California Department of Finance, 2023).

b. Number of employees and daily visitors based on the San Francisco Public Utilities Commission’s Single Site Non-Potable Water Calculator, <https://www.sfpuc.org/documents/single-building-water-use-calculator>, accessed May 5, 2023.

Source: Page Southerland Page, 2023.

PROJECT DESCRIPTION



Source: PlaceWorks, 2023.

Figure 3-2
Mixed-Use Development Project Site Aerial

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Figure 3-3, *Mixed-Use Development Conceptual Building Plan (Variant 1)*, and Figure 3-4, *Mixed-Use Development Conceptual Building Plan (Variant 2)*, show the number of stories, building height, and square footage for each project variant. Renderings of the variants are provided in Figure 3-5, *Mixed-Use Development Exterior Renderings (Variant 1)*, and Figure 3-6, *Mixed-Use Development Exterior Renderings (Variant 2)*.

Proposed Uses

Residential Uses

Under either variant, the proposed mixed-use development would involve construction of residential units for use by students, staff, and/or faculty for the College and/or partner institutions. While the precise combination of units is not yet determined, it is anticipated the mixed-use development would include a combination of efficiency studios, standard studios, one-bedroom units, and two-bedroom units. It is assumed that all units would include private restrooms, kitchens, and appliances. Potential shared amenities include laundry facilities, bike storage, a mail room, health and wellness space, lounge space, outdoor (rooftop) or patio space, and lobby or reception at ground level. Access to the residential space would be provided by two dedicated elevators at the basement level along Leavenworth Street. The mixed-use development would not include vehicular parking for the residential component. The floors, unit count, and estimated residential population for the mixed-use development variants are as follows:

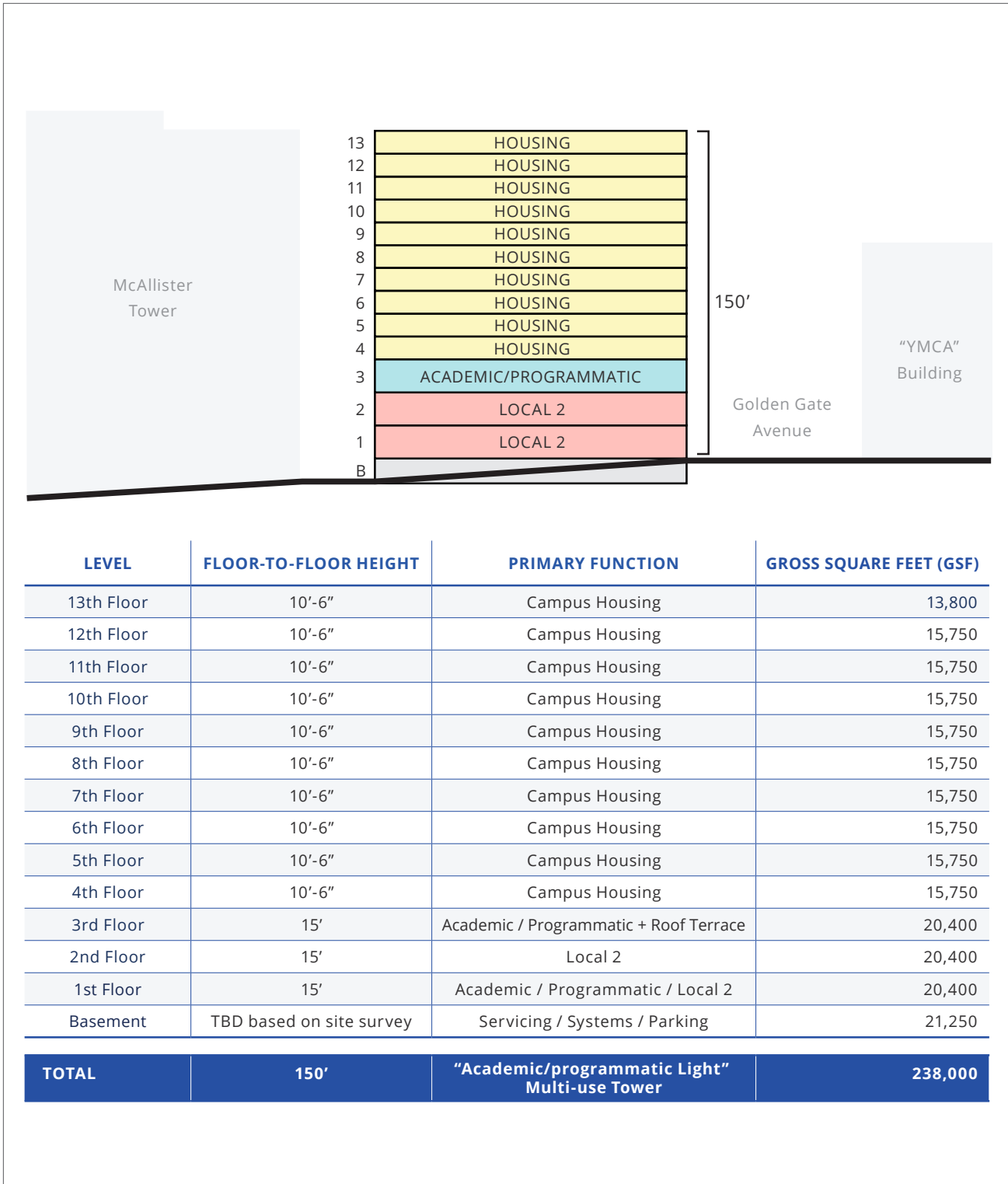
- **Academic Light (Variant 1).** Up to 394 residential units would be on floors 4 to 13 for a total of 155,550 gross square feet (gsf). Based on assumed 2.11 residents per unit, up to 831 residents could be accommodated.
- **Academic Heavy (Variant 2).** Up to 233 residential units would be on floors 7 to 12 for a total of 92,550 gsf. Based on assumed 2.11 residents per unit, up to 492 residents could be accommodated.

Academic/Programmatic Uses

Under either variant, the proposed mixed-use development would include spaces suited to the program types of the College and its institutional partners. It is anticipated that academic/programmatic uses would include flexible classroom space, meeting rooms, event spaces, offices, ancillary support services, outreach clinics, and/or potentially specialized lab space. Under either variant, an outside deck would be provided on the third floor that would serve as learning and study spaces as well as rentable space for public or private events. The size and location for the academic/programmatic space for the mixed-use development variants are as follows:

- **Academic Light (Variant 1).** Up to 19,450 gsf of flexible academic/programmatic space would be on floor 3.
- **Academic Heavy (Variant 2).** Up to 80,650 gsf of flexible academic/programmatic space would be on floors 3 to 6.

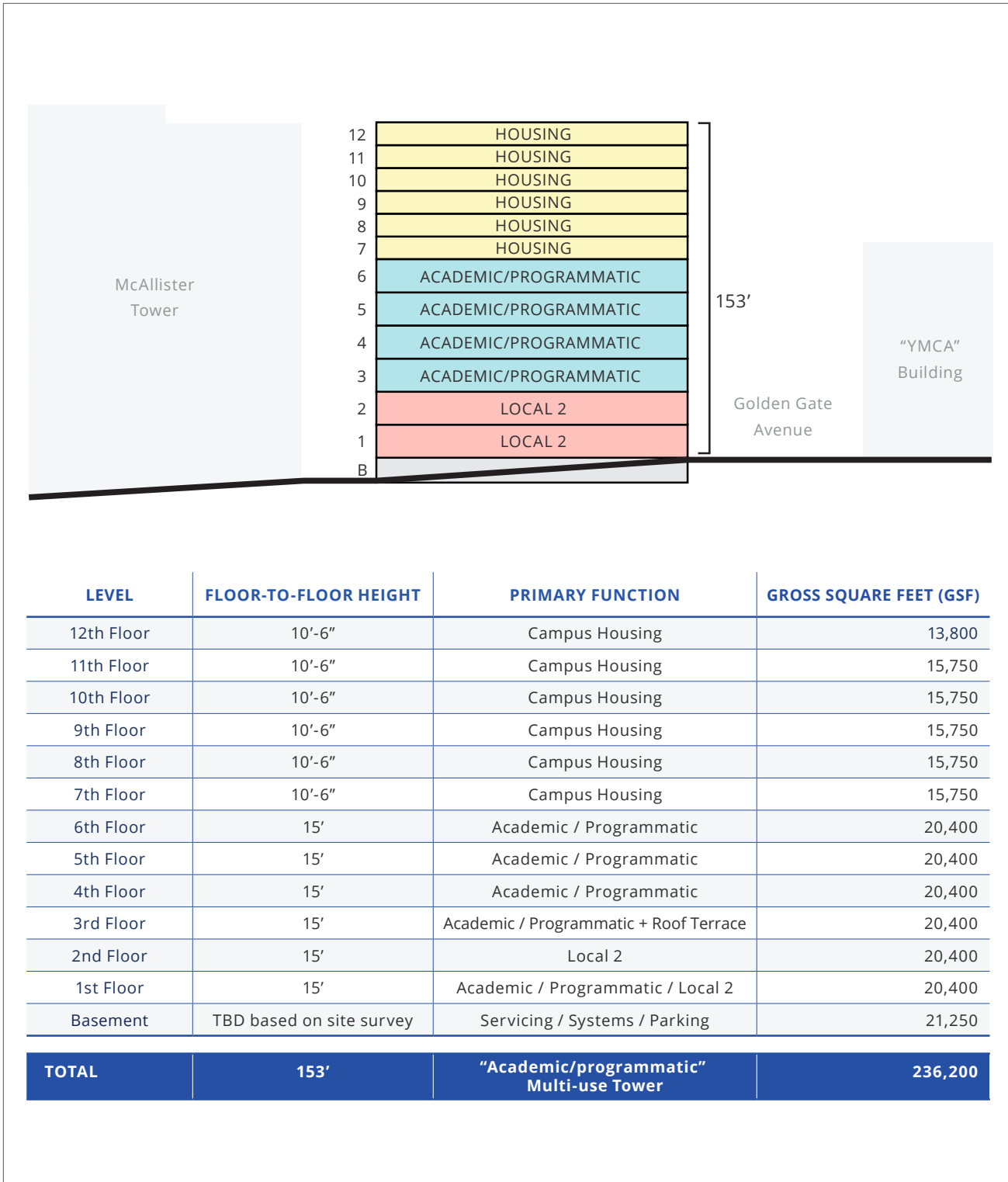
PROJECT DESCRIPTION



Source: Page Southerland Page, Inc., 201 Golden Gate Ave | Concept Design Package, 2023.

Figure 3-3
Mixed-Use Development Conceptual Building Plan (Variant 1)

PROJECT DESCRIPTION



Source: Page Southerland Page, Inc., 201 Golden Gate Ave | Concept Design Package, 2023.

Figure 3-4
Mixed-Use Development Conceptual Building Plan (Variant 2)

PROJECT DESCRIPTION



Source: Page Southerland Page, Inc., 2023.

Figure 3-5
Mixed-Use Development Exterior Renderings (Variant 1)

PROJECT DESCRIPTION



Source: Page Southerland Page, Inc., 2023.

Figure 3-6
Mixed-Use Development Exterior Renderings (Variant 2)

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Local 2 Uses

Under either variant, the portion of the mixed-use development dedicated to the Local 2 facilities would be on the first two floors of the building and would total approximately 41,750 gsf. The proposed mixed-use development would provide Local 2 with new office space for Local 2 leadership, administration, and member representatives, and for the International Union. In addition, the Local 2 portion of the mixed-use development would include research and organizing space for activities, a hiring hall, space for a dues department and cashier, meeting spaces at a variety of scales designed to support flexible configurations (including space for up to 100-person gatherings), storage, and exclusive-use on-site parking.

Design Characteristics

Site Layout and Building Size

The building footprint under either variant would cover the entirety of the mixed-use development site, excluding the sidewalks and accompanying streetscape along the perimeter. The proposed building under either variant would front Golden Gate Avenue and Leavenworth Street. All heating, ventilation, and air conditioning (HVAC) equipment would include noise-reduction features and would be on the roof and enclosed with sound-rated roof screens up to 10 feet tall. Additionally, the building under either variant would include rooftop solar photovoltaic (PV) panels. The building height and size differs under each variant based on the amount of academic/programmatic space, because the floors dedicated to these uses would have higher floor-to-floor heights than the residential floors.

The heights and building size for the mixed-use development variants are as follows:

- **Academic Light (Variant 1).** The height of the building along its Golden Gate Avenue frontage would be 150 feet and the height at the rear of the building would be 138 feet and 6 inches. This variant would have a total of 13 stories. The total building square footage would be approximately 238,000 square feet. The conceptual program estimates that housing floors would total approximately 155,550 gsf and the academic/programmatic space would total approximately 19,450 gsf.
- **Academic Heavy (Variant 2).** The height of the building along its Golden Gate Avenue frontage would be 153 feet and 6 inches, and the height at the rear of the building would be 141 feet and 6 inches. This variant would have a total of 12 stories. The total building square footage would be approximately 236,200 square feet. The conceptual program estimates that housing floors would total 92,550 gsf and the academic space would total approximately 80,650 gsf.

Streetscape and Landscape

Under either variant, the proposed mixed-use development would replace all existing curbs, gutters, and sidewalks along the project frontage according to San Francisco standards. The proposed building façade would be adjacent to the sidewalk on the northern and eastern sides and would be set back from the sidewalk pursuant to San Francisco standards.

The proposed mixed-use development would install street trees along the sides fronting Golden Gate Avenue and Leavenworth Street in support of San Francisco's overall plan for street trees and the College's Green Community Benefits Plan. The construction of the project would require the removal of the nine

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existing mature street trees and replacement trees would be planted at a 3:1 ratio. Additionally, within the building, rooftop terraces would have planters with species appropriate to the Bay Area climate and the College's resource efficiency goals.

Building Design

The existing buildings were built in the 1910s as a film exchange, facilitating the storage and distribution of movie reels to regional cinemas, and are in the Uptown Tenderloin Historic District, recognized by the federal, State, and County government. Accordingly, the proposed mixed-use building for either variant has been conceptually designed to respect and respond to the historic context of adjacent buildings and the neighborhood's architectural character.

The lower two levels of the proposed mixed-use development building would have masonry cladding and significant transparency to the street, with a double-height curtain wall or storefront. The floors above, academic/programmatic space and housing, would be clad with a decorative panel system such as fluted aluminum composite metal or terracotta, punctuated by windows with openings spaced in keeping with façades of nearby historic buildings. The proposed exterior cladding and fenestration design are subject to adjustment and refinement during the architectural design process, including the Historic District's design compatibility review processes.

Lighting and Glare

All lighting would be light-emitting diode (LED). The intensity and type of exterior lighting for the mixed-use development site and signage for either variant would be typical for user orientation and safety needs and would meet the energy-efficiency goals and requirements. Fixtures would be selected to minimize effects of light pollution, with full cutoff and low-glare light distribution, and fixtures would be beneath canopies and soffits to conceal upward light spill. All exterior surface and aboveground mounted fixtures would be compatible with and complementary to the overall architectural theme. All on-site lighting would be low-level illumination, downward-facing, and shielded to reduce light spillover or glare. At the exterior terrace, lighting would be selected and installed to avoid affecting neighboring residents.

Street lighting in sidewalks around the project would conform to San Francisco standards.

Interior lighting would include varied lighting design appropriate for the different spaces and in accordance with all applicable codes and standards, including energy codes and performance standards.

Sustainability Features

The proposed mixed-use development would include supporting the College's Green Community Benefits Plan that includes planting trees and creating street improvements surrounding the site. The proposed mixed-use project includes several sustainable project features that support UC Law SF's goal to become the greenest urban campus by 2025.

- **LEED:** The building would be built to meet LEED certification through energy-efficient design and operations where possible, with the potential for Platinum certification.

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- **Cool roof:** Rooftop materials would include a reflective roofing membrane, or “cool roof,” following LEED standards for urban heat-island reduction.
- **Solar panels:** The rooftop would include solar (PV panels).
- **Renewable electricity:** The building would receive 100 percent renewable, zero-emission energy through Clean Power SF.
- **All electric:** The building would be all electric and would not use any natural gas.
- **LED lighting:** The building’s lighting would be LED, which produces light up to 90 percent more efficiently than incandescent light bulbs.
- **Electric vehicle (EV) parking:** EV parking spaces would be provided to meet the California Green Building Standards (CALGreen) Tier 2 parking standards and would provide eight EV-capable parking spaces and three EV charging stations (EVCS).
- **Bicycle storage:** The building would contain secure bicycle storage to support student wellness and alternative modes of transportation.
- **Landscaping:** The nine street trees that would be removed by the mixed-use development would be replaced at a 3:1 ratio.

Basement/Systems/Parking

Due to the site’s slope downward from Golden Gate Avenue, the site can accommodate a partially subterranean basement. Under either variant, the basement level, which would occupy approximately 21,250 gsf, would be accessible through the alley along Leavenworth Street on the southeastern edge of the site (adjacent to McAllister Tower) and would host building support functions such as primary mechanical and electrical rooms as well as parking for exclusive use by Local 2. The basement level would also accommodate servicing and receiving space, building storage space, elevator access, central trash and recycling, and a limited amount of assignable space for a building entrance along Leavenworth Street close to the entrance of the alley.

Circulation

Vehicle Access and Parking

Vehicle access and parking would be the same under either variant. Basement-level parking would include 20 parking spaces reserved for Local 2. Parking spaces would include eight EV-capable parking spaces and three EVCS spaces. EV-capable parking spaces refers to spaces that are provided with electrical panel capacity and space to support the future installation of an aboveground charging module. EVCS spaces refer to aboveground charging modules for charging EVs.

Loading and unloading for the proposed mixed-use development would be accommodated via the basement-level garage, which would include a loading zone and service elevator. In addition to this on-site loading and unloading area, the proposed mixed-use development would use the existing on-street designated loading zones in the northwest and southeast corners of the intersection of Leavenworth Street and Golden Gate Avenue.

PROJECT DESCRIPTION

Bicycle and Pedestrian Access

Under either variant, UC Law SF entrances and Local 2 entrances would be included in the proposed mixed-use development with pedestrian access on both Golden Gate Avenue and Leavenworth Street. An entry point on the corner of Golden Gate Avenue and Leavenworth Street would be provided for exclusive use by Local 2 and an entry point on Golden Gate Avenue would be provided for those using the housing and academic/programmatic space. Local 2 and housing residents would also each have private elevators.

Under either variant, the mixed-use development project would maintain the existing bicycle connectivity in the vicinity of the project site, and it would provide new bicycle parking facilities at the basement level.

It is anticipated that UC Law SF would partner with San Francisco and local community groups to widen the sidewalk along the south side of Golden Gate Avenue, between Hyde and Leavenworth Streets. This widening would integrate with an existing protected bicycle lane, facilitate increased pedestrian safety and comfort, and improve capacity and aesthetics at the entrances to the community-facing commercial space in the Academe at 198 and the proposed mixed-use development building.

Utilities and Service Connections

The following utility and service providers would serve the proposed mixed-use development; these providers already serve the existing UC Law SF buildings.

- **Water Supply.** Water is supplied to the mixed-use development site by the San Francisco Public Utilities Commission (SFPUC). The proposed mixed-use development would connect to this existing water supply.
- **Sanitary Sewer.** The proposed mixed-use development would connect to the existing sanitary sewer wastewater collection and treatment system provided by SFPUC.
- **Stormwater.** The proposed mixed-use development is in an area of San Francisco with a combined stormwater and wastewater collection system. The proposed mixed-use development would connect to the existing stormwater drainage.
- **Electricity and Telecommunications.** The project site is currently served by Pacific Gas and Electric Company (PG&E) for electricity and natural gas, and there are connections at the existing building for telecommunication providers. The proposed mixed-use development would connect to the existing electrical system.

Site Preparation and Construction

The proposed mixed-use development would involve demolition of approximately 46,346 square feet of existing buildings and 3,300 square feet of pavement on the project site, including removal of the existing street trees. Demolition, site preparation, and grading would be completed over an approximately four-week period. Debris hauled off-site would include approximately 5,903 cubic yards of soil. Typical equipment to be used for demolition, grading, and trenching could include backhoes, excavators, concrete saws, graders, dozers, scrapers, and water trucks.

PROJECT DESCRIPTION

The building construction phase(s) would last approximately 24 months and would consist of the total building area and hardscape (e.g., driveways, sidewalks, curb, gutters). The construction phase of Variant 2 would take approximately three weeks longer than Variant 1 and is therefore the conservative timeline/equipment mix used in the environmental analysis. See Table 3-1 for a summary of building details. Typical equipment to be used for building construction could include forklifts, backhoes, crane, loaders, aerial lifts, generators, welders, cement mixers, rollers, pavers, and air compressors. The proposed construction would not involve activities that could generate excessive groundborne vibration, such as pile driving, rock blasting, or crushing during the construction phase. Due to the sensitive nature of the surrounding historic buildings, construction equipment such as caisson drilling (drill piles), vibratory pile drivers, oscillating or rotating pile installation methods, or jetting or partial jetting of piles into place using a water injection at the tip of the pile in lieu of driven piles; static rollers in lieu of a vibratory roller; and for grading and earthwork activities, off-road equipment would be limited to 100 horsepower or less.

During demolition and construction, vehicles, equipment, and materials would be staged and stored on the project site when practical. The construction site and staging areas would be clearly marked and construction fencing would be installed to prevent disturbance and safety hazards. A combination of on- and off-site parking facilities for construction workers would be identified during the demolition, grading, and construction phases.

3.6.2.4 MIXED-USE DEVELOPMENT PROJECT OBJECTIVES

The primary purpose of the proposed mixed-use development is to provide housing and academic space for students and faculty and office space for Local 2. Pursuant to CEQA Guidelines Section 15124, the following objectives support the proposed mixed-use development project's purpose and assist the College, as the lead agency, in developing a reasonable range of alternatives to be evaluated in this EIR.

- Redevelop an underutilized property adjacent to the UC Law SF campus properties to provide safe, secure, accessible, and high-quality campus housing for students, staff, and/or faculty for the College and/or partner institutions, in furtherance of the College's goal to create a multi-institutional Academic Village and to help meet the housing needs of the College and partnering institutions.
- Create accessible housing with no residential parking that is adjacent to the UC Law SF campus properties to reduce vehicle miles traveled and associated air pollutants, greenhouse gas emissions, and vehicle noise.
- Include sustainability features, such as providing rooftop solar PV panels, generating no new net stormwater runoff, and installing landscaping with native and/or adaptive and drought-resistant plant materials.
- Provide essential amenities and facilities to foster a vibrant, convenient, and well-served student community with a variety of indoor uses and outdoor spaces that provide connections between the natural and built environment for a shared sense of community, interaction, and wellness.
- Provide an architecturally distinctive project with high-quality materials and ground-level landscaping that will contribute positively to, and be compatible with, the Uptown Tenderloin Historic District and support the continuing evolution of the UC Law SF campus's notable and historic landscapes and architecture.

PROJECT DESCRIPTION

- Enhance the vibrancy of the UC Law SF campus and the sense of community enjoyed by UC Law SF affiliates and San Francisco residents by providing a pedestrian-friendly project with activated ground-floor uses that include housing; academic space; greenery; and space for the operations and functions for Unite Here Local 2, including a hiring hall.

3.7 REQUIRED PERMITS AND APPROVALS

This document serves three primary purposes. First, the Board of Directors will use this EIR to evaluate the environmental implications of approving the proposed LRCP Update and proposed mixed-use development. Second, if this EIR is certified and the proposed LRCP Update is approved, this EIR may be used to focus future environmental review of subsequent development projects and activities implementing the LRCP Update on the UC College of the Law, San Francisco, campus. Finally, this document may be used as a source of information by responsible, trustee, or federal agencies with permitting or approval authority over projects or portions of projects implementing the proposed LRCP Update. No other agency approval is required for the proposed LRCP Update and proposed mixed-use development. However, under limited circumstances as potential future activities are proposed that are not evaluated at a project level in this EIR, other permits and approvals may be needed depending on the characteristics of the potential future projects.

UC Law SF is the lead agency under CEQA and is also the project sponsor. The following approval steps and uses of the EIR are anticipated:

- The UC College of the Law, San Francisco, Board of Directors shall review and consider the Final EIR, certify the Final EIR, and adopt the Mitigation Monitoring and Reporting Program (MMRP). This certification shall include the findings that the Final EIR has been completed in compliance with CEQA.
- After the Board of Directors certifies the Final EIR, the Board can approve the LRCP Update and mixed-use development. That action shall state that the Board considered the information contained in the Final EIR before approving the LRCP Update.
- Future College discretionary development projects and activities will be reviewed in light of the Final EIR and CEQA Guidelines Sections 15162, 15163, 15164, and 15168(c), to determine whether the projects' effects would require further environmental review.

4. Environmental Evaluation

The environmental evaluation is presented in Chapters 4.1 through 4.9 of this Draft Environmental Impact Report (EIR) and evaluates the direct, indirect, and cumulative environmental impacts of the University of California (UC) College of the Law, San Francisco (the College or UC Law SF) proposed Long Range Campus Plan Update (LRCP Update) and 201 Golden Gate Avenue Mixed-Use Project (mixed-use development), referred to as the “proposed project.” The following sections describe the format and methodology of the environmental evaluation.

CHAPTER ORGANIZATION

In accordance with Appendix G, *Environmental Checklist*, of the California Environmental Quality Act (CEQA) Guidelines, the potential environmental effects of the proposed project are analyzed for potential significant impacts in nine environmental issue areas, which are numbered Chapters 4.1 through 4.9 and use the listed abbreviations.

- | | |
|---|------------------------|
| ▪ AIR: Air Quality | ▪ NOI: Noise |
| ▪ CUL: Cultural and Tribal Cultural Resources | ▪ SHA: Shadow |
| ▪ GEO: Geology and Soils | ▪ TRAN: Transportation |
| ▪ GHG: Greenhouse Gas Emissions | ▪ WIND: Wind |
| ▪ HYD: Hydrology and Water Quality | |

Each chapter generally uses the same organization and consists of the following sections:

- **Environmental Setting.** This section is made up of the Regulatory Framework section, which describes which federal, State, UC Law SF, and other regulations applicable to the proposed project. This section also includes the Existing Conditions section, which describes current conditions regarding the environmental issue area reviewed.
- **Standards of Significance.** This section describes how an impact is judged to be significant in this Draft EIR. These standards are based primarily on the CEQA Guidelines and may reflect established health standards, ecological tolerance standards, public service capacity standards, or guidelines established by agencies or experts. For each impact identified, a level of significance is determined using the following classifications:
 - *No impact* describes the circumstances where there is no adverse effect on the environment.
 - *Less-than-significant* impacts include effects that are noticeable, but do not exceed established or defined thresholds or are mitigated below such thresholds.
 - *Significant* impacts include a description of the circumstances where an established or defined threshold would be exceeded.
- **Impact Discussion.** This section assesses potential environmental impacts (direct and indirect) and explains why impacts were found to be significant or less than significant prior to mitigation. This

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section also lists applicable regulations. This section includes a discussion of cumulative impacts related to the proposed project. Impacts and mitigation measures are numbered consecutively within each topical analysis and begin with an acronym or abbreviated reference to the impact section. Some mitigation measures are appropriate for more than one environmental topic area and are cross-referenced accordingly.

EVALUATION METHODOLOGY

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved to the discretion of the College, acting as the lead agency, based on substantial evidence in the record as a whole, including views held by members of the public. An ironclad definition of significant effect is not always possible because the significance of an activity may vary based on the setting. The analysis in this Draft EIR is based on scientific and factual data that has been reviewed by the lead agency and represents the lead agency's independent judgment and conclusions.¹

DEVELOPMENT POTENTIAL

The environmental evaluation in this EIR discusses the potential for adverse impacts to occur as a result of the increased development potential in the LRCP planning area from implementation of the proposed project. As discussed in Chapter 3, *Project Description*, of this Draft EIR, the proposed LRCP Update includes the proposed mixed-use development to expand the vision of Academic Village and the LRCP planning area by a quarter of a city block. The proposed LRCP Update, a strategic planning document that includes maintenance, improvement, and renovation projects, does not entail any future development other than the proposed mixed-use development. Therefore, the environmental evaluation presented in Chapters 4.1 through 4.9 is focused only on the proposed mixed-use development. The EIR development potential under the proposed LRCP Update includes the net increase of maximum development potential for the UC Law SF campus, which is represented solely by the proposed mixed-use development. Table 3-1, *Mixed-Use Development Project Summary*, in Chapter 3 shows the projected new development potential on campus with the proposed mixed-use development site.

BASELINE

This EIR evaluates the impacts of the proposed project relative to existing conditions, as required by CEQA Guidelines Section 15126.2. The baseline represents the existing conditions on the ground (i.e., physical conditions) at the time that the Notice of Preparation was issued (June 1, 2023).

REGULATORY SETTING

As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. As such, potential future development that implements the proposed LRCP Update, including the proposed mixed-use development, is not subject to local policies and regulations. However, the College may consider, for coordination purposes, aspects of

¹ California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064(b).

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local policies and regulations for the communities surrounding UC Law SF properties when it is appropriate and feasible, although the College is not bound by those policies and regulations. Therefore, Chapters 4.1 through 4.9 identify the policies and regulations of San Francisco that the College may consider when evaluating future development projects that implement the proposed LRCP Update, including the proposed mixed-use development.

PRIORITY DEVELOPMENT AREAS AND TRANSIT PRIORITY AREAS

Plan Bay Area is the San Francisco Bay Area's Regional Transportation Plan and Sustainable Communities Strategy, prepared by the Association of Bay Area Governments (ABAG) in partnership with the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission. *Plan Bay Area 2050*, adopted October 21, 2021, is the current version.² *Plan Bay Area* is a limited and focused update to the *Plan Bay Area 2040*, with updated planning assumptions that incorporate key economic, demographic, and financial trends from the last several years.

Plan Bay Area provides transportation and environmental strategies to continue to meet the regional transportation-related GHG reduction goals of Senate Bill (SB) 375. Under the *Plan Bay Area* strategies, just under half of all Bay Area households would live within one half-mile of frequent transit by 2050, with this share increasing to over 70 percent for households with low incomes. Transportation and environmental strategies that support active and shared modes, combined with a transit-supportive land use pattern, are forecasted to lower the share of Bay Area residents that drive to work alone from over 50 percent in 2015 to 36 percent in 2050. GHG emissions from transportation would decrease significantly as a result of these transportation and land use changes, and the Bay Area would meet the State mandate of a 19 percent reduction in per-capita emissions by 2035 — but only if all strategies are implemented.³ Strategies to reduce GHG emissions include focusing housing and commercial construction in walkable, transit-accessible places; investing in transit and active transportation; and shifting the location of jobs to encourage shorter commutes.

Priority development areas (PDAs) and transit priority areas (TPAs) provide an implementing framework for *Plan Bay Area*. PDAs and TPAs were identified through a regional effort initiated by the ABAG and MTC to link planned development with regional land use and transportation planning objectives. PDAs are areas along transportation corridors that are served by public transit that allow opportunities for higher-density development of transit-oriented, infill development in existing communities that are expected to host the majority of future development. TPAs are areas within half a mile of a major transit stop, such as a transit center or rail line. The UC Law SF campus is within the Downtown/Van Ness/Northeast Neighborhoods PDA, as identified by ABAG and MTC. In this case, the TPAs would be the Civic Center/United Nations (UN) Plaza Bay Area Rapid Transit (BART) station on Market Street between Hyde Street and 7th Way, Mission Bay shuttle service on 7th Street and 4th Street, and San Francisco Municipal Transportation Agency's Muni bus service on McAllister Street, Van Ness Avenue, and O'Farrell Street

² Association of Bay Area Governments and Metropolitan Transportation Commission, 2021, October, *Plan Bay Area 2050*, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf, accessed May 25, 2023.

³ Association of Bay Area Governments and Metropolitan Transportation Commission, 2021, October, *Plan Bay Area 2050*, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf, accessed June 21, 2023.

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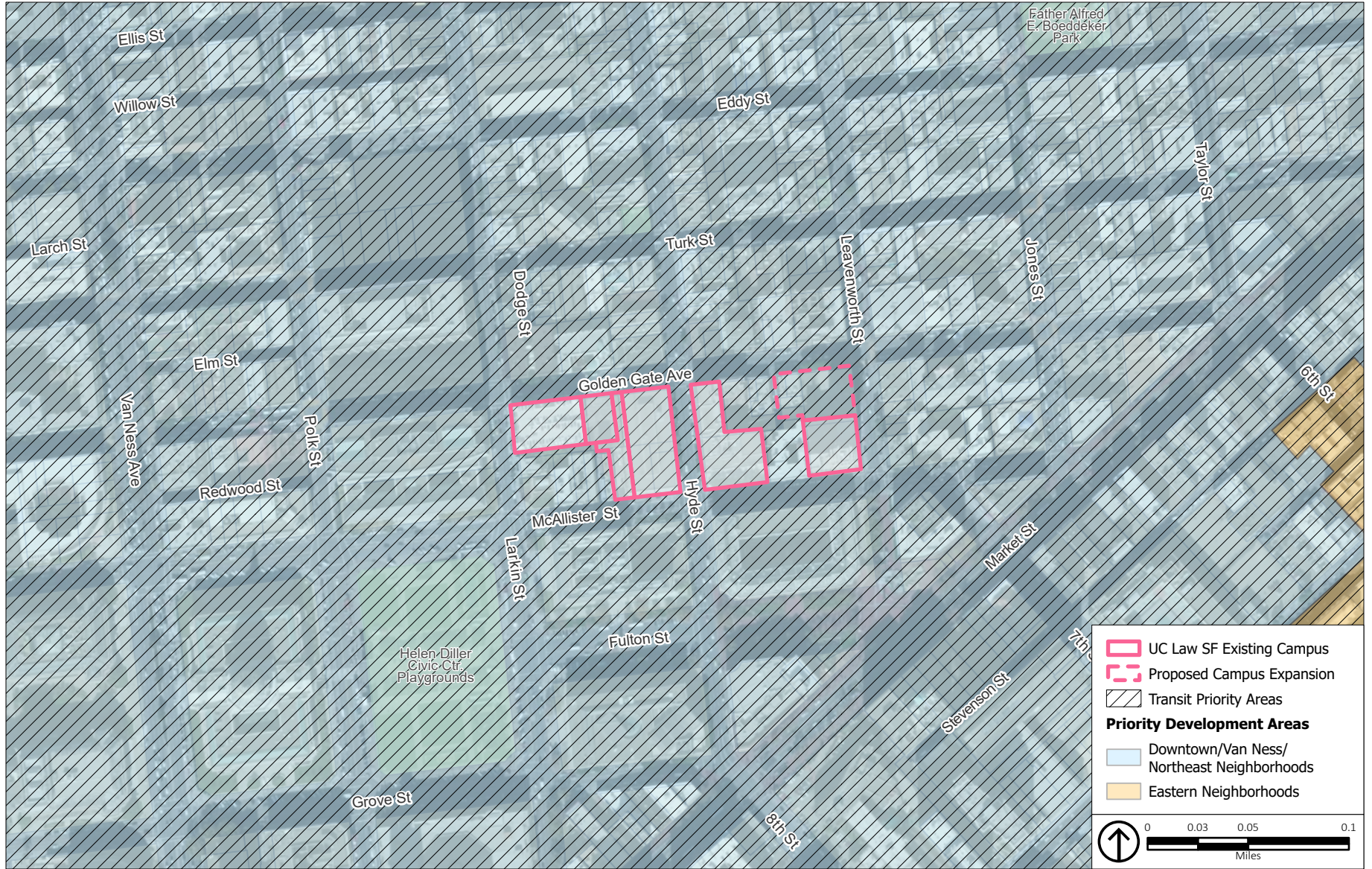
where the certain lines run on at least 15-minute headways during morning and evening peak periods.⁴ Figure 4-1, *Priority Development Areas and Transit Priority Areas*, shows the PDAs and TPAs that overlap with the LRCP planning area.

SB 743, which became effective on January 1, 2014, amended CEQA by adding California Public Resources Code (PRC) Section 21099 regarding analysis of transportation, aesthetics, and parking impacts for urban infill projects, among other provisions.

- **Transportation Impacts.** SB 743 required the Governor’s Office of Planning and Research—the entity charged with drafting guidelines to help agencies implement CEQA—to identify new metrics for identifying and mitigating transportation impacts under CEQA, shifting from a congestion-based standard (level of service or LOS) to a vehicle miles traveled (VMT) standard. CEQA Guidelines Section 15064.3 was added in December 2018 pursuant to SB 743 and describes specific considerations for evaluating a project’s transportation impacts. CEQA Guidelines Section 15064.3(b)(1) states that projects within half a mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact. Accordingly, transportation impacts related to VMT from potential future development in the TPA that meets the specific criteria, including the proposed 201 Golden Gate Avenue Mixed-Use Project, are presumed to be less than significant. Transportation impacts consistent with the required VMT standard are discussed in Chapter 4.8, *Transportation*, of this Draft EIR.
- **Aesthetic and Parking Impacts.** PRC Section 21099(d)(1), states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a TPA shall not be considered significant impacts on the environment.” Accordingly, these topics are no longer to be considered in determining significant environmental effects for a project that meets all three of the following criteria:
 - Is located on an infill site which is defined as “a lot located within an urban area that has been previously developed or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.”
 - Is a residential, mixed-use residential, or an employment-center project.
 - Is in a TPA, which is defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or Section 450.322 of Title 23 of the Code of Federal Regulations.”

Accordingly, because the proposed mixed-use development meets all three criteria, no significant aesthetic or parking impacts can be considered in this environmental analysis and these issues are not discussed further in this EIR.

⁴ Association of Bay Area Governments/Metropolitan Transportation Commission, 2023, March 22 (updated), Transit Priority Areas (2021), <https://opendata.mtc.ca.gov/datasets/MTC::transit-priority-areas-2021-1/explore?location=37.797999%2C-122.384700%2C11.78>, accessed October 2, 2023.



Source: Association of Bay Area Governments/Metropolitan Transportation Commission, 2023; PlaceWorks, 2023.

Figure 4-1
Priority Development Areas and Transit Priority Areas

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Planning and environmental review requirements are streamlined in PDAs and TPAs to encourage higher-density, mixed-use development to reduce environmental impacts. Development in PDAs and TPAs leverage existing infrastructure and therefore can minimize development in green field (undeveloped) areas and maximize growth in transit-rich communities to help lower VMT and consequently reduce GHG emissions, air quality pollutants, energy demand, and noise from vehicles with internal combustion engines dependent on fossil fuels. Additionally, due to the location, infill development in PDAs and TPAs result in fewer impacts related to agricultural, forestry, mineral, archaeological, and biological resources, geology and soils, hydrology and water quality, and wildfire. Impacts related to concentrated development in the PDAs and TPAs are discussed throughout this Draft EIR, and specific quantified impacts are described in Chapter 4.1, *Air Quality*; Chapter 4.4, *Greenhouse Gas Emissions*; and Chapter 4.8, *Transportation*, of this Draft EIR.

PARKING

Effective in 2010, parking inadequacy as a significant environmental impact was eliminated from the CEQA Guidelines by the Governor's Office of Planning and Research. Accordingly, parking adequacy in the LRCP planning area is not discussed further in this EIR.

POTENTIAL EFFECTS OF THE PROJECT ON THE ENVIRONMENT

The California Supreme Court concluded in *California Building Industry Association vs. Bay Area Air Quality Management District (CBIA vs. BAAQMD)* that "CEQA generally does not require an analysis of how existing environmental conditions will impact a project's future users or residents." The *CBIA vs. BAAQMD* ruling provided for several exceptions to the general rule where an analysis of the project on the environment is warranted: (1) if the project would exacerbate existing environmental hazards (such as exposing hazardous waste that is currently buried); (2) if the project qualifies for certain specified exemptions (certain housing projects and transportation priority projects pursuant to PRC Sections 21159.21 (f),(h); 21159.22 (a),(b)(3); 21159.23 (a)(2)(A); 21159.24 (a)(1),(3); or 21155.1 (a)(4),(6)); (3) if the project is exposed to potential noise and safety impacts on projects due to proximity to an airport (pursuant to PRC Section 21096); and (4) school projects require specific assessment of certain environmental hazards (pursuant to PRC Section 21151.8). Therefore, the evaluation of the significance of project impacts under CEQA focuses on the potential impacts of the proposed project on the environment, including whether the proposed project may exacerbate any existing environmental hazards. Existing environmental hazards in the LRCP planning area include, but are not limited to, seismic hazards and wildfire. Therefore, while the effects of these hazards on the proposed project are generally not subject to CEQA review following the *CBIA vs. BAAQMD* case,⁵ a discussion of the project's potential to exacerbate these hazardous conditions is provided in Chapter 4.3, *Geology and Soils*, of this Draft EIR.

⁵ *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

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CUMULATIVE IMPACT ANALYSIS

A cumulative impact consists of an impact created as a result of the combination of the project evaluated in the EIR, together with other reasonably foreseeable projects causing related impacts. CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable.” Cumulative effects could occur when future development under the project is combined with development in the surrounding area or, in some instances, in the entire region.

Pursuant to CEQA Guidelines Section 15130(a)(3), where a cumulative impact is significant when compared to baseline conditions, the analysis must address whether the project’s contribution to the significant cumulative impact is “considerable.” If the contribution of the project is considerable, then the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project’s contribution to a less-than-considerable level. If the project’s contribution is not considerable, it is considered less than significant and no mitigation for the project’s contribution is required.

The cumulative discussions in Chapters 4.1 through 4.9 explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, county, watershed, air basin), which depends on the impact being analyzed. For example, in assessing macroscale air quality impacts, all development in the air basin contributes to regional emissions of criteria pollutants, and basinwide projections of emissions are the best tool for determining the cumulative impact. In assessing aesthetic impacts, on the other hand, only development within the local area of change would contribute to a cumulative visual effect since the area of change is only visible within the vicinity of that area.

Past, present, and reasonably foreseeable cumulative development projects within a 0.3-mile (1,700 feet) radius of the LRCP planning area are listed in Table 4-1, *Cumulative Projects List*, and mapped on Figure 4-2, *Cumulative Projects Map*. These cumulative projects are the subject of an Environmental Evaluation Application currently on file with the San Francisco Planning Department. Applications are filed with the San Francisco Planning Department and building permits are filed with or approved by the San Francisco Department of Building Inspection. As shown in Table 4-1, reasonably foreseeable projects within a 0.3-mile radius of the LRCP planning area include new residential, retail, and office uses.

TABLE 4-1 CUMULATIVE PROJECTS LIST

Site No.	Project Name/Address	Location	Site No.	Project Name/Address	Location
1	101/121 Golden Gate Avenue ^a	Tenderloin	29	519 Ellis Street	Tenderloin
2	1010 Mission Street	South of Market	30	527 Stevenson Street	South of Market
3	1068 Mission Street	South of Market	31	530-540 Turk Street	Tenderloin
4	1125 Market Street	South of Market	32	535 Leavenworth Street	Tenderloin
5	1144 Howard Street	South of Market	33	538 Eddy Street ^a	Tenderloin
6	1270 Mission Street	South of Market	34	550 Larkin Street	Tenderloin
7	135 Hyde Street	Tenderloin	35	550 O’Farrell Street	Tenderloin
8	145 Leavenworth Street	Tenderloin	36	555 O’Farrell Street	Tenderloin

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TABLE 4-1 CUMULATIVE PROJECTS LIST

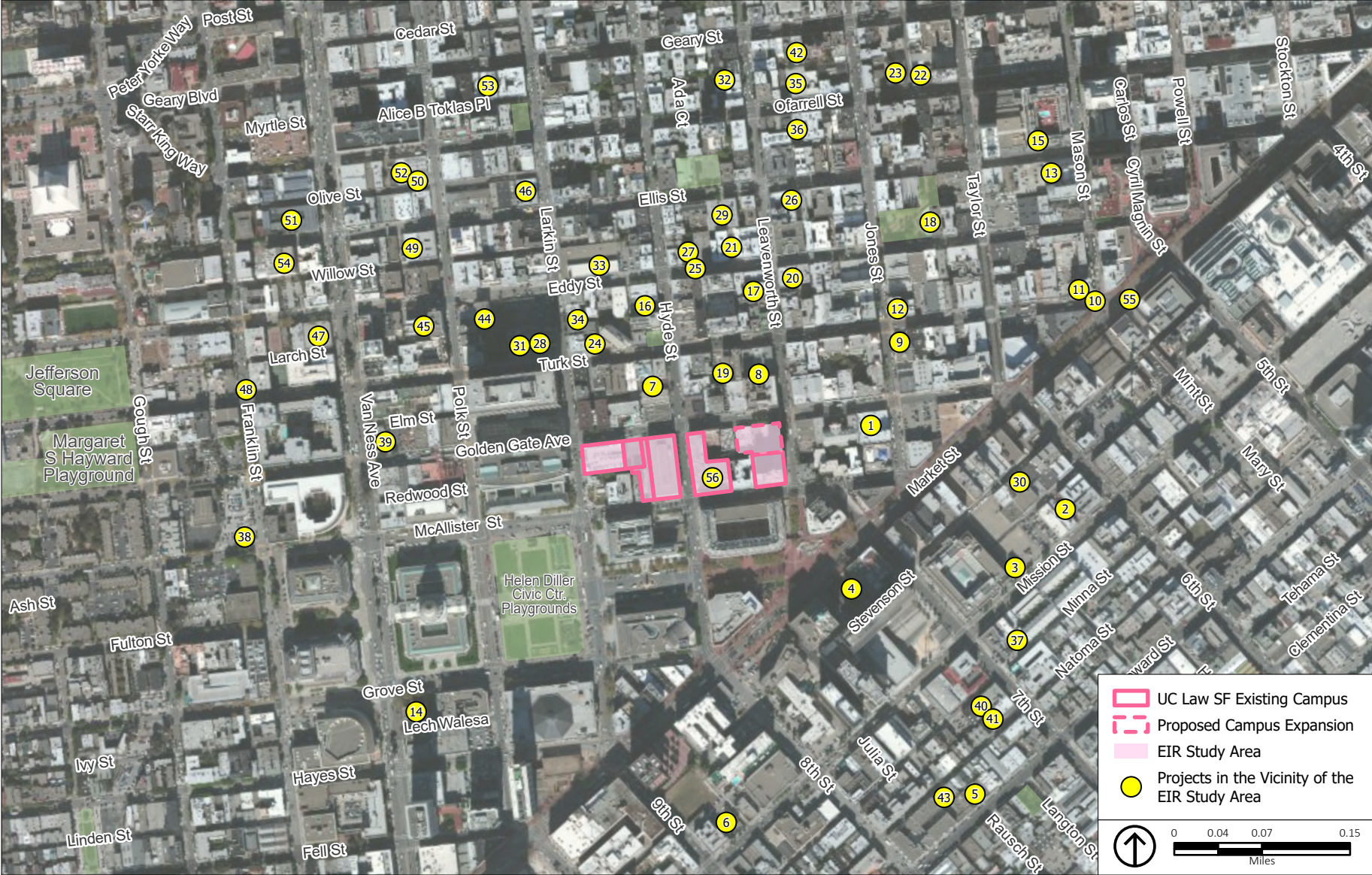
Site No.	Project Name/Address	Location	Site No.	Project Name/Address	Location
9	180 Jones Street	Downtown/ Civic Center	37	580 Minna Street	South of Market
10	19 - 25 Mason Street & 2 - 16 Turk Street	Tenderloin	38	600 McAllister Street	Western Addition
11	2 Turk Street	Tenderloin	39	600 Van Ness Avenue ^b	Downtown/ Civic Center
12	210 Taylor Street ^a	Tenderloin	40	611 Minna Street	South of Market
13	229-231 Ellis Street ^a	Tenderloin	41	612 Natoma Street	South of Market
14	240 Van Ness Ave	Tenderloin	42	651 Geary Street	Tenderloin
15	242 Ellis Street ^a	Tenderloin	43	661 Natoma Street	South of Market
16	245 Hyde Street ^a	Tenderloin	44	665 Eddy Street	Tenderloin
17	245 Leavenworth Street	Tenderloin	45	711 Eddy Street	Tenderloin
18	246 Eddy Street ^a	Tenderloin	46	719 Larkin Street ^a	Tenderloin
19	261 Turk Street ^a	Downtown/ Union Square	47	799 Van Ness Ave	Western Addition
20	385 Eddy Street	Tenderloin	48	807 Franklin Street	Western Addition
21	430 Eddy Street ^a	Tenderloin	49	819 Ellis Street	Tenderloin
22	436 O'Farrell Street	Tenderloin	50	841 Polk Street	Tenderloin
23	450 O'Farrell Street	Tenderloin	51	901 Van Ness Ave	Western Addition
24	468 Turk Street	Tenderloin	52	921 O'Farrell Street	Tenderloin
25	469 Eddy Street	Tenderloin	53	937 Geary Street ^a	Tenderloin
26	479 Ellis Street ^a	Tenderloin	54	939 Ellis Street	Western Addition
27	480 Eddy Street	Tenderloin	55	950 – 974 Market Street	Tenderloin
28	500 Turk Street	Tenderloin	56	UC College of Law Student Housing	Tenderloin

Notes: GSF = gross square feet; This table includes all entitled or under review projects within approximately 0.3 miles (1,700 feet) of the project site during Q2 2022 (April 1 - June 30). These cumulative projects are the subject of an Environmental Evaluation Application currently on file with the San Francisco Planning Department. Applications are filed with the San Francisco Planning Department and building permits are filed with or approved by the San Francisco Department of Building Inspection.

a. These projects were not included in the San Francisco Planning Q2 2022 Pipeline Report but are included in the cumulative setting for the cultural resources analysis.

b. This project was not included in the San Francisco Planning Q2 2022 Pipeline Report but is included in the cumulative setting for the wind analysis. Source: San Francisco Planning, 2022, Pipeline Report, <https://sfplanning.org/project/pipeline-report#current-map-and-data-set>, accessed November 30, 2022; Page & Turnbull, May 25, 2023, *201-247 Golden Gate Avenue Historic Resources Technical Report* (see Appendix D, *Cultural and Tribal Cultural Resources*, of this Draft EIR); CPP, December 21, 2022, *Pedestrian Wind Assessment* (see Appendix I, *Wind Assessment*, of this Draft EIR).

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Source: City of San Francisco, 2022; PlaceWorks, 2023.

Figure 4-2
Cumulative Projects Map

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The cumulative analysis discussions in Chapters 4.1 through 4.9 of this Draft EIR use projected growth from pending projects, as shown in Table 4-1. The following provides a summary of the cumulative impact scope for each impact topic:

- **Air Quality:** Cumulative air quality impacts could occur from a combination of the proposed project with regional growth in the San Francisco Bay Area air basin.
- **Cultural and Tribal Cultural Resources:** Cumulative impacts to cultural and tribal cultural resources could occur from development growth within the LRCP planning area, combined with impacts from projected growth in the surrounding region.
- **Geology and Soils:** Potential cumulative geological impacts could arise from a combination of future development under implementation of the proposed project together with projected growth in the immediate vicinity.
- **Greenhouse Gas Emissions:** The cumulative impact analyses for GHG emissions are related to the ongoing development in the LRCP planning area and the entire region. Because GHG emissions are not confined to a particular air basin but are dispersed worldwide, the cumulative impact analysis focuses on the global impacts and thus is cumulative by nature.
- **Hydrology and Water Quality:** The geographic context used for the cumulative assessment of hydrology and water quality impacts considers future development within the watersheds that encompass the LRCP planning area.
- **Noise:** The traffic noise levels are based on cumulative traffic conditions that take into account cumulative development in the vicinity of the LRCP planning area.
- **Shadow:** Cumulative impacts are considered in the context of nearby open space and the proposed projects impact in combination with projected growth in the surrounding area.
- **Transportation:** The analysis of the proposed project addresses cumulative impacts to the transportation network in the LRCP planning area and the surrounding region.
- **Wind:** Cumulative impacts are considered in the context of the growth from development under the proposed project combined with impacts from projected growth in the surrounding area.

4.1 AIR QUALITY

This chapter describes the potential air quality impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential air quality impacts, and identifies feasible mitigation measures that could mitigate any potentially significant impacts. Criteria air pollutant emissions modeling is included in Appendix C, *Air Quality and Greenhouse Gas Emissions Modeling*, of this Draft Environmental Impact Report (EIR).

4.1.1 ENVIRONMENTAL SETTING

4.1.1.1 AIR POLLUTANTS OF CONCERN

Criteria Air Pollutants

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the federal Clean Air Act (CAA) and California CAA, respectively. The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. ROG and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and NO₂ are the principal secondary pollutants. Each of the primary and secondary criteria air pollutants and its known health effects is described here.

- **Carbon Monoxide (CO)** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. Even healthy people

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exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death.¹

- **Reactive Organic Gases (ROGs)/Volatile Organic Compounds (VOCs)** are compounds composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle use is the major source of ROGs. Other sources of ROGs include evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but rather by reactions of ROGs to form secondary pollutants such as O₃. There are no AAQS established for ROGs. However, because they contribute to the formation of O₃, the Bay Area Air Quality Management District (BAAQMD) has established a significance threshold for this pollutant.
- **Nitrogen Oxides (NO_x)** are a by-product of fuel combustion and contribute to the formation of O₃, PM₁₀, and PM_{2.5}. The two major components of NO_x are nitric oxide (NO) and NO₂. The principal component of NO_x produced by combustion is NO, but NO reacts with oxygen to form NO₂, creating the mixture of NO and NO₂, commonly called NO_x. NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO₂ acts as an acute irritant and in equal concentrations is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm).²
- **Sulfur Dioxide (SO₂)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂. When SO₂ forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue.³
- **Suspended Particulate Matter (PM₁₀ and PM_{2.5})** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. In the San Francisco Bay Area Air Basin (SFBAAB), most particulate matter is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Two forms of fine particulates are now recognized and regulated. Inhalable coarse

¹ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

² Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

³ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

particles, or PM₁₀, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns or less (i.e., 2.5 millionths of a meter or 0.0001 inch). Diesel particulate matter (DPM) is also classified as a carcinogen (i.e., potentially causing cancer). Extended exposure to particulate matter can increase the risk of chronic respiratory disease. PM₁₀ bypasses the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. The United States Environmental Protection Agency (EPA) scientific review concluded that PM_{2.5} penetrates even more deeply into the lungs, and this is more likely to contribute to health effects, at concentrations well below current PM₁₀ standards. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing). Motor vehicles, wood burning in fireplaces, and stoves are all large sources of fine particulates.

- **Ozone (O₃)** is commonly referred to as “smog” and is a gas that is formed when ROG_s and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions to the formation of this pollutant. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. O₃ levels usually build up during the day and peak in the afternoon hours. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate existing respiratory diseases, such as asthma, bronchitis, and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. O₃ can also damage plants and trees and materials such as rubber and fabrics.⁴
- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phasing out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers. Because emissions of lead are found only in projects that are permitted by BAAQMD, lead is not an air quality of concern for the proposed project.

Table 4.1-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

⁴ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

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TABLE 4.1-1 CRITERIA AIR POLLUTANT HEALTH EFFECTS SUMMARY

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	<ul style="list-style-type: none"> ▪ Chest pain in heart patients ▪ Headaches, nausea ▪ Reduced mental alertness ▪ Death at very high levels 	<ul style="list-style-type: none"> ▪ Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O ₃)	<ul style="list-style-type: none"> ▪ Cough, chest tightness ▪ Difficulty taking a deep breath ▪ Worsened asthma symptoms ▪ Lung inflammation 	<ul style="list-style-type: none"> ▪ Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> ▪ Increased response to allergens ▪ Aggravation of respiratory illness 	<ul style="list-style-type: none"> ▪ Same as carbon monoxide sources
Particulate Matter (PM ₁₀ and PM _{2.5})	<ul style="list-style-type: none"> ▪ Hospitalizations for worsened heart diseases ▪ Emergency room visits for asthma ▪ Premature death 	<ul style="list-style-type: none"> ▪ Cars and trucks (particularly diesels) ▪ Fireplaces and woodstoves ▪ Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> ▪ Aggravation of respiratory disease (e.g., asthma and emphysema) ▪ Reduced lung function 	<ul style="list-style-type: none"> ▪ Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	<ul style="list-style-type: none"> ▪ Behavioral and learning disabilities in children ▪ Nervous system impairment 	<ul style="list-style-type: none"> ▪ Contaminated soil

Sources: California Air Resources Board, 2023, Common Air Pollutants: Air Pollution and Health, <https://ww2.arb.ca.gov/resources/common-air-pollutants>, accessed May 25, 2023; South Coast Air Quality Management District, May 6, 2005, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>, accessed May 25, 2023.

Toxic Air Contaminants

The California Health and Safety Code defines a toxic air contaminant (TAC) as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal CAA (42 US Code Section 7412[b]) is a TAC. People exposed to toxic air pollutants at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems.⁵ The California Air Resources Board (CARB) has identified over 200 substances and groups of substances as TACs.⁶ Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control measures. The majority of the estimated health risks from TACs can be attributed to relatively few compounds. The most important compounds are particulate matter from diesel-fueled engines.

In 1998, CARB identified DPM as a TAC. DPM is the most significant TAC, accounting for roughly 85 percent of the cancer risk from air toxics in the SFBAAB. Exposure to TACs can cause serious health effects,

⁵ United States Environmental Protection Agency, updated February 2020, Health and Environmental Effects of Hazardous Air Pollutants, <https://www.epa.gov/haps/health-and-environmental-effects-hazardous-air-pollutants>, accessed May 25, 2023.

⁶ California Air Resources Board, 2022, CARB Identified Toxic Air Contaminants, <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed May 25, 2023.

including cancer and birth defects.⁷ Other adverse health effects can include damage to the immune system, neurological, reproductive (reduced fertility), development, and respiratory problems.

4.1.1.2 REGULATORY FRAMEWORK

Federal, State, and local air districts have passed laws and regulations intended to control and enhance air quality. Land use in the LRCP planning area is subject to the rules and regulations imposed by EPA, CARB, California Environmental Protection Agency (CalEPA), and BAAQMD. Federal, State, and regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized herein. As discussed in Chapter 3, Project Description, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government.

Federal and State Regulations

AAQS have been adopted at federal and State levels for criteria air pollutants. In addition, both the federal and State governments regulate the release of TACs. The LRCP planning area is in the SFBAAB and is subject to the rules and regulations imposed by BAAQMD, the National AAQS adopted by the EPA, and the California AAQS adopted by CARB.

Ambient Air Quality Standards

The CAA was passed in 1963 by the United States Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution specifications. The California CAA, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tends to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 4.1-2, *Ambient Air Quality Standards for Criteria Pollutants*.

⁷ Bay Area Air Quality Management District, April 2023, *Appendix E: Recommended Methods for Screening and Modeling Local Risks and Hazards*, [https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-e-recommended-methods-for-screening-and-modeling-local-risks-and-hazards_final-pdf.pdf?la=en](https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-e-recommended-methods-for-screening-and-modeling-local-risks-and-hazards_final-pdf.pdf?la=en), accessed July 17, 2023.

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TABLE 4.1-2 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard ^a	Federal Primary Standard ^b	Major Pollutant Sources
Ozone (O ₃) ^c	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5}) ^d	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	
Lead (Pb)	30-Day Average	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing, and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m ³	
	Rolling 3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄) ^e	24 hours	25 µg/m ³	*	Industrial processes.
Visibility-Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

TABLE 4.1-2 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard ^a	Federal Primary Standard ^b	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Notes: ppm: parts per million; µg/m³: micrograms per cubic meter; *Standard has not been established for this pollutant/duration by this entity.

a. California standards for O₃, CO (except 8-hour Lake Tahoe), SO₂ (1 and 24 hour), NO₂, and particulate matter (PM₁₀, PM_{2.5}, and visibility-reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California AAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b. National standards (other than O₃, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

c. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

d. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

e. On June 2, 2010, a new 1-hour SO₂ standard was established, and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

Source: California Air Resources Board, March 2017, *Short-Lived Climate Pollutant Reduction Strategy*, https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf, accessed May 26, 2023.

These National AAQS and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “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. California has also adopted a host of other regulations that reduce criteria pollutant emissions, including:⁸

- Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards
- Heavy-Duty (Tractor-Trailer) Greenhouse Gas (GHG) Regulation
- Advanced Clean Cars Regulation
- Advanced Clean Fleets Regulation

⁸ See Chapter 4.4, *Greenhouse Gas Emissions*, of this Draft EIR for a description of regulations that reduce emissions, including AB 32, also known as the Global Warming Solutions Act, and Senate Bill (SB) 375, also known as the Sustainable Communities and Climate Protection Act. See Chapter 4.8, *Transportation*, of this Draft EIR for a description of SB 743, and how it relates to reducing vehicle miles traveled (VMT).

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- Senate Bill (SB) 1078 and SB 107: Renewables Portfolio Standards
- Title 20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards
- Title 24, Part 6, CCR: Building Energy Efficiency Standards
- Title 24, Part 11, CCR: Green Building Standards Code

Tanner Air Toxics Act and Air Toxics “Hot Spot” Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and reduce exposure to these contaminants to protect public health. A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal CAA (42 US Code Section 7412[b]) is a TAC. Under State law, CalEPA, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). AB 1807 sets up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the airborne toxics control measure must reduce exposure to below that threshold. If there is no safe threshold, the airborne toxics control measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities⁹ are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- 13 CCR Chapter 10, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- 13 CCR Chapter 10, Section 2480, Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- 13 CCR Section 2477 and Article 8, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

⁹ Each district is responsible for establishing the prioritization score threshold at which facilities are required to prepare a health risk assessment. In the Bay Area, facilities that generate a cancer risk of greater or equal to 10 in a million and a non-cancer chronic or acute risk greater or equal to 10 in a million are high-priority facilities. Types of facilities that have the potential to generate risks of this level include refineries, other heavy industrial manufacturing/industrial processes, and fueling stations.

Idling Restrictions

Section 2449 of the CCR, Title 13, Article 4.8, Chapter 9, was adopted on May 2, 2008, that limits nonessential idling of fleets to no more than five consecutive minutes at any location. This idling restriction applies to all vehicles in California with a diesel-fueled or alternative diesel-fueled off-road engine, unless a waiver provides sufficient justification that such idling is necessary. The airborne toxic control measure helps reduce public exposure to NO_x, DPM, and other criteria pollutant emissions from off-road diesel-fueled vehicles.

Regional Regulations

Bay Area Air Quality Management District

BAAQMD is the agency responsible for ensuring that the National and California AAQS are attained and maintained in the SFBAAB. Air quality conditions in the SFBAAB have improved significantly since BAAQMD was created in 1955.¹⁰ BAAQMD prepares air quality plans (AQP) to attain ambient air quality standards in the SFBAAB. BAAQMD prepares ozone attainment plans for the National O₃ standard and clean air plans for the California O₃ standard. BAAQMD prepares these air quality management plans in coordination with Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) to ensure consistent assumptions about regional growth.

2017 Clean Air Plan

BAAQMD adopted the *2017 Clean Air Plan, Spare the Air, Cool the Climate* (2017 Clean Air Plan) on April 19, 2017, making it the most recently adopted comprehensive plan. The 2017 Clean Air Plan incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2017 Clean Air Plan serves as an update to the adopted Bay Area 2010 Clean Air Plan and continues to provide the framework for SFBAAB to achieve attainment of the California and National AAQS. The 2017 Clean Air Plan updates the Bay Area's ozone plan, which is based on the "all feasible measures" approach to meet the requirements of the California CAA. Additionally, it sets a goal of reducing health risk impacts to local communities by 20 percent between 2015 and 2020. Furthermore, the 2017 Clean Air Plan also lays the groundwork for reducing GHG emissions in the Bay Area to meet the State's 2030 GHG reduction target and 2050 GHG reduction goal. It also includes a vision for the Bay Area in a post-carbon year 2050 that encompasses the following:¹¹

- Construct buildings that are energy efficient and powered by renewable energy.
- Walk, bicycle, and use public transit for the majority of trips and use electric-powered autonomous public transit fleets.

¹⁰ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

¹¹ Bay Area Air Quality Management District, April 19, 2017, *Final 2017 Clean Air Plan, Spare the Air, Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area*, 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 May 25, 2023.

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- Incubate and produce clean energy technologies.
- Live a low-carbon lifestyle by purchasing low-carbon foods and goods in addition to recycling and putting organic waste to productive use.

A multipollutant control strategy was developed to be implemented in the next three to five years to address public health and climate change and to set a pathway to achieve the 2050 vision. The control strategy includes 85 control measures to reduce emissions of ozone, particulate matter, TACs, and GHG from a full range of emission sources. These control measures cover the following sectors: (1) stationary (industrial) sources, (2) transportation, (3) energy, (4) agriculture, (5) natural and working lands, (6) waste management, (7) water, and (8) super-GHG pollutants. The control strategy includes these key priorities:

- Reduce emissions of criteria air pollutants and TACs from all key sources.
- Reduce emissions of “super-GHGs,” such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
 - Increase efficiency of the energy and transportation systems.
 - Reduce demand for vehicle travel and high-carbon goods and services.
- Decarbonize the energy system.
 - Make the electricity supply carbon-free.
 - Electrify the transportation and building sectors.

Community Air Risk Evaluation Program

BAAQMD’s Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposure to outdoor TACs in the Bay Area, primarily DPM. The last update to this program was conducted in 2014. Based on findings of the 2014 report, DPM was found to account for approximately 85 percent of the cancer risk from airborne toxics. Carcinogenic compounds from gasoline-powered cars and light-duty trucks were also identified as significant cancer risks: 1,3-butadiene contributed 4 percent of the cancer risk-weighted emissions and benzene contributed 3 percent. Collectively, five compounds—DPM, 1,3-butadiene, benzene, formaldehyde, and acetaldehyde—were found to be responsible for more than 90 percent of the cancer risk attributed to emissions. All of these compounds are associated with emissions from internal combustion engines. The most important sources of cancer risk-weighted emissions were combustion-related sources of DPM, including on-road mobile sources (31 percent), construction equipment (29 percent), and ships and harbor craft (13 percent). Overall, cancer risk from TACs dropped by more than 50 percent between 2005 and 2015, when emissions inputs accounted for State diesel regulations and other reductions.¹²

The major contributor to acute and chronic noncancer health effects in the SFBAAB is acrolein (C₃H₄O). Major sources of acrolein are on-road mobile sources and aircraft near freeways and commercial and

¹² Bay Area Air Quality Management District, April 2014, *Improving Air Quality & Health in Bay Area Communities, Community Air Risk Evaluation Program Retrospective & Path Forward (2004-2013)*, https://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CARE%20Program/Documents/CARE_Retrospective_April2014.ashx?la=en, accessed May 25, 2023.

military airports.¹³ Currently, CARB does not have certified emission factors or an analytical test method for acrolein. Since the appropriate tools needed to implement and enforce acrolein emission limits are not available, BAAQMD does not conduct health risk screening analysis for acrolein emissions.¹⁴

Assembly Bill 617 Community Action Plans

AB 617 was signed into law in July 2017 to develop a new community-focused program to more effectively reduce exposure to air pollution and preserve public health in environmental justice communities. AB 617 directs CARB and all local air districts to take measures to protect communities disproportionately impacted by air pollution by monitoring emissions and implementing air pollution control strategies.

On September 27, 2018, CARB approved BAAQMD's recommended communities for monitoring and emission-reduction planning. The State approved communities for year one (West Oakland and Richmond) of the program and communities that would move forward over the next five years (East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose, Tri-Valley, and Vallejo). Bay Area recommendations included all the CARE areas as well as areas with large sources of air pollution (e.g., refineries, seaports, airports), areas identified via statewide screening tools as having pollution and/or health burden vulnerability, and areas with low life expectancy.¹⁵ AB 617 is applicable to the proposed project since BAAQMD has currently designated the eastern San Francisco area as disproportionately impacted by air pollution in year two to five communities. Because the proposed project is within 1,000 feet of a BAAQMD-designated AB 617 community, a cancer risk significance threshold of six in one million is required under BAAQMD Regulation 2-5, *New Source Review of Toxic Air Contaminants*.

Other BAAQMD Rules and Regulations

In addition to the plans and programs described, BAAQMD administers several specific regulations on various sources of pollutant emissions that would apply to potential future development constructed, including:

- Regulation 2, Rule 2, *New Source Review*
- Regulation 2, Rule 5, *New Source Review of Toxic Air Contaminants*
- Regulation 6, Rule 1, *General Requirements*
- Regulation 6, Rule 2, *Commercial Cooking Equipment*
- Regulation 8, Rule 3, *Architectural Coatings*

¹³ Bay Area Air Quality Management District, September 2006, *Community Air Risk Evaluation Program: Phase I Findings and Policy Recommendations Related to Toxic Air Contaminants in the San Francisco Bay Area*, https://www.baaqmd.gov/~media/files/planning-and-research/care-program/care_p1_findings_recommendations_v2.pdf, accessed May 25, 2023.

¹⁴ Bay Area Air Quality Management District, December 2021, *Air Toxics Control Programs Health Risk Assessment Guidelines*, https://www.baaqmd.gov/~media/dotgov/files/rules/reg-2-permits/2021-amendments/documents/20211215_hraguidelines-pdf.pdf?la=en, accessed July 18, 2023.

¹⁵ Bay Area Air Quality Management District, April 16, 2019, *San Francisco Bay Area Community Health Protection Program*, https://www.baaqmd.gov/~media/files/ab617-community-health/2019_0325_ab617onepager-pdf.pdf?la=en, accessed May 25, 2023.

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- Regulation 8, Rule 4, *General Solvent and Surface Coatings Operations*
- Regulation 8, Rule 7, *Gasoline Dispensing Facilities*
- Regulation 11, Rule 2, *Asbestos, Demolition, Renovation and Manufacturing*
- Regulation 11, Rule 18, *Reduction of Risk from Air Toxic Emissions at Existing Facilities*

San Francisco County Transportation Authority

The San Francisco County Transportation Authority (Transportation Authority) is the Congestion Management Agency for San Francisco. The Transportation Authority develops and adopts a Congestion Management Program (CMP) to monitor activity on the transportation network and adopt plans for mitigating traffic congestion in the city. The CMP is updated every two years, and the latest CMP was adopted in December 2021.¹⁶

The Transportation Authority's countywide transportation model must be consistent with the regional transportation model developed by the MTC with ABAG data. The countywide transportation model is used to help evaluate cumulative transportation impacts of local land use decisions on the CMP system. In addition, the 2021 CMP includes multimodal performance standards and trip reduction and regional transportation demand management (TDM) strategies consistent with the goal of reducing regional vehicle miles traveled (VMT) in accordance with SB 375.

Consistent with State law, and the MTC's Regional Transportation Plan, the 2021 CMP contains the following components:

- A designated CMP roadway network
- A multimodal performance element that includes traffic level-of-service standards and a methodology for monitoring level of service on the designated CMP roadway network, as well as transit service standards
- A travel demand element that promotes alternative transportation methods
- A land use impact analysis methodology
- A seven-year multimodal Capital Improvement Program (CIP)

Plan Bay Area

As discussed in Chapter 4, *Environmental Evaluation*, of the Draft EIR, *Plan Bay Area* contains strategies to reduce GHG emissions by focusing housing and commercial construction in walkable, transit-accessible places; investing in transit and active transportation; and shifting the location of jobs to encourage shorter commutes. The LRCP planning area is within the Van Ness/Northeast Neighborhoods Priority Development Area (PDA) and a Transit Priority Area (TPA).

¹⁶ San Francisco County Transportation Authority, December 2021, *Congestion Management Program*, https://www.sfcta.org/sites/default/files/2022-05/Congestion_Management_Program_Report_220517_FINAL.pdf, accessed June 21, 2023.

Nitrogen Oxides from Natural Gas-Fired Furnaces, Boilers, and Water Heaters

BAAQMD adopted amendments to Regulation 9, *Inorganic Gaseous Pollutants*, Rule 4, *Nitrogen Oxides from Natural Gas-Fired Furnaces* (Rule 9-4), and Rule 6, *Nitrogen Oxides Emissions from Natural Gas-Fired Boilers and Water Heaters* (Rule 9-6). Space- and water-heating appliances generate a large portion of NO_x emissions from sources in the Bay Area. NO_x is a key criteria pollutant as a precursor to ozone and secondary particulate matter formation. The amendments would require more stringent NO_x emission standards for space- and water-heating appliances within BAAQMD's jurisdiction starting in year 2023 and would substantially reduce NO_x emissions from these appliances commonly found in single-family homes and commercial applications. The amendments to Rules 9-4 and 9-6 include the following elements:

- Sales and installation of smaller water heaters and boilers (below 75,000 British thermal units [BTU]/hour) must be zero emission, starting in 2027.
- Sales and installation of furnaces (heat input rate less than 175,000 BTU/hour) must be zero emission starting in 2029.
- Sales of larger water heaters and boilers (between 75,000 and 2 million BTU/hour) must be zero emission starting in 2031.
- Existing appliances can remain in operation but the rule would apply once they need replacement.

4.1.1.3 EXISTING CONDITIONS

San Francisco Bay Area Air Basin Conditions

California is divided geographically into air basins for the purpose of managing the air resources of the state on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The state is divided into 15 air basins. The LRCP planning area is in the SFBAAB. The following discussion identifies the natural factors in the SFBAAB that affect air pollution. Air pollutants of concern are criteria air pollutants and TACs. Federal, State, and local air districts have adopted laws and regulations intended to control and improve air quality.

BAAQMD is the regional air quality agency for the SFBAAB, which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties; the southern portion of Sonoma County; 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.¹⁷

¹⁷ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

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Meteorology

The SFBAAB is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys, and bays, which distort normal wind flow patterns. The Coast Range¹⁸ splits in the Bay Area, creating a western coast gap, the Golden Gate, and an eastern coast gap, the Carquinez Strait, which allows air to flow in and out of the Bay Area and the Central Valley. 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 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. 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.

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 in Marin County, 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 José when it meets the East Bay hills. Wind speeds may be strong locally in areas where air is channeled through a narrow opening, such as the Carquinez Strait, the Golden Gate, or the San Bruno gap.

The air flowing in from the coast to the Central Valley, called the sea breeze, begins developing at or near ground level along the coast in late morning or early afternoon and the sea breeze deepens and increases in velocity while spreading inland. Under normal atmospheric conditions, the air in the lower atmosphere is warmer than the air above it. 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 (i.e., conditions where there is little mixing, which occurs when there is a lack of or little wind) are characterized by nighttime drainage flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley toward 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

¹⁸ The Coast Range traverses California's west coast from Humboldt County to Santa Barbara County.

temperature gradient near the ocean is also exaggerated, especially in summer, because of the upwelling of cold water from the ocean bottom along the coast. On summer afternoons, the temperatures at the coast can be 35 degrees Fahrenheit (°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. The average low is reported at 42°F in December, while the average high is 75.5°F in August.¹⁹

Precipitation

The SFBAAB is characterized by moderately wet winters and dry summers. Winter rains (November through March) 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 (an upward and downward movement of air) are usually high, thus pollution levels tend to be low (i.e., air pollutants are dispersed more readily into the atmosphere rather than accumulate under stagnant conditions). However, during the winter, frequent dry periods do occur, where mixing and ventilation are low and pollutant levels build up. Rainfall averages 37.21 inches per year in the LRCP planning area.²⁰

Wind Circulation

Low wind speed contributes to the buildup of air pollution because it allows more pollutants to be emitted into the air mass per unit of time. Light winds occur most frequently during periods of low sun (fall, winter, and early morning) and at night. These are also periods when air pollutant emissions from some sources are at their peak, namely, commuter traffic (early morning) and wood-burning appliances (nighttime). The problem can be compounded in valleys, when weak flows carry the pollutants up-valley during the day, and cold air drainage flows move the air mass down-valley at night. Such restricted movement of trapped air provides little opportunity for ventilation and leads to buildup of pollutants to potentially unhealthy levels.

Inversions

An inversion is a layer of warmer air over a layer of cooler air. Inversions affect air quality conditions significantly because they influence the mixing depth (i.e., the vertical depth in the atmosphere available for diluting air contaminants near the ground). There are two types of inversions that occur regularly in

¹⁹ USA.com, San Francisco City, California: Historical Weather Report, <http://www.usa.com/san-francisco-ca-weather.htm>, accessed June 20, 2023.

²⁰ USA.com, San Francisco City, California: Historical Weather Report, <http://www.usa.com/san-francisco-ca-weather.htm>, accessed June 20, 2023.

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the SFBAAB. Elevation inversions²¹ are more common in the summer and fall, and radiation inversions²² are more common during the winter. The highest air pollutant concentrations in the SFBAAB generally occur during inversions.

Attainment Status of the SFBAAB

The AQP provides the framework for air quality basins to achieve attainment of the State and federal AAQS through the State Implementation Plan. Areas that meet AAQS are classified as attainment areas, and areas that do not meet these standards are classified as nonattainment areas. Severity classifications for O₃ range from marginal, moderate, and serious, to severe and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SFBAAB is shown in Table 4.1-3, *Attainment Status of Criteria Pollutants in the San Francisco Bay Area Air Basin*. The SFBAAB is currently designated a nonattainment area for California and national O₃, California PM_{2.5}, and California PM₁₀ AAQS.

TABLE 4.1-3 ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SAN FRANCISCO BAY AREA AIR BASIN

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment	Classification revoked (2005)
Ozone – 8-hour	Nonattainment (serious)	Nonattainment (marginal) ^a
PM ₁₀	Nonattainment	Unclassified/Attainment ^b
PM _{2.5}	Nonattainment	Unclassified/Attainment
CO	Attainment	Attainment
NO ₂	Attainment	Unclassified
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	Attainment	Unclassified/Attainment
All others	Unclassified/Attainment	Unclassified/Attainment

a. Severity classification current as of February 13, 2017.

b. In December 2014, the EPA issued final area designations for the 2012 primary annual PM_{2.5} national AAQS. Areas designated “unclassifiable/attainment” must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

Source: California Air Resources Board, 2023, Maps of State and Federal Area Designations, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>, accessed June 21, 2023.

²¹ When the air blows over elevated areas, it is heated as it is compressed into the side of the hill/mountain. When that warm air comes over the top, it is warmer than the cooler air of the valley.

²² During the night, the ground cools off, radiating the heat to the sky.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the planning area have been documented and measured by BAAQMD. BAAQMD has 24 permanent monitoring stations around the Bay Area. The nearest station is the San Francisco-Arkansas Monitoring Station, which monitors O₃, NO₂, PM₁₀, and PM_{2.5}. Data from this monitoring station is summarized in Table 4.1-4, *Ambient Air Quality Monitoring Summary*. The data show occasional violations of the State/federal O₃ standards and State PM₁₀ standard, and regular violations of the federal PM_{2.5} standard.

TABLE 4.1-4 AMBIENT AIR QUALITY MONITORING SUMMARY

Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels During Such Violations				
	2017	2018	2019	2020	2021
Ozone (O₃)					
State 1-Hour ≥ 0.09 ppm	2	0	0	0	0
State & Federal 8-hour ≥ 0.07 ppm	0	0	1	0	0
Maximum 1-Hour Conc. (ppm)	0.087	0.065	0.091	0.088	0.074
Maximum 8-Hour Conc. (ppm)	0.054	0.049	0.073	0.055	0.054
Nitrogen Dioxide (NO₂)					
State 1-Hour ≥ 0.18 (ppm)	0	0	0	0	0
Maximum 1-Hour Conc. (ppb)	0.0730	0.0688	0.0610	0.0477	0.0496
Coarse Particulates (PM₁₀)					
State 24-Hour > 50 µg/m ³	2	0	0	2	0
Federal 24-Hour > 150 µg/m ³	0	0	0	0	0
Max. 24-Hour Conc. (µg/m ³)	77.0	40.9	42.1	105.0	33.0
Fine Particulates (PM_{2.5})					
Federal 24-Hour > 35 µg/m ³	7	14	0	8	0
Maximum 24-Hour Conc. (µg/m ³)	49.9	177.4	25.4	147.3	22.4

Notes: ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; * = insufficient data; NA = Not Available
Data for O₃, NO₂, PM₁₀, and PM_{2.5} was obtained from the San Francisco-Arkansas Monitoring Station.
Source: California Air Resources Board, 2023, Air Pollution Data Monitoring Cards (2017, 2018, 2019, 2020, and 2021),
<https://www.arb.ca.gov/adam/topfour/topfourdisplay.php>, accessed June 21, 2023.

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 for the purposes of air quality analysis include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive receptors to air pollution 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. Other sensitive receptors for the purposes of air quality analysis can include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are 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. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent since the majority of the workers

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tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the population.

Off-site receptors sensitive to air pollution considered in this analysis that are in close proximity to the proposed project include employees and residents in the mixed-use buildings to the north across from Golden Gate Avenue; employees at the businesses, and daycare and school-age children to the north and east across Leavenworth Street; and UC Law SF students and employees, and employees at ground-level businesses and residents in floors 2 through 6 of the mixed-use building adjacent to the project site to the south.

4.1.2 STANDARDS OF SIGNIFICANCE

Based on the preliminary analysis in the Notice of Preparation (see Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR), it was determined that development of the proposed project would not result in significant environmental impacts related to the following standard of significance: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, this standard is not discussed further in this EIR.

Pursuant to Appendix G, *Environmental Checklist*, of the California Environmental Quality Act (CEQA) Guidelines, implementation of the proposed project would result in significant air quality impacts if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in a cumulatively considerable impact with respect to air quality.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

BAAQMD's 2022 CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, GHG emissions, and environmental justice.

In June 2010, BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. These thresholds are designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. BAAQMD published a

new version of the Guidelines dated April 2023.²³ This latest version of BAAQMD CEQA Guidelines was used to prepare the analysis in this Draft EIR.

Clean Air Plan Consistency

Under its project-level review criteria, BAAQMD recommends a consistency evaluation of the project with its current AQP control measures. BAAQMD considers a project to be consistent with the applicable AQP, which is currently the 2017 Clean Air Plan, if it is consistent with these considerations:

- Does the project support the primary goals of the AQP?
- Does the project include applicable control measures from the AQP?
- Does the project disrupt or hinder implementation of any AQP control measure?

Criteria Air Pollutant Emissions and Precursors

Regional Significance Criteria

BAAQMD’s regional significance criteria for projects that exceed the screening thresholds are shown in Table 4.1-5, BAAQMD *Regional (Mass Emissions) Criteria Air Pollutant Significance Thresholds*. Criteria for both the construction and operational phases of the project are shown.

TABLE 4.1-5 BAAQMD REGIONAL (MASS EMISSIONS) CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Phase	Operational Phase	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
PM ₁₀ and PM _{2.5} Fugitive Dust	Best Management Practices	None	None

Source: Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

If projects exceed the emissions in Table 4.1-5, that project would cumulatively contribute to the nonattainment status and would contribute to elevating health effects associated with these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema, and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

²³ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

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However, for projects that exceed the emissions in Table 4.1-5, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions or how many additional individuals in the SFBAAB would be affected by the health effects cited previously. BAAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality in the SFBAAB and at the present time, it has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health in order to address the issue raised in *Sierra Club v. County of Fresno (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978* (Friant Ranch).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the national AAQS and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds. To achieve the health-based standards established by the EPA, the air districts prepare air quality management plans that detail regional programs to attain the AAQS. However, if the proposed project exceeds the regional significance thresholds, it could contribute to an increase in health effects in the basin until such time the attainment standards are met in the SFBAAB.

CO Hotspots

Congested intersections have the potential to create elevated concentrations of CO, referred to as CO hotspots. The significance criteria for CO hotspots are based on the California AAQS for CO, which are 9.0 ppm (8-hour average) and 20.0 ppm (1-hour average). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology, the SFBAAB is in attainment of the California and national AAQS, and CO concentrations in the SFBAAB have steadily declined. Because CO concentrations have improved, BAAQMD does not require a CO hotspot analysis if the following criteria are met:

- The project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersection to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Community Risk and Hazards

BAAQMD's significance thresholds for local community risk and hazard impacts apply to both the siting of a new source and to the siting of a new sensitive receptor. Local community risk and hazard impacts are associated with TACs and PM_{2.5} because emissions of these pollutants can have significant health impacts at the local level. The proposed mixed-use development would generate TACs and PM_{2.5} during construction activities that could elevate concentrations of air pollutants at the nearby sensitive

receptors. The thresholds for construction-related local community risk and hazard impacts are the same as for project operations. BAAQMD has adopted screening tables for air toxics evaluation during construction. Construction-related TAC and PM_{2.5} impacts should be addressed on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and proximity to off-site and on-site receptors, as applicable.²⁴

Community Risk and Hazards: Project

Project-level emissions of TACs or PM_{2.5} from individual sources that exceed any of the thresholds listed below are considered a potentially significant community health risk:

- An excess (i.e., increased) cancer risk level of more than 6 in one million
- Noncancer (i.e., chronic or acute) hazard index greater than 1.0
- An incremental increase of greater than 0.3 micrograms per cubic meter (µg/m³) annual average PM_{2.5}²⁵

Community Risk and Hazards: Cumulative

Cumulative sources represent the combined total risk values of each of the individual sources within the 1,000-foot evaluation zone. A project would have a cumulatively considerable impact if the total of all past, present, and foreseeable future sources within a 1,000-foot radius from the fence line of a source or location of a receptor, plus the contribution from the project, exceeds any of the following in the absence of a qualified community risk reduction plan:

- An excess cancer risk level of more than 100 in one million (from all sources)
- Chronic noncancer hazard index (from all local sources) greater than 10.0
- 0.8 µg/m³ annual average PM_{2.5} (from all local sources)²⁶

In February 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted new health risk assessment guidance that includes several efforts to be more protective of children's health. These updated procedures include the use of age sensitivity factors to account for the higher sensitivity of infants and young children to cancer-causing chemicals, and age-specific breathing rate.²⁷

²⁴ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

²⁵ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

²⁶ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

²⁷ California Office of Environmental Health Hazard Assessment, February 2015, *Air Toxics Hot Spots Program Risk Assessment Guidelines*, <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, accessed June 21, 2023.

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4.1.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

Methodology

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur with the proposed project. BAAQMD has published the CEQA Air Quality Guidelines, used in this analysis, that provides local governments with guidance for analyzing and mitigating air quality impacts.

Regional Emissions Modeling

The equipment mix and overall construction durations for Variant 1 and Variant 2 were provided by UC Law SF. Academic Heavy (Variant 2) was used as a conservative analysis for the construction and operation in the air quality analysis because this variant would have a longer construction period.

The proposed project criteria air pollutant emissions inventory was modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1 and includes the following sectors:

- **On-Road Transportation.** Transportation emissions are based on the trip generation for the proposed project provided by Fehr & Peers (see Appendix H, *Transportation*, of this Draft EIR). The default fleet mix in CalEEMod was used in the emissions estimates.
- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and on the assumed building square footage.
- **Energy.** The CalEEMod default energy rates were used for the proposed project.
- **Construction.** The project-related construction emissions are based on information provided by the project applicant and CalEEMod defaults for Variant 2. Construction is modeled to occur between January 2026 and February 2028 for an approximately 25-month duration, based on information provided by the project applicant. The construction equipment mix used in the model reflects information provided by the project applicant and supplemented with CalEEMod defaults for missing values, such as equipment horsepower and load factor.

Localized Emissions Modeling

A construction Health Risk Assessment (HRA) from TACs and PM_{2.5} associated with construction equipment exhaust was prepared for the project and is included in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR. Sources evaluated in the HRA include off-road construction equipment and heavy-duty diesel trucks along the truck route. Modeling is based on the EPA's AERMOD

air dispersion modeling program and the latest HRA guidance from the OEHHA and BAAQMD to estimate excess lifetime cancer risks, chronic non-cancer hazard indices, and the PM_{2.5} maximum annual concentrations at the nearest maximum exposed identified receptors and assumes 10-hour daily outdoor exposure, consistent with the anticipated daily construction activity, with risks averaged over a 30-year lifetime.

DPM emissions were based on the CalEEMod construction runs, using daily PM₁₀ exhaust construction emissions presented in pounds (lbs) per day. The PM_{2.5} emissions were taken from the CalEEMod output for PM_{2.5} exhaust and PM_{2.5} dust, also presented in lbs per day. The average daily emission rates from construction equipment used during the proposed mixed-use development construction were determined by identifying the maximum daily emissions (winter vs summer) for each construction activity, multiplying that daily emission rate by the number of construction days in that activity, adding all total emissions together, and dividing total emissions by the total number of nonoverlapping workdays.

Air dispersion modeling using the EPA's AERMOD program was conducted to assess the impact of emitted compounds on nearby receptors. The model is a steady state Gaussian plume model and is an approved model by BAAQMD for estimating annual average pollutant concentrations from point and fugitive sources in simple and complex terrain. Meteorological data obtained from CARB for the nearest representative meteorological station (Oakland International Airport) with the five latest available years (2013 to 2017) of record were used to represent local weather conditions and prevailing winds. The health risks are calculated using the annual construction emission rates and the AERMOD output at the maximum exposed receptor (MER).

AIR-1 The proposed project would not conflict with or obstruct implementation of the applicable air quality plan.

BAAQMD is directly responsible for reducing emissions from area and stationary sources and indirectly from mobile sources in the SFBAAB to achieve national and California AAQS. BAAQMD's 2017 Clean Air Plan is a regional and multiagency effort to reduce air pollution in the SFBAAB. A consistency determination with the AQP plays an important role in agency project review by linking planning and individual projects to the 2017 Clean Air Plan. It fulfills the CEQA goal of informing decision makers of the environmental effects of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the agency with ongoing information as to whether they are contributing to the clean air goals in the 2017 Clean Air Plan.

The regional emissions inventory for the SFBAAB is compiled by BAAQMD. Regional population, housing, and employment projections developed by ABAG are based, in part, on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the 2017 Clean Air Plan. These demographic trends are incorporated into *Plan Bay Area*, compiled by ABAG and the MTC to determine priority transportation projects and VMT in the Bay Area. The 2017 Clean Air Plan strategy is based on the projections from ABAG. Projects that are consistent with the regional projections are considered consistent with the air quality-related regional plan. Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of the 2017 Clean Air Plan.

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As described in Section 4.1.1.2, the College is not subject to regulations of local governments, such as San Francisco land use and zoning policies. However, it is the College's policy to evaluate future development consistency with local and regional plans and policies. As described in Section XIV, *Population and Housing*, of the Initial Study prepared for the proposed project, which is included in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the proposed mixed-use development is intended to accommodate the existing educational population in the project vicinity, as it is expected to be occupied by students, staff and/or faculty who already reside, work, and/or study in San Francisco and the Bay Area region. According to ABAG, San Francisco is projected to grow by 213,000 people by 2050. The proposed mixed-use development would result in up to 831 new residents, representing about 0.4 percent of the expected increase in population foreseen by ABAG. Therefore, the proposed mixed-use development would be within the growth projections of ABAG, and therefore would be consistent with the 2017 Clean Air Plan, as such projections serve as the foundation for the emissions inventory of the 2017 Clean Air Plan. Furthermore, as discussed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, the mixed-use development site is within a PDA and TPA and is planned growth in a transit-rich community to help lower VMT and consequently reduce air quality pollutants from vehicles with internal combustion engines dependent on fossil fuels.

Additionally, pursuant to CEQA Guidelines Section 15206,²⁸ the proposed mixed-use development is not considered a regionally significant project that would affect regional VMT and warrant intergovernmental review by ABAG and MTC. Lastly, the net increase in regional emissions generated by the proposed mixed-use development would not exceed BAAQMD's emissions thresholds (see impact discussion AIR-2).

These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed mixed-use development would not exceed these thresholds, it would not be considered by BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, under either variant, the proposed mixed-use development would not conflict with or obstruct implementation of the 2017 Clean Air Plan, and impacts are considered *less than significant*.

Significance without Mitigation: Less than significant.

AIR-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.
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Construction

Development of the proposed mixed-use development would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. Short-term criteria pollutant emissions would occur during demolition, site preparation, grading, building

²⁸ Pursuant to CEQA Guidelines Section 15206, a proposed residential development of more than 500 dwelling units and a proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space would be considered a project of statewide, regional, or areawide significance.

construction, paving, and architectural coating activities associated with the proposed mixed-use development. ROG and NO_x emissions are primarily associated with gasoline and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM₁₀ and PM_{2.5}) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance, and VMT by construction vehicles on- and off-road. Typical construction equipment associated with development and redevelopment projects includes dozers, graders, excavators, loaders, and trucks.

BAAQMD has identified construction thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_x, PM₁₀, and PM_{2.5}. Development projects below these significance thresholds (listed in Table 4.1-5) are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, BAAQMD's CEQA Air Quality Guidelines identify and recommend a series of "Basic" measures to control and reduce construction-related fugitive dust emissions. For all projects, BAAQMD recommends implementation of eight Basic Construction Measures to reduce construction fugitive dust and determines a project's fugitive dust impacts during construction to be less than significant if the following Basic Construction Measures are incorporated into project construction:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, 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 trackout 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 miles per hour.
- 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 miles per hour.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to the sites 100 feet or further from a paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
- Prior to the commencement of construction activities, individual project proponents shall 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. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Construction activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and utility trenching. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. An estimate of

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construction emissions associated with the proposed mixed-use development is shown in Table 4.1-6, *Construction-Related Criteria Air Pollutant Emissions Estimate*.

TABLE 4.1-6 CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS ESTIMATE

	Criteria Air Pollutants (average lbs/day) ^a					
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive PM _{2.5} ^b	Exhaust PM _{2.5}
Average Daily Construction Emissions for all Activities ^c	7	8	9	0	2	0
BAAQMD Average Daily Project-Level Threshold	54	54	Implement BMPs	82	Implement BMPs	54
Exceeds Average Daily Threshold?	No	No	NA	No	NA	No

Notes:

BAAQMD = Bay Area Air Quality Management District; BMP = Best Management Practices; NA = not applicable; emissions may not total to 100 percent due to rounding.

a. Construction activities are based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

b. Includes implementation of best management practices for fugitive dust control required by BAAQMD. Implementation of BAAQMD's construction best management practices is considered to result in construction-related fugitive dust emissions that are acceptable. See Mitigation Measure AIR-2.

c. Average daily emissions are based on the construction emissions divided by the total number of active construction days. The total number of construction days is estimated to be 437 workdays.

Source: CalEEMod Version 2022.1.

Construction Exhaust Emissions

Construction emissions are based on the conservative construction schedule developed for the mixed-use development. Activities that would take place are asphalt and building demolition, hauling, site preparation, rough and fine grading, building construction, utility trenching, paving, architectural coating, and finishing/landscaping. To determine potential construction-related air quality impacts, criteria air pollutants generated by project-related construction activities are compared to BAAQMD's significance thresholds. Average daily emissions are based on the total annual construction emissions divided by the total number of active construction days. As shown in Table 4.1-6, criteria air pollutant emissions from construction equipment exhaust would not exceed BAAQMD's average daily thresholds. Therefore, construction-related criteria pollutant emissions from exhaust would be *less than significant*.

Fugitive Dust

Ground-disturbing activities during project construction could generate fugitive dust (PM₁₀ and PM_{2.5}) that, if left uncontrolled, could expose the areas downwind of the construction site to air pollution from the construction dust. Fugitive PM₁₀ is typically the most significant source of air pollution from the dust generated from construction. The amount of fugitive dust generated during construction would be highly variable and is dependent on the amount of material being demolished, the type of material, moisture content, and meteorological conditions. PM₁₀ bypasses the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. PM_{2.5} penetrates even more deeply into the lungs, and this is more likely to contribute to health effects—at concentrations well below current PM₁₀ standards. Health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing).

As described in Section 4.1.1.1, *Air Pollutants of Concern*, extended exposure to particulate matter can increase the risk of chronic respiratory disease, which would be a significant impact. As described under Section 4.1.2, *Standards of Significance*, BAAQMD does not provide a quantitative threshold for construction-related fugitive dust emissions, and a project's fugitive dust emissions are considered acceptable with implementation of BAAQMD's best management practices.

As the SFBAAB is currently designated as a nonattainment area for PM, mitigation would be required to ensure that the proposed mixed-use development would result in less-than-significant construction fugitive dust impacts. For this reason, the proposed mixed-use development's fugitive dust emissions with the incorporation of BAAQMD's best management practices are quantified for reference in Table 4.1-6.

Impact AIR-2: During construction, uncontrolled fugitive dust (PM₁₀ and PM_{2.5}) could expose the areas that are downwind of the mixed-use development site to air pollution from construction activities without the implementation of the Bay Area Air Quality Management District's (BAAQMD's) best management practices.

Mitigation Measure AIR-2: Prior to discretionary approval by the University of California College of Law, San Francisco (College), the College shall show on appropriate construction documents that the following measures shall be adhered to during project construction:

- 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 trackout 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 miles per hour.
- 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 miles per hour.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the development site.
- Unpaved roads providing access to the site 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. BAAQMD's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

These measures shall be noted on grading plans prepared for the College. The construction contractor shall implement these measures during ground-disturbing construction activities. The Division of the

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State Architect shall verify compliance that these measures have been implemented during normal construction site inspections.

Significance with Mitigation: Less than significant.

Operation

Operational (long-term) activities associated with the proposed mixed-use development could generate a substantial increase in long-term criteria air pollutant emissions from existing conditions that could exceed BAAQMD’s regional significance thresholds and cumulatively contribute to the nonattainment designations of the SFBAAB. As previously stated, BAAQMD has identified operational thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_x, PM₁₀, and PM_{2.5}. Development projects below these significance thresholds (listed in Table 4.1-5) are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (e.g., natural gas), and mobile sources (e.g., on-road vehicles). Mobile-source criteria air pollutant emissions are based on the traffic analysis conducted by Fehr & Peers for the EIR (see Appendix H, *Transportation*, of this Draft EIR). As shown in Table 4.1-7, *Operational Criteria Air Pollutant Emissions Estimates*, the operational emissions generated by the proposed mixed-use development would not exceed BAAQMD daily or annual project-level emissions thresholds.²⁹

TABLE 4.1-7 OPERATIONAL CRITERIA AIR POLLUTANT EMISSIONS ESTIMATES

Category	Criteria Air Pollutants (tons per year)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	1.17	0.02	<0.01	<0.01
Energy	0.01	0.26	0.02	0.02
On-Road Mobile	0.32	0.20	0.42	0.11
Emergency Generator	<0.01	<0.01	<0.01	<0.01
Total	1.50	0.48	0.45	0.13
BAAQMD Annual Project-Level Threshold (tons/yr)	10	10	15	10
Exceeds BAAQMD’s tons/year Threshold?	No	No	No	No

Category	Criteria Air Pollutants (average pounds per day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Proposed Land Use in 2028	9.42	2.70	2.53	0.75
BAAQMD Average Daily Project-Level Threshold (lbs/day)	54	54	82	54
Exceeds BAAQMD’s lbs/day Threshold?	No	No	No	No

Notes: BAAQMD = Bay Area Air Quality Management District; Reactive Organic Gases = ROG; Nitrogen Oxides = NO_x; Coarse Inhalable Particulate Matter = PM₁₀; Fine Inhalable Particulate Matter = PM_{2.5}; Emissions may not total to 100 percent due to rounding.
 Source: California Emissions Estimator Model (CalEEMod), Version 2022.1.

²⁹ Further details are shown in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR.

Therefore, the proposed mixed-use development would not cumulatively contribute to the nonattainment designations of the SFBAAB. Project-related operation impacts to regional air quality under either variant would be *less than significant*.

Significance without Mitigation: Less than significant.

AIR-3 The proposed project could expose sensitive receptors to substantial pollutant concentrations.

The proposed mixed-use development could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass, so they can be more readily correlated to potential health effects.

Construction

The proposed mixed-use development would elevate concentrations of construction exhaust PM_{2.5} and fugitive dust in the vicinity of sensitive land uses (i.e., sensitive receptors for the purposes of air quality analysis) during construction activities. Construction activities would occur from January 2026 to February 2028 near these sensitive receptor locations, thus an HRA of DPM and fugitive dust was prepared for the proposed project and is included in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR.

As previously described in Section 4.1.1.3, *Existing Conditions*, under the subheading “Sensitive Receptors” The nearest off-site receptors sensitive to air pollution proximate to the mixed-use development site include employees and residents in the mixed-use buildings to the north across from Golden Gate Avenue; employees at the businesses, and daycare and school-age children to the north and east across Leavenworth Street; and UC Law SF students and employees, and employees at ground-level businesses and residents in floors 2 through 6 of the mixed-use building adjacent to the project site to the south. Among these receptors, the MER for each type (e.g., resident, daycare patron, employee) was identified, and the health risks were then estimated for each MER. Results of the analysis are shown in Table 4.1-8, *Construction Health Risk Assessment Results – Unmitigated*.

TABLE 4.1-8 CONSTRUCTION HEALTH RISK ASSESSMENT RESULTS – UNMITIGATED

Receptor	Project Level Risk ^{a, b}		
	Cancer Risk (per million)	Chronic Hazards	Construction PM _{2.5} (µg/m ³) ^a
MER – Resident	16.21	0.02	0.16
MER – UCC Student-Resident	0.78	0.04	0.27
MER – Daycare Patron	34.71	0.05	0.36
MER – Employee	1.01	0.05	0.33
MER – K-12 Student	4.17	0.03	0.21

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TABLE 4.1-8 CONSTRUCTION HEALTH RISK ASSESSMENT RESULTS – UNMITIGATED

Receptor	Project Level Risk ^{a, b}		
	Cancer Risk (per million)	Chronic Hazards	Construction PM _{2.5} (µg/m ³) ^a
BAAQMD Threshold	6	1.0	0.30
Exceeds Threshold?	Yes	No	Yes

Notes: BAAQMD = Bay Area Air Quality Management District; MER= maximum exposed receptor; Cancer risk calculated using the 2015 Office of Environmental Health Hazard Assessment Health Risk Assessment guidance manual.

a. Construction phasing is based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

b. Average daily emissions are based on the total construction emissions divided by the total number of active construction days. The total number of construction days is estimated to be 437 workdays. Includes implementation of BMPs for fugitive dust control required by BAAQMD as mitigation (Mitigation Measure AIR-2), including watering disturbed areas a minimum of 2 times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping.

Source: PlaceWorks, 2023.

Cancer risk for the residential MER from project-related construction emissions was calculated to be 16.21 in one million and the daycare MER to be 34.71 in one million, each of which would exceed the 6 in one million significance threshold. In accordance with the latest 2015 OEHHA guidance, the calculated total cancer risk conservatively assumes that the residential and daycare MERs consist of a pregnant woman in the third trimester that subsequently gives birth to an infant during the duration of construction; therefore, all calculated residential and daycare risk values were multiplied by a factor of 10. In addition, it was conservatively assumed that the residents were outdoors 10 hours a day, 260 days per year, and exposed to all of the daily construction emissions. Lastly, the cancer risks for the student-resident, employee, and K-12 student MERs were calculated to be 0.78, 1.01, and 4.17 in one million, respectively, and would not exceed the significance threshold of 6 in a million during unmitigated conditions.

For non-carcinogenic effects, the chronic hazard index identified for each toxicological endpoint equaled less than one for each identified receptor. Therefore, chronic non-carcinogenic hazards are within acceptable limits. For the daycare and worker MERs, the maximum annual PM_{2.5} concentration of 0.36 µg/m³ and 0.33 µg/m³, respectively, would exceed the BAAQMD significance threshold of 0.3 µg/m³. However, the annual PM_{2.5} concentrations at all other MER locations would not exceed BAAQMD significance threshold.

Because cancer risk and/or annual PM_{2.5} concentrations for the residential, daycare, and employee MER would exceed BAAQMD’s significance threshold during project construction, the College would be required to ensure that all construction equipment that exceeds 50 horsepower meet CARB Tier 4 emission-control requirements and all construction equipment 50 horsepower and below are electric or zero emission.

Impact AIR-3: Construction activities of the proposed mixed-use development could expose sensitive receptors to substantial concentrations of toxic air contaminants, exceeding the applicable Bay Area Air Quality Management District (BAAQMD) threshold.

Mitigation Measure AIR-3: The University of California College of Law, San Francisco (College) shall specify in the construction bid that the project construction contractor(s) and subcontractor(s) comply with the following requirements for all off-road equipment used over the entire duration of the proposed mixed-use development's construction activities:

- Use engines that meet either United States Environmental Protection Agency or California Air Resources Board (CARB) Tier 4 Final emission standards for engines that are greater than 50 horsepower. Use electric equipment for engines that are less than or equal to 50 horsepower.
- The College may waive the equipment requirements specified in this mitigation measure if a particular piece of Tier 4 Final off-road equipment is technically not feasible, the equipment would not produce the desired emissions reduction because of expected operating modes, a compelling emergency requires the use off-road equipment that is not Tier 4 Final compliant, or if other best technology becomes available in the future that is not available as of the preparation of the Environmental Impact Report. Other available technology may include new alternative fuels or engine technology for off-road or other construction equipment (such as electric or hydrogen fuel cell equipment). In seeking a waiver for alternate construction equipment, the College's Director of Construction Management shall demonstrate that the project shall use the cleanest piece of construction equipment available and feasible, and prepare documentation that the cancer risk, chronic hazards, and construction PM_{2.5} concentrations for the residential, daycare, and worker maximum exposed receptor would not exceed BAAQMD's significance threshold during project construction. Additionally, the documentation shall demonstrate that alternative equipment would not increase other pollutant emissions or result in other additional impacts, such as noise.
- Ensure that all construction plans submitted to the Division of the State Architect clearly show the selected emission-reduction strategy for construction equipment.
- Maintain a list of all operating equipment in use on the mixed-use development site for verification by the College's Director of Construction Management or their designee. The construction equipment list shall state the makes, models, fuel type, and number of construction equipment on-site. All equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- Communicate with all subcontractors in contracts and construction documents that all nonessential idling of construction equipment is restricted to five minutes or less, in compliance with CARB Rule 2449, and they are responsible for ensuring that this requirement is met.

Significance with Mitigation: Less than significant. Mitigation Measure AIR-3 would reduce the proposed mixed-use development's localized construction emissions, as shown in Table 4.1-9, *Construction Health Risk Assessment Results – Mitigated*.

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TABLE 4.1-9 CONSTRUCTION HEALTH RISK ASSESSMENT RESULTS – MITIGATED

Receptor	Project Level Risk ^{a, b, c}		
	Cancer Risk (per million)	Chronic Hazards	Construction PM _{2.5} (µg/m ³) ^a
MER – Resident	1.21	<0.01	0.07
MER – UCC Student-Resident	0.06	<0.01	0.13
MER – Daycare Patron	2.60	<0.01	0.16
MER – Employee	0.08	<0.01	0.13
MER – K-12 Student	0.24	<0.01	0.07
BAAQMD Threshold	6	1.0	0.30
Exceeds Threshold?	No	No	No

Notes: BAAQMD = Bay Area Air Quality Management District; MER= maximum exposed receptor; Cancer risk calculated using the 2015 Office of Environmental Health Hazard Assessment Health Risk Assessment guidance manual.

a. Construction phasing is based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

b. Includes implementation of BMPs for fugitive dust control required by BAAQMD as mitigation (Mitigation Measure AIR-2), including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping. Also includes implementation of Mitigation Measure AIR-3, which requires use of Tier 4 Final equipment for all off-road, diesel-powered construction equipment in use with 50 horsepower or over and electric alternatives for equipment less than 50 horsepower.

c. Average daily emissions are based on the total construction emissions divided by the total number of active construction days. The total number of construction days is estimated to be 437 workdays.

Source: PlaceWorks, 2023.

The results indicate that, with mitigation, cancer risk and annual PM_{2.5} concentration would be less than BAAQMD’s significance thresholds at all analyzed receptors. Therefore, the proposed mixed-use development would not expose nearby receptors sensitive to air pollution to substantial concentrations of air pollutant emissions during construction, and this impact would be *less than significant* with implementation of Mitigation Measure AIR-3.

Operation

Health Risk

Exposure to elevated concentrations of vehicle-generated PM_{2.5} and TACs at sensitive land uses have been identified by CARB, the California Air Pollution Control Officer’s Association, and BAAQMD as a potential air quality hazard. According to the College, the emergency generator anticipated for the proposed mixed-use development would operate for nonemergency purposes (i.e., maintenance and servicing) for up to four hours annually. As such, it is expected that the College would operate the generator for approximately 15 to 20 minutes once a month and emissions would not be generated in quantities large enough or for durations long enough to adversely affect nearby receptors.

The proposed mixed-use development would not create new major sources of TACs, which are more commonly associated with industrial manufacturing or warehousing. Therefore, operation-related health risk impacts associated with the proposed mixed-use development under either variant are considered *less than significant*.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm. Because CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods of time and are subject to reduced speeds.

Congestion management plans must align with *Plan Bay Area*, and an overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure. This strategy helps reduce allocating new growth in outlying areas where substantial transportation investments would be necessary to achieve the per-capita passenger VMT and associated GHG emissions reductions under SB 375. The proposed mixed-use development would be an infill project and would be consistent with this overarching goal of *Plan Bay Area*. Additionally, as discussed in impact discussion TRAN-1, the proposed mixed-use development would not conflict with San Francisco's Transit First Policy, Better Streets Plan, or Bicycle Strategy.

Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact.³⁰ Based on the traffic analysis conducted as part of this environmental analysis, Variant 1 would generate up to 50 PM peak hour vehicle trips and Variant 2 would generate up to 53 PM peak hour vehicles trips.³¹ Therefore, the mixed-use development would not increase traffic volumes at affected intersections to more than BAAQMD's screening criteria of 44,000 vehicles per hour, or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited and would not have the potential to substantially increase CO hotspots at intersections in the project vicinity. Localized air quality impacts related to mobile-source emissions would therefore be *less than significant*.

Significance without Mitigation: Less than significant.

AIR-4 The proposed project would not result in a cumulatively considerable impact with respect to air quality.

The cumulative area of analysis is the SFBAAB. As identified in Section 4.1.1, *Environmental Setting*, California is divided into air basins for the purpose of managing the air resources of the state on a regional basis based on meteorological and geographic conditions. Similar to GHG emissions impacts, air quality impacts are regional in nature as no single project generates enough emissions that would cause an air basin to be designated as a nonattainment area.

³⁰ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

³¹ Fehr & Peers, 2023. See Appendix H, *Transportation*, of this Draft EIR.

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Criteria Air Pollutants

Impact discussion AIR-2 analyzes potential cumulative impacts to air quality that could occur from construction and operation of the proposed mixed-use development in the context of regional growth projections in the SFBAAB. Mitigation Measure AIR-2 would reduce impacts from fugitive dust generated during construction activities. In addition, as shown in Tables 4.1-6 and 4.1-7, construction and operation of the proposed mixed-use development would not exceed BAAQMD's significance criteria, which represent the level at which an individual project's contribution of emissions to regional air quality impacts are cumulatively considerable. Consequently, the proposed mixed-use development under either variant would not cumulatively contribute to the nonattainment designations of the SFBAAB, and this cumulative impact would be *less than significant*.

Toxic Air Contaminants and PM_{2.5}

In addition to an HRA, BAAQMD recommends assessing the potential cumulative impacts from sources of TACs within 1,000 feet of the project to address the project's cumulative contribution to localized TACs and PM_{2.5}. The existing TACs that BAAQMD recommends including in a cumulative analysis include permitted stationary sources, marine sources, roadway sources, rail sources, and highway sources. Risks from permitted stationary sources within 1,000 feet of the project site can be identified using BAAQMD's *Stationary Source Screening Map*.³²

Risks from roadway sources are released periodically from BAAQMD in the form of risk assessment screening tools, which were used in determining associated risks at the daycare MER during project construction. The risk and PM_{2.5} concentrations at all permitted stationary sources within 1,000 feet of the project site were adjusted using BAAQMD's Health Risk Calculator distance multipliers to identify the associated risk at the daycare MER. No marine or rail activities occur within 1,000 feet of the project site and are therefore not included in the cumulative risk analysis.

Table 4.1-10, *Cumulative Community Risk Summary*, summarizes the existing TAC source risks at the daycare MER in combination with mitigated project construction emissions. As shown in the table, the proposed mixed-use development's mitigated construction emissions (i.e., with incorporation of Mitigation Measures AIR-2 and AIR-3), combined with existing TAC emissions within 1,000 feet, do not exceed BAAQMD's cumulative community health risk significance thresholds, and this impact would be *less than significant*.

³² Bay Area Air Quality Management District, 2023, Stationary Source Screening Map, <https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3>, accessed June 21, 2023.

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TABLE 4.1-10 CUMULATIVE COMMUNITY RISK SUMMARY

Source	Source Type	Distance to MER ^a	Cancer Risk (per million)	Chronic Hazards	PM _{2.5} (µg/m ³)
Project Impacts					
Mitigated Project Construction ^b	Diesel Construction Equipment	60	2.60	<0.01	0.16
Permitted Stationary Source Impacts					
Tam’s Auto Body Shop (Facility ID 10930)	N/D	995	0	0	0
Phillip Burton Federal Building and US Courthouse (Facility ID 11206)	N/D	1,045	4.91	0.01	0.14
Asian Art Museum (Facility ID 13256)	N/D	761	0.97	0.00	0.00
A&T Auto Repair dba Accurate Auto Body (Facility ID 15216)	N/D	902	0.00	0.00	0.00
1035 Market Street (Facility ID 15906)	Generator	752	4.23	0.01	0.01
San Francisco Public Library (Facility ID 16370)	Generator	894	1.04	0.00	0.00
New San Francisco Federal Building (Facility ID 17898)	Generator	832	2.40	0.00	0.00
UC College of the Law San Francisco (Facility ID 18587)	Generator	539	0.82	0.00	0.00
Walt Disney Family Foundation (Facility ID 19058)	Generator	1,095	0.20	0.00	0.00
CityTech Auto Body Service Center (Facility ID 19326)	N/D	823	0.00	0.00	0.00
General Services Administration (Facility ID 20446)	Generator	478	0.52	0.00	0.00
KCC Auto Body Shop (Facility ID 21013)	N/D	155	0.00	0.00	0.00
Advance Auto Repair LLC (Facility ID 21339)	N/D	973	0.00	0.00	0.00
220 Golden Gate Master Tenant L P (Facility ID 21481)	Generator	196	0.12	0.00	0.00
State of California (Facility ID 21607)	Generator	1,034	10.48	0.00	0.01
Madonna Residence/Mercy Housing Management Group (Facility ID 21758)	Generator	763	0.06	0.00	0.00
Franciscan Charities (Facility ID 22092)	Generator	360	0.09	0.00	0.00
Mercy Housing California 50 LP (Facility ID 22097)	Generator	289	0.05	0.00	0.00
Trinity Management (Facility ID 22524)	Generator	229	2.52	0.00	0.00
1169 Market Street L P (Facility ID 23478)	Generator	1,020	0.02	0.00	0.00
Shorenstein Company (Facility ID 24302)	Generator	630	0.07	0.00	0.00
Karry’s Auto Body (Facility ID 200280)	N/D	973	0.00	0.00	0.00
Yotel – SF (Facility ID 200429)	Generator	666	0.44	0.00	0.00
Roadway Impacts					
BAAQMD-provided roadway values ^c	Vehicles	-	36.02	0.08	0.36

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TABLE 4.1-10 CUMULATIVE COMMUNITY RISK SUMMARY

Cumulative Health Impacts			
Cumulative Project Health Impacts	60.27	0.10	0.54
BAAQMD Threshold	100	10.0	0.80
Exceeds Threshold?	No	No	No

Notes: BAAQMD = Bay Area Air Quality Management District; MER = maximum exposed receptor; N/D = No Data; N/A = Not Applicable

a. Values expressed in feet. MER is a daycare at 177-191 Golden Gate Avenue.

b. Includes Mitigation Measures AIR-2 and AIR-3.

c. BAAQMD-provided values correspond with risks experienced at the MER.

Significance without Mitigation: Less than significant.

CULTURAL AND TRIBAL CULTURAL RESOURCES

4.2 CULTURAL AND TRIBAL CULTURAL RESOURCES

This chapter describes the potential cultural resource and tribal cultural resource (TCR) impacts associated with the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential impacts to cultural resources and TCRs, and identifies feasible mitigation measures that could mitigate any potentially significant impacts. This chapter is based in part on the *201-247 Golden Gate Avenue Historic Resources Technical Report* prepared by Page & Turnbull on January 10, 2024 (see Appendix D, *Cultural and Tribal Cultural Resources*, of this Draft Environmental Impact Report [EIR]).

The following are definitions of terminology used in this chapter:

- **Historical architectural resources** include buildings, structures, objects, sites, and historic districts. These may also be referred to as “historic properties” or “historical resources.”
- **Archaeological resources** consist of prehistoric or historic-era archaeological resources. Prehistoric archaeological materials include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, milling slabs). Historic-era archaeological materials (not associated with military installations or activities) include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. Similar to historic-era architectural resources, archaeological resources that are listed in or are eligible for listing in the National Register are considered “historic properties.” Archaeological resources that are listed in or are eligible for listing in the California Register are considered “historical resources.” In addition, archaeological resources can be considered “unique archaeological resources” under CEQA.
- **Tribal cultural resources (TCRs)** are defined by the California Public Resources Code (PRC) Section 21074 (CEQA) as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource determined by the College, as lead agency, in its discretion and supported by substantial evidence, to be significant. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be TCRs if they meet these criteria.

CULTURAL AND TRIBAL CULTURAL RESOURCES

4.2.1 ENVIRONMENTAL SETTING

4.2.1.1 REGULATORY FRAMEWORK

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as the official designation of historical resources, including districts, sites, buildings, structures, and objects. For a property to be eligible for listing in the National Register, it must be significant in American history, architecture, archaeology, engineering, or culture, and must retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association. Resources less than 50 years in age, unless of exceptional importance, are not eligible for the National Register. Though a listing in the National Register does not prohibit demolition or alteration of a property, the California Environmental Quality Act (CEQA) requires the evaluation of project effects on properties that are listed in the National Register.

Archaeological Resources Protection Act of 1979

The Archaeological Resources Protection Act applies to projects that are on public lands and Native American lands. The purpose of this act is “the protection of archaeological resources and sites which are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals having collections of archaeological resources and data which were obtained October 31, 1979.”¹

State Regulations

California Register of Historical Resources

The California State Historic Preservation Office maintains the California Register of Historical Resources (California Register). Historic properties listed, or formally designated for eligibility to be listed, as well as State Landmarks and Points of Interest, are automatically listed on the California Register. Properties designated under local preservation ordinances or through local historical resource surveys may also be listed. Eligibility for the California Register requires that a resource retains sufficient integrity to convey significance and importance. Location, design, setting, materials, workmanship, feeling, and association are key elements in considering a property’s integrity. A resource may be important if it is listed in the California Register or a local register of historical resources. In addition, an important archaeological, historical, or tribal cultural resource is one that meets one or more of the following criteria:

- Criterion 1 (Events): Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

¹ Title 16, United States Code (U.S.C.), Section 470aa(b).

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- Criterion 2 (Persons): Is associated with the lives of persons important to local, California, or national history.
- Criterion 3 (Architecture): Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- Criterion 4 (Information Potential): Has yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

California Historical Resource Status Codes

The California Historical Resource Status Codes (status codes) are ratings created by the California Office of Historic Preservation to identify the historic status of resources listed in the State’s historic properties database. The following are the seven major status code headings:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for the National Register or the California Register through Survey Evaluation.
4. Appears eligible for the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation.
7. Not evaluated for the National Register or the California Register or needs reevaluation.

California Historic Building Code

The California Historical Building Code (California Code of Regulations, Title 24, Part 8) provides regulations for permitting repairs, alterations, and additions for the preservation, rehabilitation, relocation, reconstruction, change of use, or continued use of historical buildings, structures, and properties determined by any level of government as qualifying as a historical resource. A historical resource is defined in Sections 18950 to 18961 of Division 13, Part 2.7 of the Health and Safety Code and subject to rules and regulations set forth in the California Historical Building Code.

California Environmental Quality Act

CEQA, as codified in PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in California. CEQA requires lead agencies to determine if a proposed project would have a significant effect on historical resources, including archaeological resources. A project that may cause a “substantial adverse change in the significance of an historical resource” is considered to have a significant environmental effect.² A “substantial adverse change in the significance of an historical resource” means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” The significance of a historical resource is “materially impaired” when a project does one of the following:³

² Public Resources Code Section 21084.1.

³ California Environmental Quality Act Guidelines Section 15064.5(b).

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- “Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in a historical resources survey..., unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.”

The term “historical resource” includes, but is not limited to, (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.⁴

CEQA applies to effects on archaeological sites as well. A lead agency must first determine whether the archaeological site is a historical resource pursuant to CEQA Guidelines Section 15604.5(a). If so, PRC Section 21084.1 applies. If an archaeological site does not qualify as a historical resource, but meets the definition of a unique archaeological resource, the site shall be treated in accordance with the provisions of PRC Section 21083.2. A unique archaeological resource is “an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.⁵

If an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on that resource shall not be considered a significant effect on the environment with respect to that particular cultural resource.⁶

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on nonfederal land. These requirements and other

⁴ California Environmental Quality Act Guidelines Section 15064.5(a).

⁵ Public Resources Code Section 21083.2(g).

⁶ California Environmental Quality Act Guidelines Section 15064.5(c)(4).

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elements of State law protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the California Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

California Public Resources Code

Section 5097.5(a) of the PRC specifies that a person shall not knowingly and willfully excavate upon—or remove, destroy, injure, or deface—any historic or prehistoric ruins, burial grounds, or archaeological sites, which can include fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

PRC Sections 5097.9 through 5097.991 provide protection to Native American historical and cultural resources, and sacred sites, and identifies the powers and duties of the NAHC. It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the Coroner must contact, by telephone within 24 hours, the NAHC.

Section 7052 of the Health and Safety Code regulates the disturbance of Native American cemeteries as a felony. This provision protects human remains and prohibits the disturbance or removal of human remains from any location other than a dedicated cemetery. The provision further identifies steps to follow in the event of accidental discovery or recognition of any human remains, directs the county coroner to determine whether the remains are those of a Native American, and, if so, the coroner is required to contact the NAHC.

Native American Historic Resource Protection Act

The Native American Historic Resource Protection Act, formally known as Assembly Bill (AB) 52, added provisions to the PRC regarding the evaluation of impacts on TCRs under CEQA, and consultation requirements with California Native American tribes. The act requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with a proposed project's geographic area, if they have requested to be notified, to include California tribes in determining if a project may result in significant impacts to TCRs. TCRs may be undocumented or known only to the tribe. The act defines a TCR as a site, feature, place, or a cultural landscape that is geographically defined in terms of size and scope, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register or included in a local register of historical resources, or that the lead agency chooses at its discretion to treat as a TCR. When a lead agency chooses to treat a resource as a TCR, that determination shall be supported with substantial evidence, applying the criteria in the historical

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register and considering the significance of the resource to a California tribe. A project that may cause substantial adverse change in the significance of a TCR is one that may have a significant effect on the environment.

Consultation with California tribes may include, but is not limited to, discussion of the type of environmental review necessary, the significance of TCRs, the significance of the proposed project impacts on the TCRs, and alternatives and mitigation measures recommended by the tribe. Mitigation measures agreed upon must be included in the environmental document. Consultation concludes when the parties agree to measures to avoid or reduce a significant impact on a TCR, or when a party concludes that mutual agreement cannot be reached. If no formal agreement on the appropriate mitigation has been established, mitigation measures that avoid or substantially lessen potential significant impacts should be implemented.

Local Regulations

As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. However, due to the campus' location within and near designated historic districts, this section describes San Francisco regulations related to historic resources.

San Francisco Planning Code

This section describes the San Francisco Planning Code Article 10, *Preservation of Historical Architectural and Aesthetic Landmarks*, and Article 11, *Preservation of Buildings and Districts of Architectural, Historical, and Aesthetic Importance in the C-3 Districts*.

San Francisco maintains a list of locally designated City Landmarks and Historic Districts, similar to the National Register but at the local level. The regulations governing local landmarks, as well as the list of individual landmarks and descriptions of each Historic District, are found in Article 10 of the San Francisco Planning Code. Landmarks can be buildings, sites, or landscape features of special character or special historical, architectural, or aesthetic interest or value and are an important part of the city's historical and architectural heritage. Districts are defined generally as an area of multiple historic resources that are contextually united. The appendices of Article 10 show 311 designated landmarks and 14 historic districts in the city.⁷

Article 11 identifies buildings in the C-3 districts (Downtown), which have a special architectural, historical, and aesthetic value. Each building on the Article 11 list is given a rating corresponding to the Category I-V system established in the Downtown Plan in the San Francisco General Plan. Category I and II buildings are identified as Significant Buildings and cannot be demolished unless demonstrated they have no substantial market value or reasonable use. Category III and IV buildings are identified as Contributory Buildings and their retention is encouraged but not required. Category V buildings are Unrated and are not included in the Article 11 list.

⁷ Based on the electronic version of the City of San Francisco Planning Code that was last updated to include changes made by legislation through approvals before November 9, 2023, effective December 10, 2023.

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San Francisco Landmark Designation Work Program

On June 15, 2011, the Historic Preservation Commission adopted its Landmark Designation Work Program. Since then, the Work Program has grown to include over 50 individual properties and 6 historic districts for landmark designation. Planning Department staff or the Board of Supervisors can initiate the landmark process.

4.2.1.2 EXISTING CONDITIONS

Historic Context

Ethnographic Setting

Native American communities and their ancestors inhabited the region that would become the San Francisco Bay Area for centuries preceding the arrival of Europeans. San Francisco lies within the territory of the Ohlone. The Costanoan group occupied the coast of California from San Francisco in the north to Monterey in the south and as far inland as the Carquinez Strait and the Salinas River. In the late eighteenth century, Spanish missionaries and Mexican and Anglo-American explorers colonized the land and substantially reduced and displaced the native populations.

Costanoan is a linguistic subfamily of the Penutian language stock. Miwok is the closest related language.⁸ The Ohlone was a territory-holding group of one or more associated villages and smaller temporary encampments. Political units within each ethnic group were called tribelets and each tribelet consisted of 50 to 500 people generally considered as independent, multifamily, landholding groups.⁹ The Costanoans were hunter-gathers and acorns were the most important plant food along with various roots, berries, nuts, and seeds. They used controlled chaparral burns to encourage the sprouting of seed plants and improve browsing for deer and elk. Deer, rabbit, steelhead, salmon, sturgeon, mussels, and abalone were widely hunted and whales and sea lions were eaten when found on the beach. The standard dwelling was a dome thatched house with rectangular doorways and a central hearth. Canoes, bows and arrows, and baskets were widely made and used.

Early San Francisco

European settlement of what is now San Francisco began in 1776 with the simultaneous establishment of the Presidio of San Francisco by representatives of the Spanish Viceroy, and Mission San Francisco de Asís (or Mission Dolores) by members of the Franciscan order of the Catholic Church. Large numbers of Native Americans were forcibly relocated and decimated by disease.

In 1821, Mexico declared independence from the Spanish colonial government, taking with it the former Spanish colony of Alta California, including the land that would become San Francisco. Alta California was

⁸ Levy, Richard. 1978. "Costanoan." In *California*, edited by R. F. Heizer, pages 485-495. *Handbook of North American Indians*, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution. Washington, D.C.

⁹ Kroeber A.L. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78. Government Printing Office, Washington, D.C.

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subject to the secularization acts passed by the Mexican government that removed the power of the missions and sought to end the mission system, reclaiming mission lands to be redistributed through the Rancho system.

In 1835, a small village was established around a plaza (today called Portsmouth Square) above a cove in San Francisco Bay. This village, which was called Yerba Buena, served as a minor trading center inhabited by a few hundred people of diverse nationalities. In 1839, a few streets were laid out around the plaza and settlement expanded up the slopes of Nob Hill. In 1846, the United States seized California and the street grid extended laying out what is now Market Street from the Ferry Building to Twin Peaks. In 1847, Yerba Buena was renamed San Francisco.

The discovery of gold led to a population growth of 1,000 in 1846 to almost 35,000 by 1852 and grew again in the 1870s with the discovery of silver. By the mid-1800s, San Francisco's economy diversified to include agriculture, manufacturing, shipping, construction, and banking.

Most of the city was destroyed during the April 28, 1906, earthquake and fire and the reconstruction effort occurred very rapidly. San Francisco was rebuilt along the same street grid and with the same use pattern, which continued until the Great Depression, creating a downtown of visually and conceptually similar buildings.

Tenderloin Neighborhood

San Francisco's Tenderloin neighborhood is an approximately 40-block area west of Union Square, east of the Civic Center area with Geary Street to the north and Market Street to the south. By 1853, a portion of the neighborhood from Fourth Street, across Market Street and along Turk, Eddy, and Ellis Streets to Jones Street was known as St. Anne's Valley. At that time, Larkin Street was the western border of the city. Development grew in the 1870s and 1880s due to the installation of cable cars along Market, McAllister, Ellis, Geary, and Sutter Streets. In the early 1900s, many early dwellings were replaced with multistory hotels, theaters, and other facilities, including restaurants, saloons, gambling houses, and brothels, giving the neighborhood the name Tenderloin or vice district.

After the 1906 earthquake and fires, "Uptown Tenderloin" was entirely reconstructed with new fire-resistant construction. This resulted in visual consistency among the predominant building type: a three- to seven-story apartment building, hotel, or residential hotel constructed of brick or reinforced concrete.

Civic Center Neighborhood

As early as 1870, the land for the San Francisco Civic Center was designated as a City Hall Reservation. The Civic Center exemplifies the "City Beautiful" movement associated with the 1893 World's Colombian Exposition in Chicago. It is characterized by discrete monumental buildings organized around a central green plaza. The color palette, scale, and decorative details are cohesive throughout the buildings.

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Historic Districts

Uptown Tenderloin Historic District

The proposed mixed-use development site is in the southern part of the 33-block Uptown Tenderloin Historic District. The Uptown Tenderloin Historic District was listed in the National Register in 2009 and is significant at the local level for the period of 1906-1957 under Criterion A (Events) for its association with the development of hotel and apartment life in San Francisco and Criterion C (Architecture). While the San Francisco has not listed the Uptown Tenderloin Historic District locally, it is a known historic resource and is treated as such by San Francisco. Additionally, since the Uptown Tenderloin Historic District is listed in the National Register, it is automatically listed in the California Register.

The Uptown Tenderloin Historic District is formed around its predominant building type: three- to seven-story, multi-unit apartments and hotels constructed of brick and reinforced concrete. The Uptown Tenderloin Historic District does not include a list of “character-defining” features but includes the following information describing the exterior character of the contributing buildings in the district:

- Most buildings rise straight up from the sidewalk, occupy the entire width of their lot, and create continuous street walls with neighboring buildings;
- Most buildings are constructed of reinforced concrete and feature brick, concrete, and other types of masonry exteriors;
- Architectural ornamentation is typically applied in one of two different ways: specific to one style (minority of buildings), or eclectic, “reflecting the influence of the École des Beaux-Arts and drawing on a mix of generic images from Renaissance and Baroque architecture (majority of buildings);
- Reinforced concrete buildings are usually faced with stucco, with ornamentation limited to a cornice with more remotely classical detailing, or with iron or concrete relief motifs on spandrel panels.¹⁰

Civic Center Historic District

The Civic Center Historic District is immediately south of the campus and comprises a 15-block area. It was listed in the National Register in 1978 for State and national levels of significance, listed as a National Historic District in 1987, and was designated a San Francisco Historic District in December 1994.¹¹ Since the Civic Center Historic District is listed in the National Register, it is automatically listed in the California Register.

The historic buildings are in the Beaux-Arts classical design. The buildings are organized with horizontal bands of vertically proportioned elements, with the grand order of the façade displayed on two or three floors above a usually rusticated base of one or two ground and partially sub-ground floors.

¹⁰ National Register of Historic Places, Uptown Tenderloin Historic District, San Francisco, San Francisco County, California. National Register #08001407, Section 8, pages 7-23.

¹¹ San Francisco Planning Department, 2023, San Francisco Planning Code: Appendix J to Article 10 – Civic Center Historic District, accessed August 9, 2023.

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Nearby Historic Resources

The LRCF planning area is within a one-block radius of several individually recognized historic resources. These buildings are identified individual historic resources for the purposes of CEQA, and are listed below:

- William Taylor Hotel & Methodist Temple at 100 McAllister Street (also called McAllister Tower) – San Francisco Article 11, Category I
- 125 Hyde Street – San Francisco Article 11, Category I
- 135 Golden Gate Avenue (St. Boniface Church) – San Francisco City Landmark (Landmark Number 172)
- 136-154 McAllister Street – San Francisco Article 11, Category 1I
- San Francisco Central YMCA at 220 Golden Gate Avenue – National Register-listed individual historic resource
- 255 Golden Gate Avenue – San Francisco Article 11, Category II

UC College of the Law, San Francisco

The College was founded by Chief Justice Serranus Clinton Hastings in 1878 as the “law department” of the UC System. It is the oldest public law school in California. In 1953, the College moved to its first permanent building at 198 McAllister Street. The College grew rapidly, and by 1965 the student body had doubled. The campus grew by 75 percent when 50 Hyde Street was completed in 1969. The campus continued to grow in the early 1970s when the College purchased several residential and commercial buildings on the block bounded by Hyde, Larkin, McAllister Streets and Golden Gate Avenue.

Existing Buildings

The College currently owns five buildings and an outdoor quad. These assets are tightly arranged on a total of 3.0 acres of College-owned land, distributed across two 2.6-acre city blocks.

McAllister Tower

Located at 100 McAllister Street and constructed in 1929, the 27-story steel frame and reinforced concrete skyscraper featuring Gothic Revival ornamentation and a stepped, Art Deco-influenced tower. The exterior of the building is primarily clad with brick, glazed terra cotta, and copper including the use of copper spandrels featuring Gothic, Classical, and zoological/mythological motifs. The property was determined eligible for listing on the National Register in 1978 and has a California Historical Resource Status Code of 2S (individual property determined eligible for National Register by the Keeper and listed on the California Register). 100 McAllister Street is also identified as a contributor to the Uptown Tenderloin Historic District. San Francisco Planning Code Article 11 lists 100 McAllister Street as a Category I building, meaning “Significant Building, No Alterations.”¹²

¹² Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, page 77. Office of Historic Preservation. 2012. “100 McAllister St, City of San Francisco Planning Department. 2023. San Francisco Property Information Map – 100 McAllister Street. <http://propertymap.sfplanning.org/?dept=planning>, accessed on August 9, 2023.

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Academe at 198

Academe, at 198 McAllister Street, was completed in July 2023. This mixed-use building is a 15-story, 356,000-square-foot mixed-use structure with 656 apartments for the College's students plus over 230 residents from UC San Francisco and other partner institutions. The building also includes academic courtrooms, meeting spaces, a café, and other street-level retail space. This site was previously Snodgrass Hall, the College's original building containing classrooms and lecture halls. It was constructed in 1953 as a steel-frame and reinforced concrete building with four stories and three mezzanines and is composed of a rectangular block capped by flat roofs with parapets.

Kane Hall

Located at 200 McAllister Street and constructed in 1980, the six-story steel-frame building with precast concrete panels is rectangular and has a flat roof. Above the entrance level, the two-story-high glass surfaces of the south elevation wrap around the corners for another structural bay toward the east and west. The building was renovated extensively in 2007, providing enhanced seismic safety, improved mechanical systems, and a redesigned library. The building houses many of the campus' faculty and administrative offices, the main library, cafeteria, faculty lounge and meeting rooms, and various student support facilities.

Parking and Retail Structure

The seven-story building plus basement parking garage with ground-floor retail at 376 Larkin Street was completed in 2009. The reinforced concrete building is rectangular with a chamfered northwest corner. The garage is open on two sides: the north and west elevations are divided into eight and five structural bays, respectively. Exterior cladding is a combination of plaster, glass, concrete, metal louvers, and metal window mullions.

Cotchett Law Center

Located at 333 Golden Gate Avenue and constructed in 2020, this six-story building with Sky Deck has replaced Snodgrass Hall as the primary academic building.

Mixed-use Development Site

The five existing buildings at 201-247 Golden Gate Avenue were constructed between 1911 and 1920 and were designed with primary façades that showcased the influence of Classical architecture that was experiencing a revival of popularity during the early twentieth century. The buildings exhibit characteristics of Classical Revival and Renaissance Revival styles, which were both commonly applied to buildings in San Francisco in the decades following the 1906 earthquake and fires. The city's reconstruction efforts drew heavily on the influence of the Beaux Arts and the City Beautiful movement.

201-205 Golden Gate Avenue is a two-story-over-basement, reinforced-concrete office building designed in the Renaissance Revival style, situated at the southwest corner of Golden Gate Avenue and Leavenworth Street. The primary façade is divided into three bays, each framed by nearly flat composition pilasters that rise from plinths on the ground and terminate with capitals at the top of the second story,

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where an ornate frieze panel and egg-and-dart trim span across the façade and wrap around the northwest front corner of the building.

Tribal Consultation

The NAHC performs searches of its Sacred Lands Inventory to alert agencies of the existence, but not the location, of Native American sacred sites in a project's area of potential effects. A search request was sent via email on June 1, 2022, and a response was received on June 7, 2022 (see Appendix D, *Cultural and Tribal Cultural Resources*, of this Draft EIR). In compliance with the requirements set forth in AB 52, the College provided formal notification of the proposed project and requested consultation from the following tribes on June 1, 2023:

- Irenne Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista
- Andrew Galvin, The Ohlone Indian Tribe
- Tony Cerda, Costanoan Rumsen Carmel Tribe
- Kenneth Woodrow, Chairperson, Wuksache Indian Tribe/Eshom Valley Band
- Merlene Sanchez, Chairperson, Guidiville Indian Rancheria
- Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan
- Kanyon Sayers-Roods, MLD, Indian Canyon Mutsun Band of Costanoan
- Charlene Nijmeh, Chairperson, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Monica Arellano, Vice Chairperson, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area

At the time of publication of this Draft EIR, no responses have been received in response to this outreach.

4.2.2 STANDARDS OF SIGNIFICANCE

Based on the preliminary analysis in the Notice of Preparation (see Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR), it was determined that development of the proposed project would not result in significant environmental impacts related to the following standard of significance. Therefore, this standard is not discussed further in this EIR:

- Disturb any human remains, including those interred outside of dedicated cemeteries.

Pursuant to Appendix G, *Environmental Checklist*, of the CEQA Guidelines, implementation of the proposed project would result in significant cultural resource or TCR impacts if it would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
3. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code Section 5020.1(k), or
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.
4. Result in a cumulatively considerable impact with respect to cultural resources or TCRs.

4.2.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

CUL-1	The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.
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This analysis evaluates whether the proposed project would adversely affect historic resources and includes an analysis of whether the on-site buildings proposed for demolition are potential historic resources either individually or as contributors to a historic district. This analysis also considers whether the proposed project would adversely affect nearby, off-site historic resources. Please see Appendix D, *Cultural and Tribal Cultural Resources*, of this Draft EIR for more details on this evaluation.

While the conceptual scenarios (variants) of the proposed mixed-use development involve differences in building height and massing, under both variants the building would be in the same location and the overall design of both variants (in terms of overall use, siting, massing, height, scale, materials, and architectural style and features) would be similar as it pertains to their potential effect to historic resources; therefore, the evaluations of Variant 1 and Variant 2 for impacts to historical resources would be the same and are thus analyzed together.

Potential Impacts to Individual Historic Resources

Potential On-Site Historic Resources

This analysis uses the California Register criteria of significance (see Section 4.2.1 for a description of criteria under the heading “California Register of Historical Resources”) for determining whether existing buildings proposed for demolition on the proposed mixed-use development site are potential historic properties.

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Criterion 1: Events

The mixed-use development site does not appear to be individually significant under Criterion 1 (Events). Post-1906, Golden Gate Avenue and Leavenworth Street contained a high concentration of film exchanges. The buildings at 201-205, 209, 215-229, and 241-243 Golden Gate Avenue are among the earliest extant buildings that were purpose built as film exchanges in the city, and the buildings' association to an identified pattern of development during the early 1920s is notable. However, this pattern is represented by the groupings of extant exchanges, studio office buildings, and theaters located on blocks proximal to Market Street, rather than any individual former exchange buildings.

The building at 247 Golden Gate Avenue was built in 1911 and was the first building to be completed on its block face between Leavenworth Street and Dale Place. The building first housed an automobile repair shop and sales office and by 1919 was converted to use as a poster storage facility, supporting the operations of Fox Film Corporation, owner and occupant of a film exchange in the neighboring building at 241-243 Golden Gate Avenue. The building at 247 Golden Gate Avenue was one of several buildings in the Tenderloin that were not intentionally designed to house a film exchange or similar business but were adapted to that role as the industry expanded between the 1910s and 1930s.

Since the late 1960s, the buildings on the mixed-use development site have served laborers in the hospitality and restaurant industries by providing places for assembly, offices, and hiring. During this time, Local 2 participated in newsworthy protests related to hotel construction and the use of non-unionized labor in hotels and restaurants. The buildings do not appear to be individually significant for association with labor history in San Francisco, as research conducted for this EIR did not identify any singular historic events that took place in the buildings or on the mixed-use development site properties.

Criterion 2: Persons

The buildings at 201-205, 209, and 215-229 Golden Gate Avenue do not appear to be individually eligible under Criterion 2 (Persons). These buildings were commissioned by real estate developer Louis R. Lurie in 1920 and were first occupied by motion picture-related companies. Although several well-known film studios and affiliated businesses occupied the buildings early on, the mixed-use development site does not appear to have served as a headquarters or founding location for any of these entities, nor did it have a direct association to any individual within the film industry. The buildings at 201-205, 209, and 215-229 Golden Gate Avenue gained association with Local 2, and the numerous members served by that union, in the 1960s and 1970s. However, the buildings were not found to bear a direct or strong association with any specific individuals associated with Local 2, such that it would possess individual significance for that reason.

The buildings at 241-243 and 247 Golden Gate Avenue also do not appear to be individually eligible under Criterion 2. The buildings have had many owners throughout their history, including members of the Palmer, Coffin, Langermans, and Kahn families, as well as several companies and Local 2. Research conducted for this EIR did not identify any employees of previous company occupants or of Local 2 who made significant contributions to history.

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Criterion 3: Architecture

The buildings at 201-205, 209, and 215-229 Golden Gate Avenue do not appear to be individually significant under Criterion 3 (Architecture). The buildings were designed by prominent architect Albert A. Schroepfer. In 1967, the building at 201-205 Golden Gate Avenue underwent a remodel and subsequently the building's design shifted away from its strong Renaissance Revival styling. It retained the original footprint, height, massing, and some features dating to its original construction; however, due to the alterations, the building is no longer an individually distinctive example of a particular style, type, period, or method of construction.

The buildings at 209 and 215-229 Golden Gate Avenue remain in the same form as they were originally designed in terms of footprint, height, roof form, massing, primary façade composition, and detailing, although storefronts and doors have been replaced. The buildings are representative of the Renaissance Revival style and embodies several characteristics of the Renaissance Revival style applied to a reinforced concrete structure, common to film exchanges of its period of construction, although the building at 215-229 differs from the 209 Golden Gate Avenue building because it lacks molded embellishments along the arches and includes keystone ornamentation. The buildings at 209 and 215-229 Golden Gate Avenue do not appear to provide an individually distinct example of a type, period, or method of construction, or possess high artistic values. The buildings at 209 and 215-229 Golden Gate Avenue form a harmonious pairing with each other, and more broadly by contributing to the larger grouping of former film exchanges along the block face.

The buildings at 201-205, 209, and 215-229 Golden Gate Avenue do not appear to be individually significant for their association to Schroepfer, as they do not represent individually distinct examples of Schroepfer's design when compared to other more notable works, such as the Sunshine School and Chambord Apartments, which offer more outstanding examples of his work.

The building at 241-243 Golden Gate Avenue also does not appear to be individually significant under Criterion 3. Original plans indicate that it was designed by architect Emory R. Frasier as a Classical Revival-style film exchange for owner Purcival R. Palmer. In 1928, a major component of the original 1916 design—the building's distinctive arched storefronts—was removed and the building took on its current appearance. The building retains its original height, roof form, and detailing; however, the building does not strongly embody the distinctive characteristics of a type, period, method of construction, or style such that it rises to a level of individual significance. Architect Emory R. Frasier is a lesser-known designer of motion picture-related buildings, including the Strand Theater at 1127 Market Street. Frasier has not been previously identified as an architect of merit, and relatively little documentation about his career is provided in existing scholarship. As of this evaluation, Frasier does not appear to rise to the threshold of architect of merit.

The building at 247 Golden Gate Avenue similarly does not appear to be individually significant under Criterion 3. It was built in 1911 as a one-story brick building with Classical Revival styling by an unidentified design professional for owner Alice Coffin. The building was originally used as an auto repair and sales facility. Although the building's features communicate a Beaux Arts design language, the building does not appear to be individually distinctive for strongly representing a particular period, method of construction, type of building, or for possessing high artistic values—i.e., embodying the aesthetic

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ideals of a specific style more so than many other buildings—and the building is not associated with a known designer.

Criterion 4: Information Potential

Criterion 4 (Information Potential) refers to the “potential to yield information important to the prehistory or history of California” and thus typically relates to archaeological resources, rather than built resources. When Criterion 4 does relate to built resources, it is relevant for cases when the building itself is the principal source of important construction-related information. Therefore, the buildings on the mixed-use development site do not meet this criterion. The potential for unknown archaeological or tribal resources to exist on the mixed-use development site is evaluated in impact discussions CUL-2 and CUL-3.

Off-site Historic Resources

As described in Section 4.2.1, *Environmental Setting*, the mixed-use development site is within a one-block radius of several individually recognized historic resources. These buildings are identified individual historic resources for the purposes of CEQA and all of these buildings have been recognized for their individual architectural significance, or, in the case of the San Francisco Central YMCA, for its contributions to social history and education in addition to its architectural merit.

The proposed project will not alter any historic materials or features of the adjacent historic resources, nor will the proposed mixed-use development project change the setting of those resources, which have always been located in an urban downtown location. Following development of the proposed mixed-use development project, the off-site historic resources would retain the historic features and integrity that support their historic significance.

Due to the proximity of the mixed-use development project site to off-site historic resources, construction activities would have the potential to damage historical resources through ground vibration. As described in Chapter 3, *Project Description*, of this Draft EIR, proposed construction would not involve activities that could generate excessive groundborne vibration, such as pile driving, rock blasting, or crushing, during the construction phase. Chapter 4.6, *Noise*, of this Draft EIR includes an analysis of potential effects to historic buildings as a result of proposed construction activities. As described in Impact Discussion NOI-2, groundborne vibration levels during construction would be well below the criterion for causing damage to historic structures, and impacts to historic resources would therefore be less than significant.

Potential Impacts to Historic Districts

As described in Section 4.2.1, *Environmental Setting*, mixed-use development site is in the southern part of the 33-block Uptown Tenderloin Historic District. The proposed project involves the demolition of five existing buildings that are contributors to this district, and the project would result in the construction of a new building within the boundaries of this district. The following analysis provides a discussion of the proposed project’s potential impact under CEQA to the character of the Uptown Tenderloin Historic District caused by the removal of five contributing properties, as well as the compatibility and the potential impact of the proposed new building in relation to the character of the district.

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Demolition of Contributing Resources

The proposed project would demolish five existing buildings that are among the original 409 contributing resources to the Uptown Tenderloin Historic District. While the five buildings proposed for demolition are near the southwestern edge of the historic district, there are strong contributors to the historic district immediately adjacent to the mixed-use development site buildings and within the district boundaries. These buildings include the San Francisco Central YMCA at 220 Golden Gate Avenue, the William Taylor Hotel & Methodist Temple (also called McAllister Tower) at 100 McAllister Street, and the building at 255 Golden Gate Avenue. These adjacent contributors are not proposed for demolition and their continued presence would ensure that the mixed-use development site vicinity—along Golden Gate Avenue, Leavenworth Street, and McAllister Street—continues to provide a solid boundary justification for the existing historic district.

Despite the proposed demolition of the five buildings at 201-247 Golden Gate Avenue, the southwestern boundary of the historic district would remain a strong dividing line marking the edge of an architecturally significant and notable portion of the Tenderloin as it nears Civic Center and the character of the neighborhood changes. Therefore, the loss of these five contributors would not impact the Uptown Tenderloin Historic District to a degree such that it would no longer be eligible for listing on the National Register.

Compatibility of New Construction

This analysis uses the general principles of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (the SOI Standards), particularly Rehabilitation Standard 9, which addresses new construction.

- **Use.** Both variants of the proposed project would introduce a mixture of institutional and residential uses at the site, and would include replacement space for the current office/commercial use of the five existing buildings. The Uptown Tenderloin Historic District consists predominantly of multifamily residential and hotel buildings but exhibits a mixed-use character with a significant amount of commercial, institutional, and entertainment uses. As a mixed-use development, the proposed project would allow the mixed-use development site uses to remain consistent with the overall uses present in the Uptown Tenderloin Historic District.
- **Siting.** Both variants of the proposed project would be sited on the mixed-use development site in a way that is consistent with the established pattern of the Uptown Tenderloin Historic District. Like the buildings that the proposed project would replace, the proposed mixed-use development would be built to maintain the strong street wall that is a characteristic of the early twentieth-century development of the Tenderloin. Like most of the buildings within the historic district, the proposed mixed-use development would occupy the entire width of the lot along its street frontages.
- **Massing.** Under both variants, the proposed building's primary façade along Golden Gate Avenue would be visually divided into three sections due to a slight setback from the sidewalk along the middle portion of the street frontage. This setback would allow the wide volume of the Golden Gate Avenue façade to be articulated as three sections, visually referencing the smaller widths and rhythm of the historic buildings that are typical within the historic district. A similar treatment would be

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provided under both variants along the Leavenworth Street façade, consisting of a small, recessed area between two larger sections of the secondary façade.

- **Height and Scale.** The historic district contains a mixture of building heights. While the majority are between three and seven stories, there are several taller buildings located throughout the district. The district's tallest historic building is the 28-story Art Deco style tower at 100 McAllister Street immediately to the south of the proposed mixed-use development. An analysis of the heights of significant features of adjacent tall buildings was used to inform the proposed height and scale of both variants of the proposed mixed-use development. For example, the proposed two-story base and third-story recessed outdoor space references the heights of bandcourses of the Central YMCA building located across Golden Gate Avenue from the site. Through these references to the adjacent context, the proposed building, under both variants, would be compatible in its height and scale to the district contributors in its immediate surroundings.
- **Architectural Style and Features.** The proposed project does not propose the inclusion of historic features from other properties and does not include any falsely historic features. The proposed building would be clearly contemporary in its design, and the majority of the building is proposed to be clad in a panel system that may consist of subtly fluted aluminum composite metal cladding or terracotta panels that would offer some texture to the façade but would not replicate the more highly textured materials and decoration of nearby historic buildings.

Despite its contemporary design, the proposed design does include some architectural features intended to provide compatibility with the historic district. For example, the use of regular punched window openings would reference the typical design of window openings used by the early twentieth century historic buildings of the historic district. The regular spacing and repetition of openings has been designed to complement the regularity and symmetry seen throughout the historic district. Like many of the buildings in the historic district, the proposed mixed-use development would feature glazed storefronts with several glazed entrances at the first floor and large-scale glazing at the second floor that creates transparency and activity along the street. The use of a strong corner with a capital element at the proposed building's northeast corner would further help to reinforce the design of the overall massing as a series of volumes instead of a single, massive structure.

Overall, the proposed building design, under both variants, would be contemporary yet compatible with the Uptown Tenderloin Historic District. The conceptual design for the proposed building references many of the character-defining features of the historic district, including its overall massing, tripartite organization (consisting of a base, a shaft, and a capital), use of punched openings, masonry cladding, and commercial storefronts at the ground floor. The proposed project would reference adjacent contributing buildings and be consistent with the district in terms of size, scale, composition, and materials. In general, the proposed project, in either variant, would conform to Rehabilitation Standard 9 of the SOI Standards.

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Summary

This analysis finds that, although each of the five existing buildings proposed for demolition contributes to the Uptown Tenderloin Historic District, none of the buildings appear to rise to a level of individual significance under any criteria for listing in the California Register. Overall, the significance of these buildings rests in their contribution to patterns of development in the Tenderloin and the embodiment of the architectural character represented by the historic district. As contributors to a National Register- and California Register-listed historic district, the five buildings at 201-247 Golden Gate Avenue are considered historic resources for the purposes of CEQA review. The proposed project would result in the demolition of five contributors to be replaced with one noncontributor to the Uptown Tenderloin Historic District.

The loss of five contributors to the Historic District will not have a substantial adverse effect on the district, as there would remain a high proportion of contributors. In addition, the proposed building design would conform to Rehabilitation Standard 9 of the SOI Standards and would be compatible with the Uptown Tenderloin Historic District. Therefore, the impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

CUL-2 The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Archaeological deposits that meet the definition of a historical resource under CEQA Section 21084.1 or CEQA Guidelines Section 15064.5 could be present within the mixed-use development site and could be damaged or destroyed by ground-disturbing construction activities, such as site preparation, grading, excavation, or trenching for utilities associated with the proposed mixed-use development. Should this occur, the ability of the deposits to convey their significance, either as containing information about prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired.

Because the mixed-use development site is already developed, it is highly unlikely that the proposed mixed-use development would unearth any archaeological resources during ground disturbance; however, should that occur, impacts would have the potential to be *significant*.

Impact CUL-2: During construction, ground-disturbing activities from the proposed mixed-used development have the potential to encounter and cause a substantial adverse change to unknown archaeological resources that could exist beneath the depth of previous ground disturbances.

Mitigation Measure CUL-2a: Prior to the initiation of construction or ground-disturbing activities, the University of California College of the Law, San Francisco (College), shall confirm that all contractor and subcontractor personnel have received training regarding the appropriate work practices to ensure compliance with applicable environmental laws and regulations protecting on-site archaeological and tribal cultural resources, and that they have been informed of the potential for exposing subsurface cultural resources and tribal cultural resources, and how to recognize possible

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buried human remains. Training shall also inform all construction personnel of the anticipated procedures that shall be followed upon the discovery or suspected discovery of archaeological materials, including Native American remains and their treatment, as well as any other cultural resources.

Mitigation Measure CUL-2b. For ground disturbance that extends deeper than previously disturbed soils, the College shall retain a qualified archeological monitor to remain on site during construction hours until ground disturbing construction activities have concluded.

Mitigation Measure CUL-2c: Regardless of the depth of the ground-disturbing activities, in the event resources are determined to be present at the mixed-use development site, the College shall implement the following actions as appropriate to the resource and the proposed disturbance:

- All soil-disturbing work within 35 feet of the resource shall cease. The resource shall be secured, and the project head foreman shall immediately notify the College, which shall immediately retain a qualified archaeologist to implement the following:
 - The archeologist shall conduct a subsurface investigation of the mixed-use development site, to ascertain the extent of the deposit of any buried archaeological materials relative to the project's area of potential effects. The archaeologist shall prepare a site record and file it with the California Historical Resource Information System. The archaeologist or qualified archeological monitor shall remain on-site to monitor during construction hours for the remainder of the ground-disturbing activity.
 - If the resource extends into the project's area of potential effects, the resource shall be evaluated by a qualified archaeologist. The College, as lead agency, shall consider this evaluation in determining whether the resource qualifies as a historical resource or a unique archaeological resource under the criteria of the California Environmental Quality Act (CEQA) Guidelines Section 15064.5 or has the potential to be tribal cultural resource. If the resource has the potential to be a tribal cultural resource, the archaeologist, in consultation with Native American Heritage Commission (NAHC), shall identify the appropriate tribe for further assessment of the resource. If the resource does not qualify as historical, unique archaeological or tribal cultural resource, a written report of the results shall be prepared by a qualified archaeologist and filed with the College.
 - If a resource within the project area of potential effect is determined to qualify as a historical resource or a unique archaeological resource in accordance with CEQA, the College shall consult with a qualified archaeologist to mitigate the effect through data recovery if appropriate to the resource, or to consider means of avoiding or reducing ground disturbance within the site boundaries, including minor modifications of building footprint, landscape modification, or other means that would permit avoidance or substantial preservation in place of the resource. A written report of the results of the investigations shall be prepared by a qualified archaeologist and filed with the College.
 - If the resource within the project area of potential effect is determined to qualify as a tribal cultural resource, the archaeologist, in consultation with the appropriate tribe as determined by the NAHC, shall mitigate the effect through data recovery if appropriate to the resource, or

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to consider means of avoiding or reducing ground disturbance within the site boundaries, including minor modifications of building footprint, site plan changes, or other means that would permit avoidance or substantial preservation in place of the resource. A written report of the results of the investigations shall be prepared by the archaeologist and tribal representative, and filed with the College.

Significance with Mitigation: Less than significant.

CUL-3 **The proposed project could cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: (i) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in PRC Section 5020.1(k), or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c).**

As previously described, a TCR is defined under the Native American Historic Resource Protection Act as a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register or included in a local register of historical resources, or if the College, acting as the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.¹³

The mixed-use development site does not currently contain any known TCRs, and the College did not receive information as a result of the tribal consultation process that the proposed mixed-use development would potentially impact a known TCR. However, the proposed mixed-use development would include ground-disturbing activities, and development on-site could impact unknown TCRs, including Native American artifacts and/or human remains. In the event that human remains are discovered, procedures of conduct are mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery must cease and necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner must be notified immediately, who then determines whether the remains are Native American. If the coroner determines the remains are Native American, the coroner must notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further procedures involve the determination of next actions by the MLD or, if the MLD does not make recommendations within 48 hours, coordination between the NAHC and landowner to identify next steps and the eventual reinternment of the remains.

¹³ Public Resources Code Sections 21074(a)(1) and (2).

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Ground-disturbing activities under the proposed mixed-use development could also result in the discovery of unknown subsurface objects with cultural value to a Native American tribe. This would be a potentially *significant* impact.

Impact CUL-3: During construction, ground-disturbing activities from the proposed mixed-use development have the potential to encounter and cause a substantial adverse change to tribal cultural resources that could exist beneath the depth of previous ground disturbances.

Mitigation Measure CUL-3: Implement Mitigation Measures CUL-2a, CUL-2b, and CUL-2c.

Significance with Mitigation: Less than significant.

CUL-4 The proposed project would not result in a cumulatively considerable impact with respect to cultural and tribal cultural resources.

Cumulative historical resource impacts would be significant if the proposed project adversely affected resources in the Uptown Tenderloin Historic District such that the district's ability to convey its significance would be impaired. The proposed mixed-use development involves the demolition of five contributors and the construction of a new building within the boundaries of the Uptown Tenderloin Historic District. Within the historic district there are 25 other completed or proposed demolition projects and six are contributors to the historic district. The total number of original contributors to the historic district was 409 at the time of National Register listing, with 68 non-contributors, for a total building property count of 477. The district's original percentage of contributors is 85.7 percent. If all proposed projects that result in the demolition of a contributor are completed, plus the proposed demolition of all five buildings proposed for demolition by the proposed project, there would be an overall loss of 11 contributors. This would result in an overall percentage within the district of 83.4 percent. This percentage is well above the two-thirds threshold that is often used as a rule of thumb for determining the level of integrity that may affect the eligibility of a historic district. Therefore, although the proposed demolitions would add to the cumulative loss of contributors, the ratio of contributors to non-contributors would not be drastically affected by the proposed mixed-use development, and the historic district would retain a high percentage of total contributors.

There are no known existing prehistoric or historic archaeological sites or TCRs recorded within the College campus, and adherence to the requirements of Mitigation Measures CUL-2a, CUL-2b, and CUL-3 would avoid impacts should there be unanticipated discoveries of archaeological resources or TCRs. With compliance with existing federal and State regulations and Mitigation Measures CUL-2a, CUL-2b, and CUL-3, the proposed mixed-use development would not contribute to cumulative effects to subsurface cultural resources and TCRs.

Therefore, the proposed project would result in *less-than-significant* impacts that are cumulatively considerable to cultural resources and TCRs when viewed in connection with the effects of past, present, and reasonably foreseeable projects.

Significance without Mitigation: Less than significant.

4.3 GEOLOGY AND SOILS

This chapter describes the potential geologic impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential geologic impacts, and identifies feasible mitigation measures that could mitigate any potentially significant impacts. This chapter is based in part on the *Preliminary Geotechnical Evaluation: 201 Golden Gate Avenue Mixed-Use Building, 201 Golden Gate Avenue San Francisco, California* prepared by Geocon in December 2023 (see Appendix E, *Geotechnical Report*, of this Draft Environmental Impact Report [EIR]).

4.3.1 ENVIRONMENTAL SETTING

4.3.1.1 REGULATORY FRAMEWORK

As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. This section describes State regulations related to geology and soils.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was intended to mitigate the hazard of surface fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates “Earthquake Fault Zones” (formerly called an Alquist-Priolo Special Study Zone) along faults that are “sufficiently active” and “well defined.” The maps are distributed to all affected cities, counties, and State agencies for use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones and there can generally be no construction within 50 feet of an active fault trace. The zones vary in width, but average about one-quarter-mile wide.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act of 1990 was intended to protect the public from the hazards of nonsurface fault rupture from earthquakes, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure. The California Geological Survey prepares and provides agencies with seismic hazard zone maps that identify areas susceptible to fault hazards other than surface rupture. The Seismic Hazard Mapping Act prohibits responsible agencies from approving projects within seismic hazard zones until a site-specific investigation is completed to determine if the hazard is present, and the inclusion, if a hazard is found, of appropriate mitigation.

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California Building Code

The State of California provides a minimum standard for building design through Title 24, Part 2, of the California Code of Regulations (CCR), commonly referred to as the California Building Code (CBC). The CBC is updated every three years and provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors like occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site.

4.3.1.2 EXISTING CONDITIONS

Geology

The LRCP planning area is within the Coast Ranges Geomorphic Province of California, which is characterized by a series of northwest-trending mountains and valleys along the north and central coast of California. The predominant geological structural trends within the coast range consist of northwest-trending synclines, anticlines, and faulted blocks, a result of both active northwest-trending strike-slip faulting associated with the San Andreas Fault system, and east-west compression within the province.

Soil

Based on the Preliminary Geologic Map of the San Francisco South 7.5" Quadrangle and part of the Hunters Point 7.5" Quadrangle map prepared by the United States Geological Survey (USGS), the mixed-use development site is near the boundary of artificial fill and Holocene-age dune sand deposits. Previous exploratory excavations in the site vicinity and the performance of a cone penetration test sounding on the mixed-use development site determined that the artificial fill consists of medium dense sand with varying amounts of gravel, concrete and brick fragments, and medium stiff sandy silt. Underlying the artificial fill is soft compressible clayey silt and silty clay to a depth of approximately 25 feet. Holocene-age dune sand was encountered below the artificial fill and alluvium extending to the maximum depth explored of approximately 51.5 feet. The dune sands consisted of medium dense to dense sand with varying amount of silt. In each boring, an approximately 5- to 10-foot-thick, medium stiff to very stiff silt and clay layer was encountered within the dune sand at depths varying between 20 and 30 feet. In varying locations throughout the surrounding area, the dune sand is known to be underlain by the Colma formation, which consists of dense to very dense sand with varying amounts of clay.

Faults and Ground Shaking

The LRCP planning area is within the San Francisco Bay Area, which is recognized as one of the most seismically active regions in the United States, dominated by the presence of the active San Andreas Fault System. The significant earthquakes that occur in the Bay Area are associated with crustal movements along well-defined active fault zones that generally trend in a northwesterly direction. The closest faults are summarized in Table 4.3-1, *Regional Active Faults*.

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TABLE 4.3-1 REGIONAL ACTIVE FAULTS

Fault Name	Approximate Distance from LRCP Planning Area	Maximum Moment Magnitude (M _w)
San Andreas (Peninsula) 2011	7.8	8.0
Hayward (North)	10.8	7.3
San Gregorio	11.0	7.4
Hayward (South)	11.7	7.3
Contra Costa Shear Zone 2011	18.8	6.5
Calaveras (North) 2011	20.6	6.9
Mount Diablo Thrust	21.3	6.6
Pleasanton	23.6	6.6
Concord 2011	24.2	6.6
Green Valley 2011	25.9	6.8
Rodgers Creek	26.3	7.3
Los Medanos – Roe Island	27.4	6.8

Source: Geocon, December 2023, *Preliminary Technical Evaluation: 201 Golden Gate Avenue Mixed-Use Building, 201 Golden Gate Avenue, San Francisco, California* (see Appendix E, *Geotechnical Report*, of this Draft EIR).

The energy released by an earthquake is measured as moment magnitude (M_w). The M_w scale is logarithmic; therefore, each one-point increase in magnitude represents a 10-fold increase in amplitude of the waves as measured at a specific location and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion amplitude of a magnitude 5 earthquake. The site is subject to a Maximum Magnitude Event – that is, the maximum earthquake that appears capable of occurring based on current geological understanding of the region – of 7.9 Magnitude along the San Andreas Fault. Earthquakes of M_w 6.7+ magnitude can create ground accelerations in bedrock and in stiff unconsolidated sediments severe enough to cause major damage to structures and foundations that are not designed specifically with earthquake reinforcements and to underground utility lines without sufficient flexibility, to accommodate seismic ground motion.

The mixed-use development site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards (Alquist-Priolo Earthquake Fault Zone).¹ No active or potentially active faults are known to pass directly beneath the mixed-use development site, so surface fault rupture is not considered a significant hazard. According to the Association of Bay Area Governments (ABAG), the LRCP planning area, as is the case for most sites within the Bay Area, is at risk of severe to violent earthquakes that can cause strong ground shaking.²

¹ California Geological Survey, 2023, Earthquake Zones of Required Investigation, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed January 4, 2024.

² Association of Bay Area Governments, March 2020, Hazard Viewer, <https://abag.ca.gov/our-work/resilience/data-research/hazard-viewer>, accessed January 4, 2024.

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Liquefaction

Liquefaction is a phenomenon in which oversaturated and unconsolidated sediments and soils temporarily lose strength and act as a liquid due to agitation or a strong shaking motion, such as an earthquake. Liquefaction potential is highly variable throughout the San Francisco region, as there are varying topographical gradients, soil conditions, and saturation conditions throughout the area. The potential for liquefaction is greater in areas that contain artificial fill, as vibration can cause these soils to spread and experience liquefaction under conditions of saturation. Consequences of liquefaction may include ground surface settlement, ground loss (sand boils), and lateral slope displacements (lateral spreading).

The mixed-use development site is in a State of California Seismic Hazard Zone for liquefaction.³ There is the potential for liquefaction within sandy soil layers generally present between depths of approximately 15 and 26 feet, and 42 to 46 feet. Due to the lack of a free-face geometry in the vicinity of the mixed-use development site, the potential for lateral spreading is considered low. The likely consequence of potential liquefaction is ground surface settlement. If liquefaction were to occur, total ground surface settlements on the order of 1 to 2 inches may result. Differential settlement due to liquefaction could range from 0.5 to 1 inch over a distance of approximately 30 feet.

Landslides

Landslides are gravity-driven movements of earth materials that can include rock, soil, unconsolidated sediment, or combinations of such materials. The rate of landslide movement can vary considerably; some move rapidly, as in a soil or rock avalanche, and others “creep,” or move slowly for long periods of time. The susceptibility of a given area to landslides depends on many variables, although the general characteristics that influence landslide hazards are widely acknowledged. Some of the more important contributing factors are:

- **Slope Material.** Loose, unconsolidated soils and soft, weak rocks are more hazardous than firm, consolidated soils or hard bedrock.
- **Slope Steepness.** Most landslides occur on moderate to steep slopes.
- **Structure and Physical Properties of Materials.** This includes the orientation of layering and zones of weakness relative to slope direction.
- **Water Content.** Increased water content increases landslide hazard by decreasing friction and adding weight to the materials on a slope.
- **Vegetation Coverage.** Abundant vegetation with deep roots promotes slope stability.
- **Proximity to Areas of Erosion or Human-Made Cuts.** Undercutting slopes can greatly increase landslide potential.
- **Earthquake Ground Motions.** Strong seismic ground motion can trigger landslides in marginally stable slopes or loosen slope materials, which increases the risk of future landslides.

³ California Geological Survey, 2023, Earthquake Zones of Required Investigation, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed January 4, 2024.

According to ABAG, the LRDP planning area and surrounding vicinity is on flat land.⁴ The mixed-use development site exhibits no substantial elevation changes or unusual geographic features. Therefore, liquefaction susceptibility is low.

Ground Subsidence

Land subsidence refers to the lowering of the ground surface due to extraction or lowering of water levels or other stored fluids within the subsurface soil pores, or due to seismic activity that can cause alluvial sediments to compact. Known current and historical instances of land subsidence in California have been recorded by the USGS. The LRCP planning area is not included in the USGS's areas of known land subsidence.⁵ In addition, the LRCP planning area is in a populous area in which local water districts regularly monitor groundwater levels and, because of this, it is not likely to be subject to significant groundwater changes that can lead to subsidence.

4.3.2 STANDARDS OF SIGNIFICANCE

Based on the preliminary analysis in the Notice of Preparation (see Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR), it was determined that development of the proposed project would not result in significant environmental impacts related to the following standards of significance. Therefore, these standards are not discussed further in this EIR:

- Result in substantial soil erosion or the loss of topsoil.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Pursuant to Appendix G, *Environmental Checklist*, of the California Environmental Quality Act (CEQA) Guidelines, implementation of the proposed project would result in significant geologic impacts if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
 - ii) Strong seismic ground shaking;
 - iii) Seismic-related ground failure, including liquefaction;

⁴ Association of Bay Area Governments, March 2020, Hazard Viewer, <https://abag.ca.gov/our-work/resilience/data-research/hazard-viewer>, accessed January 4, 2024.

⁵ United States Geological Survey, Areas of Land Subsidence in California, https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed January 4, 2024.

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- iv) Landslides.
- 2. 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.
- 3. Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- 4. Result in a cumulatively considerable impact with respect to geology and soils.

4.3.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

GEO-1	The proposed project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) Strong seismic ground shaking; (iii) Seismic-related ground failure, including liquefaction; (iv) Landslides.
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Fault Rupture

The San Francisco Bay Area is a seismically active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site. There is no identified fault-rupture hazard zone within the mixed-use development site as defined by the Alquist-Priolo Earthquake Fault Zoning Act.

Seismic Ground Shaking

The mixed-use development site is in the San Francisco Bay region, which experiences frequent earthquakes. Although it is not on an earthquake fault or in an earthquake fault zone, the likelihood of the mixed-use development site experiencing ground shaking due to nearby faults is high, as it is throughout much of the region. The proposed mixed-use development would be designed in compliance with seismic requirements of the CBC. Although the proposed mixed-use development would not exacerbate seismic ground shaking itself, the placement of a new building on the mixed-use development site without

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adherence to appropriate, project-specific seismic recommendations would exacerbate the risks associated with earthquake events.

Liquefaction

The mixed-use development site is within a State of California Seismic Hazard Zone for liquefaction. There is the potential for liquefaction within sandy soil layers generally present between depths of approximately 15 and 26 feet, and 42 to 46 feet. The likely consequence of potential liquefaction is ground surface settlement. If liquefaction were to occur, total ground surface settlements on the order of 1 to 2 inches may result. Differential settlement due to liquefaction could range from 0.5 to 1 inch over a distance of approximately 30 feet.

Landslides

Susceptibility of slopes to landslides and lurching (earth movement at right angles to a cliff or steep slope during ground shaking) depend on several factors that are usually present in combination—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity. The mixed-use development site and adjacent properties are flat and exhibit no substantial elevation changes or unusual geographic features. In the absence of significant ground slopes, the potential for landslides is considered negligible.

Summary

The proposed mixed-use development would be subject to the CBC regulations and provisions. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, and regulates grading activities, including drainage and erosion control. The Preliminary Geotechnical Evaluation prepared by Geocon provides recommendations for seismic design parameters and the use of deep foundations for support due to the presence of undocumented fill, soft, compressible soil, and potentially liquefiable soils at the mixed-use development site. While the proposed mixed-use development would experience less-than-significant impacts from fault rupture and landslides, it would result in potentially *significant* impacts from seismic ground shaking and liquefaction without mitigation.

Impact GEO-1: The proposed mixed-used development would result in the placement of a new building in an area susceptible to ground shaking and liquefaction, potentially resulting in significant loss, injury, or death.

Mitigation Measure GEO-1: The University of California College of the Law, San Francisco (College) shall adhere to the recommendations of the December 2023, Geocon *Preliminary Geotechnical Evaluation: 201 Golden Gate Avenue Mixed-Use Building, 201 Golden Gate Avenue San Francisco, California*, included as Appendix E, *Geotechnical Report*, of the Draft Environmental Impact Report, which provides preliminary recommendations for seismic design, soil and excavation, grading, deep foundations, retaining walls, concrete sidewalk and pavement, drainage, and design-level geotechnical investigation.

Significance with Mitigation: Less than significant.

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GEO-2 The proposed project could be on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

As discussed in Section 4.3.1.2, *Existing Conditions*, the mixed-use development site and adjacent properties are flat and exhibit no substantial elevation changes or unusual geographic features. In the absence of significant ground slopes, the potential for landslides is considered negligible. Due to the lack of a free-face geometry in the vicinity of the mixed-use development site, the potential for lateral spreading is considered low. Additionally, the mixed-use development site is not included in the USGS's areas of known land subsidence. However, the mixed-use development site consists of undocumented fill; soft, compressible soil; and potentially liquefiable soils.

The proposed mixed-use development would be subject to the CBC regulations and provisions. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, and also regulates grading activities, including drainage and erosion control. The Preliminary Geotechnical Evaluation prepared by Geocon recommends the use of deep foundations for support to penetrate the existing fill and soil, as well as reduce potential surcharge loading on adjacent structures. The report details the variety of deep foundation "pile" types available and recommends against the use of fixed-length, driven piles since it can be problematic due to early refusal and/or deeper penetration than designed with the dense dune sand deposits at the mixed-use development site. In addition, pile driving noise and potential vibrations may be undesirable for the proposed mixed-use development due to adjacent structures and improvements and location in a historic district. As described in Chapter 3, *Project Description*, of this Draft EIR, construction of the proposed mixed-use development would not involve activities that could generate excessive groundborne vibration, such as pile driving. To reduce the potential for vibration effects, the Preliminary Geotechnical Evaluation recommends using drilled, auger cast pressure grout piles. Furthermore, the report notes that proper site drainage is critical to reduce the potential for differential soil movement. Under no circumstances should water be allowed to pond adjacent to building foundations. The mixed-use development site should be graded and maintained such that surface drainage is directed away from structures in accordance with the CBC or other applicable standards. Surface drainage should also be directed away from the top of slopes into swales or other controlled drainage devices.

Because the mixed-use development site consists of undocumented fill; soft, compressible soil; and potentially liquefiable soils, the proposed mixed-use development has the potential to be unstable and result in *significant* impacts without mitigation.

Impact GEO-2: The proposed mixed-used development would be on potentially unstable soil that could result in on- or off-site liquefaction or collapse.

Mitigation Measure GEO-2: Implement Mitigation Measure GEO-1.

Significance with Mitigation: Less than significant.

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GEO-3 The proposed project could be on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

Expansive soils can undergo dramatic changes in volume in response to variations in soil moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moisture that can trigger this shrink-swell phenomenon can include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can develop wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils.

The proposed mixed-use development would be subject to the CBC regulations and provisions. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, and regulates grading activities, including drainage and erosion control. The Preliminary Geotechnical Evaluation prepared by Geocon notes that proper site drainage is critical to reduce the potential for differential soil expansion. Under no circumstances should water be allowed to pond adjacent to building foundations. The mixed-use development site should be graded and maintained such that surface drainage is directed away from structures in accordance with the CBC or other applicable standards. Surface drainage should also be directed away from the top of slopes into swales or other controlled drainage devices.

Underlying the artificial fill on the proposed mixed-use development site is soft compressible clayey silt and silty clay to a depth of approximately 25 feet. Therefore, the soil has the potential to be expansive and could result in potentially *significant* impacts without mitigation.

Impact GEO-3: The proposed mixed-used development would be on potentially expansive soil that could result in substantial direct or indirect risks to life or property.

Mitigation Measure GEO-3: Implement Mitigation Measure GEO-1.

Significance with Mitigation: Less than significant.

GEO-4 The proposed project would not result in a cumulatively considerable impact with respect to geological resources.

Risk from fault rupture, landslides, and liquefaction are considered less than significant. Risks from ground shaking, liquefaction, unstable soils, and expansive soils would be mitigated with implementation of Mitigation Measures GEO-1, GEO-2, and GEO-3. The proposed mixed-use development would also be required to comply with regulations set forth in the CBC and, with mitigation, the Preliminary Geotechnical Evaluation prepared by Geocon pertaining to structural safety and the minimizing of geologic hazards to the extent feasible. In addition, geologic hazards described previously are specific to the mixed-use development site. As landslides do not pose a significant impact, movements of soils on-site would not be expected to impact the mixed-use development site and/or immediate area. Thus, it would not contribute to a cumulative impact regarding geologic hazards when considered with other

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projects. Therefore, cumulative impacts associated with the proposed project would be considered *less than significant*.

Significance without Mitigation: Less than significant.

4.4 GREENHOUSE GAS EMISSIONS

This chapter describes the potential impacts related to greenhouse gas (GHG) emission that are associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential GHG emission impacts, and identifies feasible mitigation measures that could mitigate any potentially significant impacts. Transportation sector emissions are based on trip generation provided by Fehr and Peers (see Appendix H, *Transportation*, of this Draft Environmental Impact Report [EIR]). GHG emissions modeling is included in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR.

The following are definitions for terms used throughout this chapter:

- **Greenhouse gases (GHG).** Gases in the atmosphere absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO₂) over a given period of time (20, 100, and 500 years). CO₂ has a GWP of 1.
- **Carbon dioxide-equivalent (CO₂e).** The standard unit to measure the amount of GHGs in terms of the amount of CO₂ that would cause the same amount of warming. CO₂e is based on the GWP ratios between the various GHGs relative to CO₂.
- **MTCO₂e.** Metric ton of CO₂e.
- **MMTCO₂e.** Million metric tons of CO₂e.

4.4.1 ENVIRONMENTAL SETTING

4.4.1.1 GREENHOUSE GASES AND CLIMATE CHANGE

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, CO₂, methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed in the twentieth and twenty-first centuries. Other GHGs identified by the

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IPCC that contribute to global warming to a lesser extent are nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.^{1,2,3}

The major GHGs are briefly described below.

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (i.e., sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices, and from the decay of organic waste in landfills and water treatment facilities.
- **Nitrous oxide (N₂O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of applicable GHG emissions are shown in Table 4.4-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO₂*. The GWP is used to convert GHGs to CO₂e to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fourth Assessment Report GWP values for CH₄, a project that generates 10 metric tons (MT) of CH₄ would be equivalent to 250 MT of CO₂.⁴

¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

² Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. According to the California Air Resources Board, California has been an international leader in reducing emissions of black carbon, due to existing programs that target reducing PM from diesel engines and burning activities. However, State and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

³ Intergovernmental Panel on Climate Change, 2001, *Third Assessment Report: Climate Change 2001*.

⁴ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

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TABLE 4.4-1 GHG EMISSIONS AND THEIR RELATIVE GLOBAL WARMING POTENTIAL COMPARED TO CO₂

GHGs	Second Assessment Report Global Warming Potential Relative to CO ₂ ^a	Fourth Assessment Report Global Warming Potential Relative to CO ₂ ^a	Fifth Assessment Report Global Warming Potential Relative to CO ₂ ^a
Carbon Dioxide (CO ₂)	1	1	1
Methane (CH ₄) ^b	21	25	28
Nitrous Oxide (N ₂ O)	310	298	265

Notes: GWP values identified in the Fourth Assessment Report are used by the Bay Area Air Quality Management District (BAAQMD) to maintain consistency in statewide GHG emissions modeling.

a. Based on 100-year time horizon of the GWP of the air pollutant compared to CO₂.

b. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

Sources: Intergovernmental Panel on Climate Change, 1995, *Second Assessment Report: Climate Change 1995*; Intergovernmental Panel on Climate Change, 2007, *Fourth Assessment Report: Climate Change 2007*; Intergovernmental Panel on Climate Change, 2014, *Fifth Assessment Report: Climate Change 2014*.

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. However, during the twentieth century, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the earth's atmosphere that is attributable to human activities. The amount of CO₂ in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation.⁵ These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants.⁶ In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime.⁷

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the earth's temperature are hard to predict. Projections of climate change depend heavily on future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty—for example, on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.

⁵ Intergovernmental Panel on Climate Change, 2007, *Fourth Assessment Report: Climate Change 2007*.

⁶ California Climate Action Team, 2006, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*.

⁷ Intergovernmental Panel on Climate Change, 2007, *Fourth Assessment Report: Climate Change 2007*.

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- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy rainfalls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea levels (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide average temperatures increased by about 1.7 degrees Fahrenheit (°F) from 1895 to 2011, and warming has been greatest in the Sierra Nevada.⁸ The years from 2014 through 2016 have shown unprecedented temperatures with 2014 being the warmest.⁹ By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1°F to 8.6°F, depending on emissions levels.¹⁰

In California and western North America, observations of the climate have shown: (1) a trend toward warmer winter and spring temperatures; (2) a smaller fraction of precipitation falling as snow; (3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; (4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and (5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms.¹¹ Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and unprecedented dry years in 2014 and 2015. Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015.¹²

According to the California Climate Action Team—a committee of State agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 4.4-1), and the inertia of the earth's climate system could produce as much as 0.6 degrees Celsius (°C) (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 4.4-2, *Summary of GHG Emissions Risk to California*, and listed below.

⁸ California Climate Change Center, 2012, *Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California*.

⁹ Office of Environmental Health Hazards Assessment, 2018, *Indicators of Climate Change in California*, <https://oehha.ca.gov/media/downloads/climate-change/report/2018caindicatorsreportmay2018.pdf>, accessed June 22, 2023.

¹⁰ California Climate Change Center, 2012, *Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California*.

¹¹ California Climate Action Team, 2006, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*.

¹² Office of Environmental Health Hazards Assessment, 2018, *Indicators of Climate Change in California*, <https://oehha.ca.gov/media/downloads/climate-change/report/2018caindicatorsreportmay2018.pdf>, accessed June 22, 2023.

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TABLE 4.4-2 SUMMARY OF GHG EMISSIONS RISK TO CALIFORNIA

Impact Category	Potential Risks
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Poor air quality made worse Higher temperatures increase ground-level ozone (i.e., smog) levels
Water Resource Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species

Sources: California Climate Change Center, 2012, *Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California*; California Energy Commission, 2006, *Our Changing Climate: Assessing the Risks to California, 2006 Biennial Report, CEC-500-2006-077*; California Energy Commission, 2009, *The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California, CEC-500-2008-0077*; California Natural Resources Agency, 2014, *Safeguarding California: Reducing Climate Risk, An Update to the 2009 California Climate Adaptation Strategy*.

Global climate change risks to California include:

- **Water Resources Impacts.** By late this century, all projections show drying, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. Even in projections with relatively little or no decline in precipitation, central and southern parts of the state are expected to be drier from the warming effects alone because the spring snowpack will melt sooner, and the moisture in soils will evaporate during long, dry summer months.¹³
- **Wildfire Risks.** Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Human activities will

¹³ California Council on Science and Technology, 2012, *California’s Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets*, <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed June 21, 2023.

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continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase by 58 to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 to 169 percent, depending on location.¹⁴

- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase of extreme conditions, primarily more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession, and simultaneous heat waves in several regions throughout the state. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California.¹⁵
- **Increased Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the state will drive up the demand for cooling in the increasingly hot and longer summer season and decrease demand for heating in the cooler season. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process at higher temperatures) and hydropower plants (lower reservoir levels). Transmission of electricity will also be affected by climate change. Transmission lines lose 7 to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity needs to be produced to make up for the loss in capacity and the growing demand.¹⁶

4.4.1.2 REGULATORY FRAMEWORK

As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. Therefore, this section describes the federal, State, and regional regulations for reducing greenhouse gas emissions.

Federal Regulations

The United States Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 United States Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements but allowed the EPA to finalize

¹⁴ California Council on Science and Technology, 2012, *California's Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets*, <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed June 21, 2023.

¹⁵ California Council on Science and Technology, 2012, *California's Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets*, <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed June 21, 2023.

¹⁶ California Council on Science and Technology, 2012, *California's Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets*, <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed June 21, 2023.

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the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.¹⁷

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding.¹⁸ The finding identifies emissions of six key GHGs: CO₂, CH₄, N₂O, HCFCs, PFCs, and SF₆. The first three are applicable to the proposed project's GHG emissions inventory because they constitute the majority of GHG emissions and, pursuant to Bay Area Air Quality Management District (BAAQMD) guidance, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

- **United States Mandatory Report Rule for Greenhouse Gases (2009).** In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (e.g., large stationary sources) to report GHG emissions data. Facilities that emit 25,000 MTCO₂e per year are required to submit an annual report.
- **Update to Corporate Average Fuel Economy Standards (2017 to 2026).** The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (MPG) in 2025. On March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 MPG for model year 2026 vehicles.¹⁹ On December 21, 2021, under direction of Executive Order (EO) 13990, the National Highway Traffic Safety Administration (NHTSA) repealed SAFE Vehicles Rule Part One, which had preempted State and local laws related to fuel economy standards. In addition, on March 31, 2022, the NHTSA finalized new fuel standards that will increase fuel efficiency by 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 MPG for passenger vehicles and light trucks for model year 2026, which will be a 10 MPG increase relative to model year 2021.²⁰

State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in EO S-03-05, EO B-30-15, EO B-55-18, Assembly Bill (AB) 32, AB 1279, Senate Bill (SB) 32, and SB 375:

¹⁷ US Environmental Protection Agency, 2009, EPA: Greenhouse Gases Threaten Public Health and the Environment, https://archive.epa.gov/epapages/newsroom_archive/newsreleases/08d11a451131bca585257685005bf252.html, accessed June 21, 2023.

¹⁸ United States Environmental Protection Agency, 2009, EPA: Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, <https://www.epa.gov/climate-change/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a>, accessed June 21, 2023.

¹⁹ 85 Federal Register 24174, April 30, 2020.

²⁰ National Highway Traffic Safety Administration, 2022, April 1, USDOT Announces New Vehicle Fuel Economy Standards for Model year 2024-2026, <https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026>, accessed June 21, 2023.

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- **EO S-03-05.** EO S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state: 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050.
- **Global Warming Solutions Act (2006).** Commonly known as its legislative bill number (AB 32), this act was signed August 31, 2006, to reduce California’s contribution of GHG emissions. AB 32 follows the 2020 tier of emissions-reduction targets established in EO S-03-05. California Air Resources Board (CARB) prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.
- **EO B-30-15.** EO B-30-15, signed April 29, 2015, set a goal of reducing GHG emissions in the state to 40 percent of 1990 levels by year 2030. EO B-30-15 also directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires State agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in EO S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, Safeguarding California, to ensure climate change is accounted for in State planning and investment decisions.
- **SB 32 and AB 197.** In September 2016, SB 32 and AB 197 were signed, making the EO goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.
- **Renewable Portfolio/Carbon Neutrality Regulations – EO B-55-18.** EO B-55-18, signed September 10, 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO₂e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.
- **2022 Climate Change Scoping Plan Update.** CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the State’s anthropogenic (human-caused) GHG emissions.²¹ The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18 (discussed below) and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. This Scoping Plan expands on earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon, including through natural and working

²¹ California Air Resources Board, December 2022, *2022 Scoping Plan for Achieving Carbon Neutrality*, <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>, accessed June 23, 2023.

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lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent Sixth Assessment Report of the IPCC and the measures would achieve 85 percent below 1990 levels by 2045 in accordance with AB 1279. CARB’s 2022 Scoping Plan identifies strategies as shown in Table 4.4-3, *Priority Strategies for Local Government Climate Action Plans*, that would be most impactful at the local level for ensuring substantial process towards the State’s carbon neutrality goals.

TABLE 4.4-3 PRIORITY STRATEGIES FOR LOCAL GOVERNMENT CLIMATE ACTION PLANS

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission (ZE) vehicles and provide electric vehicle (EV) charging at public sites.
	Create a jurisdiction-specific ZE vehicles ecosystem to support deployment of ZE vehicles statewide (such as building standards that exceed State building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZE vehicles readiness plans).
	Reduce or eliminate minimum parking standards.
VMT Reduction	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements).
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy-efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: California Air Resources Board, December 2022, *2022 Scoping Plan for Achieving Carbon Neutrality*, <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>, accessed June 23, 2023.

For residential and mixed-use development projects, CARB recommends this first approach to demonstrate that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while simultaneously advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

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- **Transportation Electrification.** Provide EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code (CALGreen) at the time of project approval.
- **VMT Reduction**
 - Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
 - Does not result in the loss or conversion of the State’s natural and working lands.
 - Consists of transit-supportive densities (minimum of 20 residential dwelling units/acre) or is in proximity to existing transit stops (within a half mile) or satisfies more detailed and stringent criteria specified in the region’s Sustainable Communities Strategy (SCS).
 - Reduces parking requirements by:
 - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet);
 - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
 - For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.
 - At least 20 percent of the units are affordable to lower-income residents.
 - Result in no net loss of existing affordable units.
- **Building Decarbonization.** Use all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.

The second approach to project-level alignment with State climate goals is net-zero GHG emissions. The third approach to demonstrating project-level alignment with State climate goals is to align with GHG thresholds of significance, which many local air quality management and air pollution control districts have developed or adopted.²²

- **AB 1279.** On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.
- **SB 375.** In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions-reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing

²² California Air Resources Board, December 2022, *2022 Scoping Plan for Achieving Carbon Neutrality*, <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>, accessed June 23, 2023.

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allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions-reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Metropolitan Transportation Commission (MTC) is the MPO for the nine-county San Francisco Bay Area region. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per-capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

- **2017 Update to the SB 375 Targets.** CARB is required to update the targets for the MPOs every eight years. CARB adopted revised SB 375 targets for the MPOs in March 2018.²³ The updated targets become effective on October 1, 2018. The targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update (for SB 32), while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percentage per-capita reduction in GHG emissions from automobiles and light trucks relative to 2005; this excludes reductions anticipated from implementation of state technology and fuels strategies, and any potential future state strategies, such as statewide road user pricing. The proposed targets call for greater per-capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translate into proposed targets that either match or exceed the emission-reduction levels in the MPO's currently adopted SCS to achieve the SB 375 targets. For the next SCS update, CARB's updated targets for the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) region are a 10 percent per-capita GHG reduction in 2020 from 2005 levels (compared to 7 percent under the 2010 target) and a 19 percent per-capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 15 percent). CARB foresees that the additional GHG emissions reductions in 2035 may be achieved from land use changes, transportation investment, and technology strategies.²⁴
- **Transportation Sector Regulations – AB 1493.** California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZE vehicles into a single package of standards. Under

²³ California Air Resources Board, 2018, *Updated Final Staff Report: Proposed Update to the SB 375 Greenhouse Gas Emissions Reduction Targets*, https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Updated_Final_Target_Staff_Report_2018.pdf, accessed June 23, 2023.

²⁴ California Air Resources Board, 2018, *Updated Final Staff Report: Proposed Update to the SB 375 Greenhouse Gas Emissions Reduction Targets*, https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Updated_Final_Target_Staff_Report_2018.pdf, accessed June 23, 2023.

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California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent less GHG emissions and 75 percent less smog-forming emissions.²⁵

- **Transportation Sector Regulations – Advanced Clean Fleets and Advanced Clean Trucks.** In April 2023, CARB adopted the Advanced Clean Cars II rule (AC II), which requires all new passenger vehicles, trucks, and sports utility vehicles (SUVs) sold in California to be zero emissions by 2035. The regulation amends the Zero-emission Vehicle Regulation to require an increasing number of ZE vehicles to support the 2020 EO N-79-20 and amends the Low-emission Vehicle Regulations to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions. This rule will substantially reduce air pollutants that threaten public health and would further develop the ZE vehicles market starting with the 2026 model year. In April 2023, CARB approved the Advanced Clean Fleets, which requires a phased-in transition toward zero-emission medium- and heavy-duty vehicles. Under the new rule, fleet owners operating vehicles for private services (such as Postal Service, State, and local government fleets) will begin their transition toward ZE vehicles starting in 2024. The rule also requires an end to combustion truck sales in 2036 and follows the 2020 adoption of the Advanced Clean Trucks rule, which put in place a requirement for manufacturers to increase the sale of ZE trucks.
- **Transportation Sector Regulations – EO S-01-07.** On January 18, 2007, the State set a new Low Carbon Fuel Standard (LCFS) for transportation fuels sold in the state. EO S-01-07 sets a declining standard for GHG emissions measured in CO₂e gram per unit of fuel energy sold in California. The LCFS required a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and uses market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.
- **Transportation Sector Regulations – EO B-16-2012.** On March 23, 2012, the State identified that CARB, the California Energy Commission (CEC), the California Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., EV charging stations). The EO also directed the number of ZE vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The EO also establishes a target for the transportation sector of reducing GHG emissions to 80 percent below 1990 levels.
- **Transportation Sector Regulations – EO N-79-20.** On September 23, 2020, EO N-79-20 was signed into law, whose goal is that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, the fleet goals for trucks are that 100 percent of drayage trucks are ZE by

²⁵ See also the discussion on the update to the CAFE standards under Federal Laws, above. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of ZE vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

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2035, and 100 percent of medium- and heavy-duty vehicles in the state are ZE by 2045, where feasible. The EO's goal for the State is to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

- **Renewable Portfolio/Carbon Neutrality Regulations – SBs 1078, 107, and X1-2, and EO S-14-08.** A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under SBs 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010. EO S-14-08, signed in November 2008, expanded the State's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.
- **Renewable Portfolio/Carbon Neutrality Regulations – SB 350.** SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy-efficiency and conservation measures.
- **Renewable Portfolio/Carbon Neutrality Regulations – SB 100.** On September 10, 2018, SB 100 was signed into law. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.
- **Renewable Portfolio/Carbon Neutrality Regulations – SB 1020.** SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all State agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.
- **Energy-Efficiency Regulations – California Building Code: Building Energy-Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods. The 2022 Building Energy Efficiency Standards were adopted on August 11, 2021, and went into effect on January 1, 2022. The 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. The 2022

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standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings, such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers.²⁶

- **Energy-Efficiency Regulations – California Building Code: CALGreen.** On July 17, 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as “CALGreen”) was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.²⁷ The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective on January 1, 2023.
- **Energy-Efficiency Regulations – 2006 Appliance Efficiency Regulations.** The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.
- **Solid Waste Regulations – AB 939.** California’s Integrated Waste Management Act of 1989 (AB 939, Public Resources Code Section 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per-capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.
- **Solid Waste Regulations – AB 341.** AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.
- **Solid Waste Regulations – AB 1327.** The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of

²⁶ California Energy Commission, May 19, 2021, *Amendments to the Building Energy Efficiency Standards (2022 Energy Code) Draft Environmental Report, CEC-400-2021-077-D*.

²⁷ The green building standards became mandatory in the 2010 edition of the code.

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development projects. Local agencies are required to adopt the model or an ordinance of their own.

- **Solid Waste Regulations – AB 1826.** In October 2014, AB 1826 was signed into law requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.
- **Water-Efficiency Regulations – SBX7-7.** The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to SB 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 required urban water providers to adopt a water conservation target of 20 percent reduction in urban per-capita water use by 2020 compared to 2005 baseline use.
- **Water-Efficiency Regulations – AB 1881.** The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.
- **Short-Lived Climate Pollutants – SB 1383.** On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and methane. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 required the State board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the State’s approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use.²⁸ In-use on-road rules were expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

²⁸ California Air Resources Board, 2017, *Short-Lived Climate Pollutant Reduction Strategy*, https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final_slcp_report.pdf, accessed June 21, 2023.

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Regional Plans and Regulations

Plan Bay Area

As discussed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, *Plan Bay Area* contains strategies to reduce GHG emissions by focusing housing and commercial construction in walkable, transit-accessible places; investing in transit and active transportation; and shifting the location of jobs to encourage shorter commutes. The project site is within the Van Ness/Northeast Neighborhoods Priority Development Area (PDA) and a Transit Priority Area (TPA).

Bay Area Air Quality Management District Clean Air Plan

BAAQMD adopted the 2017 *Clean Air Plan, Spare the Air, Cool the Climate* (2017 Clean Air Plan) on April 19, 2017. The 2017 Clean Air Plan also lays the groundwork for reducing GHG emissions in the Bay Area to meet the State's 2030 GHG reduction target and 2050 GHG reduction goal. It also includes a vision for the Bay Area in a post-carbon year 2050 that encompasses the following:

- Construct buildings that are energy efficient and powered by renewable energy.
- Walk, bicycle, and use public transit for the majority of trips and use electric-powered autonomous public transit fleets.
- Incubate and produce clean energy technologies.
- Live a low-carbon lifestyle by purchasing low-carbon foods and goods in addition to recycling and putting organic waste to productive use.²⁹

A comprehensive multipollutant control strategy has been developed to be implemented in the next three to five years to address public health and climate change and to set a pathway to achieve the 2050 vision. The control strategy includes 85 control measures to reduce emissions of ozone, particulate matter, toxic air contaminants, and GHG from a full range of emission sources. These control measures cover the following sectors: (1) stationary (industrial) sources, (2) transportation, (3) energy, (4) agriculture, (5) natural and working lands, (6) waste management, (7) water, and (8) super-GHG pollutants. Overall, the proposed control strategy is based on the following key priorities:

- Reduce emissions of criteria air pollutants and toxic air contaminants from all key sources.
- Reduce emissions of "super-GHGs," such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
 - Increase efficiency of the energy and transportation systems.
 - Reduce demand for vehicle travel and high-carbon goods and services.
- Decarbonize the energy system.
 - Make the electricity supply carbon-free.
 - Electrify the transportation and building sectors.

²⁹ Bay Area Air Quality Management District, 2017, *Final 2017 Clean Air Plan, Spare the Air, Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area*, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed June 21, 2023.

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Under BAAQMD Regulation 14, *Model Source Emissions Reduction Measures*, Rule 1, *Bay Area Commuter Benefits Program*, employers with 50 or more full-time employees within BAAQMD are required to register and offer commuter benefits to employees. In partnership with BAAQMD and the MTC, the rule's purpose is to improve air quality, reduce GHG emissions, and decrease the Bay Area's traffic congestion by encouraging employees to use alternative commute modes, such as transit, vanpool, carpool, bicycling, and walking. The benefits program allows employees to choose from one of four commuter benefit options, including a pre-tax benefit, employer-provided subsidy, employer-provided transit, and alternative commute benefit.

4.4.1.3 EXISTING CONDITIONS**California's GHG Sources and Relative Contribution**

In 2022, the statewide GHG emissions inventory was updated for 2000 to 2020 emissions using the GWPs in IPCC's Fourth Assessment Report and California produced 369.2 MMTCO₂e GHG emissions, which is 35.3 MMTCO₂e lower than 2019 levels and 61.8 MMTCO₂e below the 2020 GHG limit of 431 MMTCO₂e. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG limit and have remained below the limit since that time. Per-capita GHG emissions in California have dropped from a 2001 peak of 13.8 metric tons per person to 9.3 metric tons per person in 2020, a 33 percent decrease.³⁰

California's transportation sector remains the largest generator of GHG emissions, producing 37 percent of the state's total emissions in 2020. Industrial sector emissions made up 20 percent and electric power generation made up 16 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (4 percent), agriculture and forestry (8.6 percent), high-GWP gases (5.8 percent), and recycling and waste (2 percent).³¹

Transportation emissions continued to decline for the past three consecutive years with the rise of fuel efficiency for passenger vehicle fleet and increase in battery EVs. The deployment of renewable/less carbon-intensive resources and higher energy-efficiency standards have facilitated the continuing decline in fossil fuel electricity generation. The industrial sector trend has been relatively flat in recent years but saw a decrease of 7.1 MMTCO₂e in 2020. Commercial and residential emissions saw a decrease of 1.7 MMTCO₂e. Emissions from high-GWP gases have continued to increase as they replace ozone-depleting substances that are being phased out under the 1987 Montreal Protocol. Emissions from other sectors have remained relatively constant in recent years. Overall trends in the inventory also continue to

³⁰ California Air Resources Board, 2022, *California Greenhouse Gas 2000-2020 Trends of Emissions and Other Indicators Report*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed June 23, 2023.

³¹ California Air Resources Board, 2022, *California Greenhouse Gas 2000-2020 Trends of Emissions and Other Indicators Report*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed June 23, 2023.

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demonstrate that the carbon intensity of California’s economy (the amount of carbon pollution per million dollars of gross domestic product) is declining. From 2000 to 2020, the carbon intensity of California’s economy decreased by 49 percent while the gross domestic product increased by 56 percent.³²

Mixed-Use Development Site

The site of the proposed mixed-use development is occupied by low-rise buildings that make up Local 2’s offices and meeting rooms. Operation of these land uses generates GHG emissions from natural gas used for energy and heating, electricity usage, vehicle trips for employees and visitors, area sources such as building maintenance equipment and consumer cleaning products, water demand, waste generation, and solid waste generation.³³

4.4.2 STANDARDS OF SIGNIFICANCE

Pursuant to Appendix G, *Environmental Checklist*, of the California Environmental Quality Act (CEQA) Guidelines, implementation of the proposed project would result in significant GHG emission impacts if it would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.
3. Result in a cumulatively considerable impact with respect to GHG emissions and climate change.

4.4.2.1 BAAQMD 2022 CEQA AIR QUALITY GUIDELINES

BAAQMD’s *CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (2022) contains instructions on how to evaluate, measure, and mitigate GHG impacts generated from land use development projects. For purposes of this analysis, the latest BAAQMD’s GHG project-level significance thresholds were used to evaluate the proposed mixed-use development’s potential impacts related to GHG emissions.

In April 2023, BAAQMD adopted the 2022 CEQA Air Quality Guidelines (Guidelines), which supersedes BAAQMD’s previous 2017 CEQA Guidance titled BAAQMD CEQA Air Quality Guidelines.³⁴ These updated Guidelines contain instructions for how a lead agency can evaluate, measure, and mitigate air quality and climate impacts generated from land use construction and operational activities. As identified in

³² California Air Resources Board, 2022, *California Greenhouse Gas 2000-2020 Trends of Emissions and Other Indicators Report*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed June 23, 2023.

³³ Emissions from water demand and wastewater are emissions associated with electricity used to supply, treat, and distribute water.

³⁴ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

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BAAQMD’s Guidelines, short-term construction activities are one-time emissions that would not substantially contribute to GHG emissions impacts. For operational phase impacts, BAAQMD identified that projects consistent with a local GHG reduction strategy that meets the criteria under CEQA Guidelines Section 15183.5(b) would contribute their fair share of what will be required to achieve the state’s long-term climate goals. If no local GHG reduction strategy is applicable to a proposed project, cumulative GHG emissions impacts are based on incorporation of the following project design elements:

1. Buildings

- The project would not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- The project would not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation

- The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan or meet a locally adopted SB 743 VMT target that reflects the recommendations provided in the Governor’s Office of Planning and Research’s *Technical Advisory on Evaluating Transportation Impacts in CEQA*.
 - Residential projects: 15 percent below the existing VMT per capita
 - Office projects: 15 percent below the existing VMT per employee
 - Retail projects: no net increase in existing VMT
- The project will achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.

If a project includes, at a minimum, these design elements, there would be a less-than-significant climate impact related to GHG emissions, and that project would not be likely to conflict with applicable initiatives to reduce GHG emissions. The rationale, justification, and substantial evidence supporting this conclusion can be found in Appendix B, *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*, of BAAQMD’s 2022 CEQA Air Quality Guidelines.³⁵

As previously stated in Section 4.4.1.2, *Regulatory Framework*, under subheading “Local Regulations,” the College does not have a qualified GHG reduction plan or other governing documents related to GHG emissions. Accordingly, the proposed mixed-use development project’s GHG emissions impacts are evaluated based on meeting BAAQMD’s project design elements.

³⁵ Bay Area Air Quality Management District, April 2022, *California Environmental Quality Act Air Quality Guidelines*, Appendix B: *CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans*, https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-b-thresholds-for-evaluating-significance-of-climate-impacts_final-pdf.pdf?la=en, accessed June 23, 2023.

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4.4.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

Methodology

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur as a result of the proposed project. BAAQMD has published its 2022 CEQA Air Quality Guidelines that provides local governments with guidance for analyzing and mitigating GHG emissions impacts and was used in this analysis. GHG emissions modeling is included in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR. Based on the equipment mix and overall construction activity durations anticipated for each variant, Variant 2 was used as a conservative analysis for the construction and operation air quality analysis.

The proposed project GHG emissions inventory was modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1 and includes the following sectors:

- **On-Road Transportation.** Transportation emissions are based on the trip generation for the proposed project provided by Fehr & Peers (see Appendix H, *Transportation*, of this Draft EIR). The default fleet mix in CalEEMod was used in the emissions estimates.
- **Area Sources.** Area sources generated from use of consumer products, cleaning supplies, and landscaping equipment are based on CalEEMod default emission rates and on the assumed building square footage.
- **Energy.** The CalEEMod default energy rates were used for the proposed project.
- **Construction.** The project-related construction emissions are based on information provided by the College and CalEEMod defaults for the Variant 2. Construction is modeled to occur for an approximately 25-month duration. The construction equipment mix used in the model reflects information anticipated by the College and supplemented with CalEEMod defaults for missing values, such as equipment horsepower and load factor.

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Life-cycle emissions are not included in this analysis because not enough information is available for the proposed project. Therefore, lifecycle GHG emissions would be speculative.³⁶ Additionally, black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the State's AB 32/SB 32 inventory and treats this short-lived climate pollutant separately.³⁷

Mass Emissions and Health Effects

On December 24, 2018, in the case *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. While these identified effects, such as sea level rise and increase in extreme weather, can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The State's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change. Yet the State's GHG reduction goals and strategies are based on the State's path toward reducing statewide cumulative GHGs, as outlined in AB 32, SB 32, AB 1279, and EO B-55-18.

³⁶ Life-cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction phases of individual development projects is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted. Governor's Office of Planning and Research, 2008, *CEQA and Climate Change: Addressing Climate Change through CEQA Review. Technical Advisory*, <http://opr.ca.gov/docs/june08-ceqa.pdf>, accessed June 23, 2023.

³⁷ Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years. California Air Resources Board, 2017, *Final Proposed Short-Lived Climate Pollutant Reduction Strategy*, <https://www.arb.ca.gov/cc/shortlived/shortlived.htm>, accessed June 23, 2023.

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As described above, the significance thresholds that BAAQMD recommends to analyze GHG impacts are based on achieving the statewide GHG reduction goals (GHG-1) and relying on consistency with policies or plans adopted to reduce GHG emissions (GHG-2). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and BAAQMD’s significance thresholds that are tied to reducing the state’s cumulative GHG emissions, it is not feasible at this time to connect the project’s specific GHG emissions to the potential health impacts of climate change.

GHG-1 The proposed project would not generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment.

A project does not generate enough GHG emissions on its own to influence global climate change; therefore, this analysis measures the proposed mixed-use development’s contribution to the cumulative environmental impact associated with GHG emissions. For projects where there is no applicable GHG reduction plan, cumulative GHG emissions impacts are based on the State’s GHG reduction goals for development projects identified in BAAQMD’s 2022 CEQA Air Quality Guidelines.³⁸

Construction

Development of the proposed mixed-use development would contribute to climate change through direct and indirect emissions of GHG from the construction activities needed to implement the proposed mixed-use development, which would generate a short-term increase in GHG emissions. BAAQMD has no construction-related emissions threshold for land use developments; however, BAAQMD recommends that construction GHG emissions be quantified and disclosed for informational purposes. As such, construction-related emissions generated during project construction were quantified with CalEEMod Version 2022.1 for Variant 2 and are shown in Table 4.4-4, *Construction-Related GHG Emissions for Variant 2*.

TABLE 4.4-4 CONSTRUCTION-RELATED GHG EMISSIONS FOR VARIANT 2

Construction Year	MTCO ₂ e
2026	602
2027	288
2028	2
Total	892

Notes: Variant 2 has a longer construction timeline due to the increase of academic space over Variant 1. Accordingly, it is assumed that Variant 1 would have fewer emissions than Variant 2.
 Source: CalEEMod Version 2022.1. See Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR.

³⁸ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

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Operation

As discussed in Section 4.4.2.1, *BAAQMD 2022 CEQA Air Quality Guidelines*, BAAQMD identified projects that implement certain project design features that would contribute their fair share of what will be required to achieve the State’s long-term climate goals during project operation rather than relying on bright-line emissions thresholds.

As shown in Table 4.4-5, *Consistency Analysis with BAAQMD’s Project Design Elements*, the proposed mixed-use development is consistent with BAAQMD’s project design elements for energy consumption and meeting the applicable SB 743 VMT reduction target.

TABLE 4.4-5 CONSISTENCY ANALYSIS WITH BAAQMD’S PROJECT DESIGN ELEMENTS

Sector	Consistency Analysis
Buildings	
a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).	Consistent. The proposed mixed-use development would be all-electric and would not have natural gas appliances and plumbing installed within the building.
b. The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.	Consistent. The proposed mixed-use development would be built to comply with the most current CALGreen Building Code requirements and building efficiency standards to reduce unnecessary energy consumption.
Transportation	
a. The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan or meet a locally adopted SB 743 VMT target that reflects the recommendations provided in the Governor’s Office of Planning and Research’s <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i> .	Consistent. As identified in Chapter 4.8, <i>Transportation</i> , of this Draft EIR, the proposed mixed-use development would not have a significant impact related to VMT under SB 743. As shown in Table 4.8-7, <i>Vehicle Miles Traveled</i> , the estimated VMT per capita for the proposed mixed-use development’s area is substantially less than the regional average threshold value for both metrics, under both Existing and Cumulative conditions.
b. The project will achieve compliance with EV requirements in the most recently adopted version of CALGreen Tier 2.	Consistent. Pursuant to CALGreen Tier 2 standards for 20 nonresidential parking spaces for use by Local 2, the proposed mixed-use development would provide eight EV-capable spaces and three EV charging stations. EV-capable parking spaces refers to spaces that are provided with electrical panel capacity and space to support the future installation of an above-ground charging module. EV charging station spaces refer to above-ground charging modules for charging EVs.

Source: Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, Table 3-2, *Climate Impact Thresholds of Significance (Project Level)*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023

As shown in Table 4.4-5, the proposed mixed-use development under either variant would not include natural gas plumbing and would be consistent with BAAQMD’s recommended project design elements. Moreover, the proposed mixed-use development under either variant would commit to meeting the voluntary CALGreen Tier 2 standards for EV parking spaces. Therefore, the proposed mixed-use development would contribute to the region’s accelerated adoption of EVs and subsequently the State’s

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2045 GHG emission reduction targets. Accordingly, the proposed mixed-use development would be consistent with BAAQMD’s project design features.

The proposed mixed-use development would not result in an increase in student enrollment or faculty employment at the UC Law SF campus, but rather would expand campus housing and academic space that optimize the College’s location and facilities in collaboration with other institutions of higher education and community partners, thereby reducing the need for vehicular transportation to and from the campus for students, staff, and employees. As a result, existing transportation GHG emissions are expected to remain the same or decrease from existing conditions (2023) with implementation of the proposed mixed-use development. As discussed in Chapter 4.8, *Transportation*, of this Draft EIR, the proposed mixed-use development would have a less-than-significant VMT impact.

The College anticipates that a new emergency generator would be included with the new building under either variant. Because an emergency generator would be a stationary source permitted by BAAQMD, it would be subject to different thresholds of significance than other land use activities, such as transportation, energy, waste, water, and refrigerants. As identified in Chapter 6 of BAAQMD’s 2022 CEQA Air Quality Guidelines, sources permitted by BAAQMD, such as generators, boilers, or other relevant equipment, GHG emissions from permitted sources would not be subject to the land use threshold of significance but instead would be subject to the stationary source threshold of 10,000 MT CO₂e per year.

According to the College, the emergency generator is anticipated to operate for nonemergency purposes (i.e., maintenance and servicing) for up to four hours annually. As such, it is expected that the College would operate the generator for approximately 15 to 20 minutes once a month. Emissions generated by the emergency generator were estimated using CalEEMod Version 2022.1 and are presented in Table 4.4-6, *Stationary Source GHG Emissions*. As shown therein, stationary source emissions would be less than 1 MT CO₂ per year and would not exceed BAAQMD’s significance threshold of 10,000 MT CO₂e per year.

TABLE 4.4-6 STATIONARY SOURCE GHG EMISSIONS

Proposed Stationary Source	MT CO ₂ e per year
Emergency Generator	<1
BAAQMD Threshold	10,000
Exceeds Threshold?	No

Notes: Generator information is based on the emergency generator permitted at the existing 198 McAllister building. Therefore, the generator is assumed to be diesel-fueled, rated at 1,214 horsepower (905 KW), and operate an estimated 4 hours annually for nonemergency purposes.

In summary, the proposed mixed-use development project would not generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment and impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

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GHG-2 The proposed project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

While the College does not have a qualified GHG reduction plan or other governing documents related to reducing GHG emissions, as described in Section 4.4.1.2, the proposed mixed-use development includes objectives that support reducing GHG emissions, as follows:

- Create accessible housing with no residential parking that is adjacent to the UC Law SF campus properties to reduce vehicle miles traveled and associated air pollutants, greenhouse gas emissions, and vehicle noise.
- Include sustainability features, such as providing rooftop solar PV panels, generating no new net stormwater runoff, and installing landscaping with native and/or adaptive and drought-resistant plant materials.

These objectives are consistent with and support those of the proposed LRCP Update as follows:

- Make UC Law SF the most sustainable urban campus in the nation by integrating principles of sustainability and resilience into capital planning within constraints of technology and financial feasibility.
 - Prioritize maximally sustainable design elements and construction practices.
 - Use integrated, easily maintainable building systems designed to meet the needs of users and the challenges of the College’s dense urban setting.
- Mitigate climate-change-related risks through the application of the State of California frameworks, where feasible.

The State frameworks for reducing GHG emissions are provided under the subheadings “State Regulations”. The following discusses the proposed mixed-use development’s consistency with applicable plans adopted for the purpose of reducing GHG emissions, which include CARB’s Scoping Plan and *Plan Bay Area*.

CARB Scoping Plan

CARB’s Climate Change Scoping Plan outlines the State’s strategies to reduce GHG emissions in accordance with the targets established under AB 32 and SB 32. The Scoping Plan is applicable to State agencies and is not directly applicable to cities or counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts. New regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction’s emissions inventory from the top down. Statewide strategies to reduce GHG emissions include expansion of the RPS, the LCFS mandate, and changes in the CAFE standards.

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Moreover, the proposed mixed-use development would in part involve implementation of applicable statewide GHG emission reduction strategies. Statewide strategies to reduce GHG emissions include the LCFS, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32 and SB 32. In addition, new buildings are required to comply with the current Building Energy Efficiency Standards and CALGreen. The proposed mixed-use development would comply with these GHG emissions reduction measures since they are statewide strategies and are statutorily incorporated via building codes and product manufacturer requirements. The proposed mixed-use development's GHG emissions would be reduced from compliance with these statewide measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, this impact would be *less than significant*.

Plan Bay Area

As discussed, as part of the implementing framework for *Plan Bay Area*, local governments have identified PDAs to focus growth. The project is within the Downtown/Van Ness/Northeast Neighborhoods PDA. Based on the scope and nature of the proposed mixed-use development, while the construction and operation of residential housing portion of the proposed mixed-use development would generate new trips to the project site, the proposed mixed-use development project would accommodate the existing population of the College and would not be a growth-inducing project. Thus, the proposed mixed-use development would be consistent with the overall goals of *Plan Bay Area* in concentrating new development in locations where there is existing infrastructure. Therefore, the proposed mixed-use development under either variant would not conflict with the land use concept in *Plan Bay Area*, and this impact would be *less than significant*.

Significance without Mitigation: Less than significant.

GHG-3 The proposed project would not result in a cumulatively considerable impact with respect to GHG emissions and climate change.

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts analyzed in impact discussions GHG-1 and GHG-2 are not project-specific impacts to global warming, but the proposed mixed-use development project's contribution to a cumulative impact.

The analysis in impact discussion GHG-1 uses BAAQMD's project design elements as a qualitative significance threshold for whether the proposed project is consistent with the State's long-term carbon neutrality and GHG emission reduction goals. Consideration of a project's climate change impact, therefore, is an analysis of a project's contribution to a cumulatively significant global impact through its emission of GHGs. While it is possible to examine the quantity of GHGs that would be emitted from individual project sources, it is not currently possible to link these GHGs emitted from a specific source or location to particular global climate changes.

Both BAAQMD and the California Air Pollution Control Officers Association consider GHG impacts to be exclusively cumulative impacts, in that no single project could, by itself, result in a substantial change in

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climate.^{39, 40} Therefore, the evaluation of GHG impacts presented evaluates whether the proposed project would make a considerable contribution to cumulative climate change effects.

As discussed in impact discussion GHG-1, implementation of the proposed mixed-use development would be consistent with BAAQMD's criteria for project design elements. In addition, emissions generated by the emergency generator would be below BAAQMD's applicable significance threshold. As discussed in impact discussion GHG-2, the proposed mixed-use development would be considered consistent with applicable statewide and regional plans and policies adopted for the purpose of reducing GHG emissions. Therefore, project-related GHG emissions and their contribution to global climate change under either variant would not be cumulatively considerable, and GHG emissions impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

³⁹ Bay Area Air Quality Management District, April 2023, *California Environmental Quality Act Air Quality Guidelines*, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed June 21, 2023.

⁴⁰ California Air Pollution Control Officer's Association, January 2018, *CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*.

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4.5 HYDROLOGY AND WATER QUALITY

This chapter describes the potential hydrology and water quality impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter also describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential hydrology and water quality impacts, and identifies policies that could mitigate any potentially significant impacts.

4.5.1 ENVIRONMENTAL SETTING

4.5.1.1 REGULATORY FRAMEWORK

As discussed in Chapter 3, *Project Description*, of this Draft Environmental Impact Report (EIR), the College, being a State entity, is generally not subject to regulations of local government. Accordingly, this section describes federal, State, and regional regulations related to hydrology and water quality.

Federal Regulations

Clean Water Act

The United States Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) (codified at 33 United States Code [USC] Sections 1251 to 1376) of 1972 is the primary federal law that governs and authorizes water quality control activities by the EPA, as well as the states. Various elements of the CWA address water quality, as discussed in this section.

The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also provides loans for the construction of wastewater treatment plants as well as nonpoint source pollution control and estuary protection projects through the Clean Water State Revolving Fund.

Under federal law, the EPA has published water quality regulations under Volume 40 of the Code of Federal Regulations (CFR). Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards

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must protect the most sensitive use. In California, the EPA has delegated authority to the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Boards (RWQCBs) to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be identified and listed as “impaired.” Once a water body has been designated as impaired, a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body can receive without exceeding applicable water quality standards, with a factor of safety included. Once established, the TMDL allocates the loads among current and future pollutant sources to the water body.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4s).

Portions of San Francisco that are connected to separate storm sewer systems are covered under the SWRCB’s Phase II Traditional Small MS4 permit, which is administered by the San Francisco Public Utilities Commission (SFPUC). However, most of San Francisco, including the LRCP planning area, is served by a combined sewer and stormwater system that conveys wastewater and stormwater runoff to one of three wastewater treatment plants.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify community flood hazard zones. The design standard for flood protection is established by FEMA. FEMA’s minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year. The LRCP planning area is not in a designated 100-year floodplain.

State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (or Porter-Cologne Act, Water Code Sections 13000 et seq.) is the basic water quality control law for California. This act established the SWRCB and divided the state into nine regional basins, each under the jurisdiction of a RWQCB. The SWRCB is the primary State agency responsible for the protection of California’s water quality and groundwater supplies. The RWQCBs carry out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in water quality, the beneficial uses of the region’s ground and surface water, and local water

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quality conditions and problems. The LRCP planning area is in the jurisdiction of the San Francisco Bay RWQCB (Region 2).

The Porter-Cologne Act also authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements (WDRs), NPDES permits, Section 401 water quality certifications, or other approvals. Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services (DHS) for drinking water regulations, the California Department of Fish and Wildlife, and the Office of Environmental Health Hazard Assessment (OEHHA).

State Water Resources Control Board

In California, the SWRCB has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA. It also regulates public drinking water systems, NPDES wastewater discharges, water quality monitoring, water recycling programs, landfill disposal, water rights, and implements drought restrictions. As stated previously, the LRCP planning area is in the jurisdiction of the San Francisco Bay RWQCB (Region 2), which regulates surface water and groundwater quality in San Francisco Bay. The RWQCB's jurisdiction includes all the San Francisco Bay's segments extending to the mouth of the Sacramento-San Joaquin Delta.

Sustainable Groundwater Management Act

The California Sustainable Groundwater Management Act (SGMA), a three-bill package signed into law in 2014, creates a framework for the management of groundwater sources throughout the state. Under SGMA, in groundwater basins that are designated as medium and high priority, local public agencies and groundwater sustainability agencies (GSAs) must assess conditions in their local groundwater basins and then prepare groundwater sustainability plans (GSPs). The LRCP planning area is in the Downtown Groundwater Basin, which is designated by DWR as a very low-priority basin.¹ Therefore, no GSP is required.

CalGreen Building Code

The State of California provides minimum standards for building design in Title 24 of the California Code of Regulations (CCR), commonly referred to as the California Green Building Standards Code or CALGreen. The CALGreen Building Code is updated every three years. Through the CALGreen Building Code, the State provides a minimum standard for newly constructed projects and additions which disturb less than one acre of land and provides best management practices (BMPs) that shall be followed to ensure erosion and sediment control at construction sites.

¹ San Francisco Bay RWQCB, 2023. *Basin Prioritization*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed October 13, 2023.

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Regional Regulations

The LRCP planning area is in the boundaries of the San Francisco Bay RWQCB (Region 2), which addresses regionwide water quality issues through the creation and triennial update of the *Water Quality Control Plan for the San Francisco Bay Basin* (Basin Plan).² The Basin Plan was adopted in 1995 and was most recently amended in March 2023. The Basin Plan designates beneficial uses of the state waters in Region 2; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.³

4.5.1.2 EXISTING CONDITIONS

Regional and Local Drainage

The LRCP planning area is in the Channel Watershed that encompasses an area of 5,613 acres.⁴ The area was originally made up of sand dunes, marshes, and included water bodies such as Hayes Creek, Mission Creek, Dolores Creek, and Mission Bay. Today, stormwater runoff in the watershed is drained by San Francisco's combined sewer and stormwater infrastructure and flows to the Southeast Wastewater Treatment Plant.

The LRCP planning area, including the site of the proposed mixed-use development, is currently developed with hardscape and impervious surfaces encompassing the buildings, sidewalks, and interior hardscapes; the pervious areas include landscaping. The topography in the LRCP planning area is relatively flat with gentle slopes to the southeast. Currently, runoff is collected by storm drain inlets and conveyed by internal combined storm/sewer collection pipelines that connect to San Francisco's storm drains beneath adjacent streets, with a major sewer trunk line beneath McAllister Street.⁵

Surface Water Quality

Surface water quality is affected by point-source and nonpoint-source pollutants. Point-source pollutants are emitted at a specific point, such as a pipe, and nonpoint-source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point-source pollutants are controlled with pollutant discharge regulations or water discharge requirements. Nonpoint-source pollutants are more difficult to monitor and control, although they are important contributors to surface water quality in urban areas.

² San Francisco Bay RWQCB, 2023. *Basin Planning*, https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html, accessed October 13, 2023.

³ San Francisco Bay RWQCB, 2023. *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*, https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/docs/BP_all_chapters.pdf, accessed October 23, 2023.

⁴ San Francisco Public Utilities Commission, 2021. *Discover Your Watershed*, <https://sfpuc.org/programs/san-franciscos-urban-watersheds/discover-your-watershed>, accessed October 13, 2023.

⁵ San Francisco Public Utilities Commission, 2021. *Discover Your Watershed*, <https://sfpuc.org/programs/san-franciscos-urban-watersheds/discover-your-watershed>, accessed October 13, 2023.

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The San Francisco Bay RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies and groundwater in each county. The San Francisco Bay and estuary is the largest estuary on the West Coast. According to the San Francisco Bay RWQCB, the beneficial uses at Central San Francisco Bay include water contact and noncontact water recreation, industrial service and industrial process supply, commercial and sport fishing, estuarine habitat, fish migration, preservation of rare and endangered species, fish spawning, wildlife habitat, shellfish harvesting, and navigation.⁶

In addition to the establishment of beneficial uses and water quality objectives, another approach to improving water quality is a watershed-based methodology that focuses on all potential pollution sources and not just those associated with point sources. If a body of water does not meet established water quality standards under traditional point-source controls, then it is listed as an impaired water body under Section 303(d) of the CWA. For CWA Section 303(d) listed water bodies, a limit is established, which defines the maximum amount of pollutants (or TMDL) that can be received by that water body. Central San Francisco Bay is listed as a listed impaired water body and the pollutants of concern include dichlorodiphenyltrichloroethane (DDT), polychlorinated biphenyls (PCBs), mercury, arsenic, dioxin compounds, furan compounds, invasive species, chlordane, dieldrin, selenium, and trash.⁷

Groundwater Quality

The LRCP planning area is in the Downtown Groundwater Basin, which is designated by DWR as a very low-priority basin. It is not regulated under SGMA because the groundwater basin beneath San Francisco is inadequate for municipal supply due to low yield, contamination, or potential subsidence concerns.⁸ The Preliminary Geotechnical Investigation prepared for the proposed mixed-use development found that historic high groundwater in the site vicinity ranges between 10 and 30 feet below ground surface (bgs) and stated that that fluctuations in the depth to groundwater may vary significantly due to changes in rainfall, temperature, localized pumping, irrigation practices, and seasonal fluctuations, and it is therefore possible that groundwater may be higher or lower levels depending on the conditions.⁹ Based on the depths of groundwater (10 to 30 feet bgs), it is unlikely that construction dewatering would be required.

Flood Hazards

The LRCP planning area is not in a 100- or 500-year flood zone.¹⁰ Additionally, the LRCP planning area is not in a dam or tsunami inundation zone and is not near large bodies of water that would trigger a seiche.

⁶ State Water Resources Control Board, 2023. *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*, https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html, accessed October 16, 2023.

⁷ State Water Resources Control Board, 2018. 2018 Integrated Report Map, https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2018_integrated_report/2018IR_map.html, accessed October 16, 2023.

⁸ San Francisco Public Utilities Commission, 2021, June. *2020 Urban Water Management Plan for the City of County of San Francisco*.

⁹ Geocon, December 2023, *Preliminary Technical Evaluation: 201 Golden Gate Avenue Mixed-Use Building, 201 Golden Gate Avenue, San Francisco, California* (see Appendix E, *Geotechnical Report*, of this Draft EIR).

¹⁰ Federal Emergency Management Act (FEMA), 2021, March 31. Flood Insurance Rate Map (FIRM) No. 0602980116A.

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4.5.2 STANDARDS OF SIGNIFICANCE

Based on the preliminary analysis in the Notice of Preparation (see Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR), it was determined that development of the proposed project would not result in significant environmental impacts related to the standards of significance. Therefore, these standards are not discussed further in this EIR.

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Risk release of pollutants due to project inundation if in a flood hazard, tsunami, or seiche zones.

Pursuant to Appendix G, *Environmental Checklist*, of the California Environmental Quality Act (CEQA) Guidelines, implementation of the proposed project would result in a significant hydrology and water quality impact if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
2. 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 that would:
 - i) Result in substantial erosion or siltation on- or off-site;
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv) Impede or redirect flood flows.
3. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
4. Result in a cumulatively considerable impact with respect to hydrology and water quality.

4.5.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

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HYD-1 The proposed project could violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Construction

Clearing, grading, excavation, and construction activities associated with either variant of the proposed mixed-use development have the potential to impact water quality through soil erosion and by increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

The mixed-use development site is approximately 0.60 acres. Since the proposed mixed-use development, under either variant, would disturb less than one acre of land, it is not subject to the requirements of the SWRCB’s General Construction Permit, which regulates sites that disturb one acre or more and requires filing Permit Registration Documents as well as the preparation of a Stormwater Pollution Prevention Plan. However, other existing regulatory requirements would apply to the small site, such as the implementation of grading erosion control measures specified in the CALGreen Building Code, which would reduce impacts from erosion and sedimentation. Examples of control measures considered to be BMPs are shown in Table 4.5-1, *Water Quality Protection Construction Best Management Practices*,

TABLE 4.5-1 WATER QUALITY PROTECTION CONSTRUCTION BEST MANAGEMENT PRACTICES

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	<ul style="list-style-type: none"> ▪ Use project scheduling and planning to reduce soil or vegetation disturbance (particularly during the rainy season) ▪ Prevent or reduce erosion potential by diverting or controlling drainage ▪ Prepare and stabilize disturbed soil areas 	Scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextile and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, streambank stabilization, compost blankets, soil preparation/roughening, and non-vegetative stabilization
Sediment Controls	<ul style="list-style-type: none"> ▪ Prevent the mobilization of soil particles through the use of tarping, matting, or other covers. 	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, gravel bag berm, street sweeping and vacuuming, sandbag barrier, straw bale barrier, storm drain inlet protection, manufactured linear sediment controls, compost socks and berms, and biofilter bags
Wind Erosion Controls	<ul style="list-style-type: none"> ▪ Apply water or other dust palliatives to prevent or minimize dust nuisance 	Dust control soil binders, chemical dust suppressants, covering stockpiles, permanent vegetation, mulching, watering, temporary gravel construction, synthetic covers, and minimization of disturbed area
Tracking Controls	<ul style="list-style-type: none"> ▪ Minimize the tracking of soil offsite by vehicles 	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash

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TABLE 4.5-1 WATER QUALITY PROTECTION CONSTRUCTION BEST MANAGEMENT PRACTICES

Category	Purpose	Examples
Non-stormwater Management Controls	<ul style="list-style-type: none"> ▪ Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment ▪ Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges 	Water conservation practices, temporary stream crossings, clear water diversions, illicit connection/discharge, potable and irrigation water management, and the proper management of the following operations: paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, pile driving, concrete curing, concrete finishing, demolition adjacent to water, material over water, and temporary batch plants
Waste Management and Controls (i.e., good housekeeping practices)	<ul style="list-style-type: none"> ▪ Manage materials and wastes to avoid contamination of stormwater 	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use

Source: Compiled by PlaceWorks from information provided in the California Stormwater Quality Association’s (CASQA’s Construction BMP Handbook).

Further, as described in Section XX, *Utilities and Service Systems*, of the Initial Study prepared for the proposed project which is included in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the mixed-used development site is in an area of San Francisco where there is a combined stormwater and wastewater collection system. Stormwater discharges flow into San Francisco’s combined stormwater and sewer system, which would then flow into the Southeast Treatment Plant (SEP) for treatment and eventual discharge to the Bay. As discussed in Section XX, *Utilities and Service Systems*, the existing system would have sufficient capacity to accommodate this incremental increase in stormwater runoff during the short-term construction phase for either variant of the proposed mixed-use development. The mixed-use development under either variant would include on-site or off-site stormwater treatment during construction. The exact configuration and location of these stormwater treatment methods and overall strategy would be determined with the submittal of the final plans. Accordingly, water quality impacts during the construction phase are considered potentially *significant* prior to mitigation. Implementation of Mitigation Measure HYD-1.1 would control stormwater runoff from the project area during the construction phase, preventing or minimizing potential impacts from hazardous materials and sediments entering San Francisco’s combined stormwater and sewer system.

Impact HYD-1.1: During construction, the proposed mixed-use development could generate pollutants affecting water quality during the short-term construction phase.

Mitigation Measure HYD-1.1: The University of California College of the Law, San Francisco (College) shall prepare and implement a Construction Stormwater Runoff Plan to prevent or minimize the discharge of pollutants and other sediments to San Francisco’s combined stormwater and wastewater sewer system during the construction period. The Construction Stormwater Runoff Plan shall contain a brief description of the project, construction activities and schedule. The plan shall incorporate best management practices such as those shown in Table 4.5-1, *Water Quality Protection Construction Best*

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Management Practices, of the Draft Environmental Impact Report, (e.g., hydroseeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences, or other forms of protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures). The plan shall include a site plan with the locations and types of erosion and sediment controls, drainage areas, discharge locations, material storage areas, vehicle entrance/exits, and a schedule for their inspection and maintenance. The Construction Stormwater Runoff Plan shall be either integrated with the site map/grading plan or submitted separately to the contractor that shall implement these provisions for the proposed mixed-use development project.

Significance with Mitigation: Adherence to applicable State regulations in the CALGreen Building Code and implementation of the Construction Stormwater Runoff Plan required in Mitigation Measure HYD-1.1 would control stormwater runoff from the project area during the short-term construction phase, preventing or minimizing potential impacts from pollutants and sediments entering San Francisco's combined stormwater and sewer system. Accordingly, the proposed mixed-use development under either variant would not violate any water quality standards or waste discharge requirements and impacts to water quality during construction of either variant would be *less than significant*.

Operation

The proposed mixed-use development, under either variant, does not include changes to hydrology or water quality because it would replace a group of low-rise buildings with a new mixed-use structure on a site that is fully covered with impervious surfaces and is located within a built urban environment. The proposed mixed-use development, under either variant, would not increase impervious surface from existing conditions. The proposed mixed-use development, under either variant, would include measures—such as water efficient fixtures and stormwater management systems—required by Title 24 of the California Code of Regulations, to retain water discharge from the campus to the extent possible. Therefore, the stormwater and wastewater quality of these discharges is not expected to change significantly.

Like the construction phase of the project, the operational (post construction) phase of either variant of the proposed mixed-use project would include on-site or off-site stormwater treatment features. Additionally, as described in Chapter 3, *Project Description*, of this Draft EIR, the proposed mixed-use development, under either variant, is also designed to achieve Leadership in Energy and Environmental Design (LEED), which includes credits for rainwater management credit. Runoff from impervious surfaces is required to be treated using low-impact development (LID) measures to satisfy the credit. The exact configuration and location of future stormwater treatment methods and overall strategy would be determined with the submittal of the final plans. Accordingly, water quality impacts during the operation phase are considered potentially *significant* prior to mitigation. Implementation of Mitigation Measure HYD-1.2 would control stormwater runoff from the mixed-use development area during the operation phase, preventing or minimizing potential impacts from hazardous materials and sediments entering San Francisco's combined stormwater and sewer system.

Impact HYD-1.2: The proposed mixed-use development could generate pollutants affecting water quality during the long-term operation phase.

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Mitigation Measure HYD-1.2: The University of California College of the Law, San Francisco (College) shall prepare and implement an Operational Stormwater Runoff Plan to control stormwater runoff and minimize the discharge of pollutants and other sediments to San Francisco's combined stormwater and wastewater sewer system during long-term operation. The Operational Stormwater Runoff Plan shall identify all green infrastructure, including stormwater controls and best management practices. Low impact development (LID) measures shall be identified that detain or infiltrate runoff from peak flows and minimize impacts to the combined storm/sewer system. The LID measures may include reuse (rainwater harvesting), vegetated/green roofs, tree planting, and site control measures, such as minimizing impervious surfaces to the extent possible. The plan shall also include agreements to maintain, repair, and replace the stormwater control measures for perpetuity.

Significance with Mitigation: The proposed mixed-use development, under either variant, would redevelop the project site with similar uses and would not increase impervious surfaces from existing conditions and therefore would not increase or change the type of stormwater runoff that would occur over the long-term operation of the proposed mixed-use development under either variant. Further, implementation of the Operational Stormwater Runoff Plan required in Mitigation Measure HYD-1.2 would control stormwater runoff from the project area during the operation phase, temporarily detaining stormwater flows and minimizing potential impacts from pollutants and sediment entering San Francisco's combined stormwater and sewer system. Accordingly, the long-term operation of the proposed mixed-use project under either variant would not violate any water quality standards or waste discharge requirements and impacts to water quality would be *less than significant*.

HYD-2	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: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows.
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The LRCP planning area, including the site of the proposed mixed-used development, is in a built-out area of San Francisco and would not result in the alteration of drainage patterns or the alteration of a stream or river. As previously stated in impact discussion HYD-1, the proposed mixed-use development does not include changes to hydrology or water quality.

Erosion and Siltation

The proposed mixed-use development would require implementation of construction-phase that comply with the CALGreen Building Code and Mitigation Measure HYD-1.1, which requires preparation and implementation of a Construction Stormwater Runoff Plan. Compliance with these requirements would control erosion and the discharge of sediment from the construction site under either variant. For the

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operational phase, the Mitigation Measure HYD-1.2 requires low-impact development (LID) features and treatment measures that address stormwater runoff and would reduce the potential for erosion and siltation during the operation of either variant. Collectively, implementation of the two mitigation measures and compliance with the CALGreen Building Code would address the potential erosion and siltation impacts during the construction and operational phases of the proposed mixed-use development project under either variant, and the impact would be *less than significant*.

Flooding On- or Off-site

The proposed mixed-use development under either variant primarily involves redevelopment of already developed parcels and would not increase the number of impervious surfaces. As described in impact discussion HDY-1, the proposed mixed-use development would be required to implement Mitigation Measure HYD-1.2, which would provide specific LID and BMP measures that would detain stormwater on-site, decrease stormwater flows, and slow runoff rates. Adherence to these requirements would minimize the amount of stormwater runoff from the proposed mixed-use development under either variant when compared to existing conditions. In addition, the mixed-use development site is not in a 100- or 500-year floodplain. Therefore, the proposed mixed-use development under either variant would not result in substantial flooding on- or off-site and impacts would be *less than significant*.

Stormwater Drainage System Capacity

As previously stated, the LRCP planning area, including the site of the proposed mixed-use development, is served by a combined stormwater and wastewater collection system in San Francisco. The proposed mixed-use development would be in an area of the city that is already developed and discharges to the stormwater/wastewater system, which has adequate capacity to serve the area. The proposed mixed-use development would be required to implement Mitigation Measure HYD-1.2 that would describe the LID design and bioretention measures that would minimize increases in peak-flow rates or runoff volume, thus reducing stormwater runoff to the storm drain/wastewater system. Compliance with these requirements would ensure that the proposed mixed-use development, under either variant, would discharge less stormwater than under pre-development conditions and would not exceed the capacity of existing or planned drainage systems serving the project site. Therefore, impacts would be *less than significant*.

Redirecting Flood Flows

According to FEMA, the LRCP planning area including the mixed-use development site is not in a 100- or 500-year flood zone.¹¹ Additionally, the planning area is not in a dam or tsunami inundation zone. Therefore, the proposed mixed-use development, under either variant, would not impede or redirect flood flows and impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

¹¹ Federal Emergency Management Act (FEMA), 2021, March 31. Flood Insurance Rate Map (FIRM) No. 0602980116A.

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HYD-3 The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The proposed mixed-use development is in the Downtown Groundwater Basin, which is designated by DWR as a very low-priority basin and no GSP is required by DWR. Also, the groundwater basin is not used for groundwater supply. Compliance with the CALGreen and implementation of Mitigation Measures HYD-1.1 and HYD-1.2 would not obstruct the implementation of the RWQCB's Basin Plan. Therefore, the proposed mixed-use development would not obstruct the RWQCB's Basin Plan or implementation of a sustainable groundwater management plan and impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

HYD-4 The proposed project would not result in a cumulatively considerable impact with respect to hydrology and water quality.

The area considered for cumulative hydrology, drainage, and flood hazard impacts is the Channel Watershed. Although the area of the Channel Watershed is largely built up, new development in the area could increase impervious areas and, therefore, increase runoff and flows into the combined stormwater/wastewater system. However, like the proposed mixed-use development, future development in the Channel Watershed, whether they are federal, State, or local projects under the jurisdiction of San Francisco, would be required to mitigate any potential construction- and operational-phase impacts that violate water quality standards or waste discharge requirements, result in substantial erosion, substantially increase runoff resulting in flooding, or contribute to runoff that would exceed the capacity of the stormwater drainage system, or impede or redirect flood flows. Specifically, those future projects under the jurisdiction of San Francisco would be required to comply with the San Francisco Stormwater Management Ordinance, implement BMPs that direct drainage to landscaped areas, and integrate bioretention facilities into the site design. During construction, new projects would also be required to comply with the San Francisco Public Utilities Commissions (SFPUC) Construction Site Runoff Control Program, as well as the statewide Construction General Permit (for projects that disturb one or more acres of land). Through compliance with local and/or State requirements, BMPs would be implemented during construction of future projects in the Channel Watershed to minimize erosion, sedimentation, and discharge of pollutants. Cumulative projects would be subject to review and approval by the SFPUC or the lead agency if not under the jurisdiction of San Francisco to ensure that appropriate BMPs and treatment measures are implemented to reduce pollutants in stormwater and avoid adverse impacts to surface water quality. New development and certain redevelopment projects are required to retain and treat a specified volume of stormwater runoff on-site through incorporation of BMPs to minimize stormwater volumes. As described previously, with the implementation of BMPs, the proposed mixed-use development under either variant would not substantially increase the amount of stormwater runoff entering the combined stormwater/wastewater collection as compared to existing conditions. Implementation of these BMPs on a regional basis for other future development projects would ensure that cumulative impacts to hydrology and drainage are *less than significant*.

Significance without Mitigation: Less than significant.

4.6 NOISE

This chapter describes the potential noise impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential noise impacts, and identifies feasible mitigation measures that could mitigate any potentially significant impacts. This chapter is based on the *201 Golden Gate Avenue Noise and Vibration Assessment*, prepared by Salter on December 18, 2023 (see Appendix F, *Noise and Vibration Assessment*, of this Draft Environmental Impact Report [EIR]).

The following are definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in dB that approximates the frequency response of the human ear.
- **Ambient Noise Level.** The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level (or energy) averaged over the measurement period.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”
- **Maximum Sound Level (L_{max}).** The highest root-mean-squared (RMS) sound level measured during the measurement period.
- **Root Mean Square Sound Level (RMS).** The square root of the average of the square of the sound pressure over the measurement period.
- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

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- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m. Note that for general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated as such in this EIR.
- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) from ground vibration.
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment, public health, and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and historic or fragile buildings are examples.

4.6.1 ENVIRONMENTAL SETTING

4.6.1.1 REGULATORY FRAMEWORK

As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. Accordingly, this section describes federal and State regulations related to noise.

Federal Regulations

United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, exposure to an L_{eq} of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at a L_{eq} of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The EPA has also set 55 dBA L_{dn} as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA L_{dn} , have settled on the 65 dBA L_{dn} level as their standard. At 65 dBA L_{dn} , activity interference is kept to a minimum and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Safety and Health Administration (OSHA) under the EPA. Such limitations apply to the operation of construction equipment and to proposed industrial land uses. Noise exposure of this type

depends on work conditions and is addressed through a facility's health and safety plan, as required under OSHA, and is therefore not addressed further in this analysis.

State Regulations

California Building Code

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Section 1206.4, *Allowable Interior Noise Levels*, requires that interior noise levels attributable to exterior sources shall not exceed 45 dBA in any habitable room. The noise metric is evaluated as either L_{dn} or CNEL.

Proposed noise-sensitive development in areas with high ambient noise levels are required to prepare an acoustical analysis that demonstrates compliance with the interior 45 dBA noise standard through use of noise attenuation measures, including insulation, window design, and use of heating, and ventilation, and air conditioning (HVAC) systems in lieu of opening windows.

CALGreen

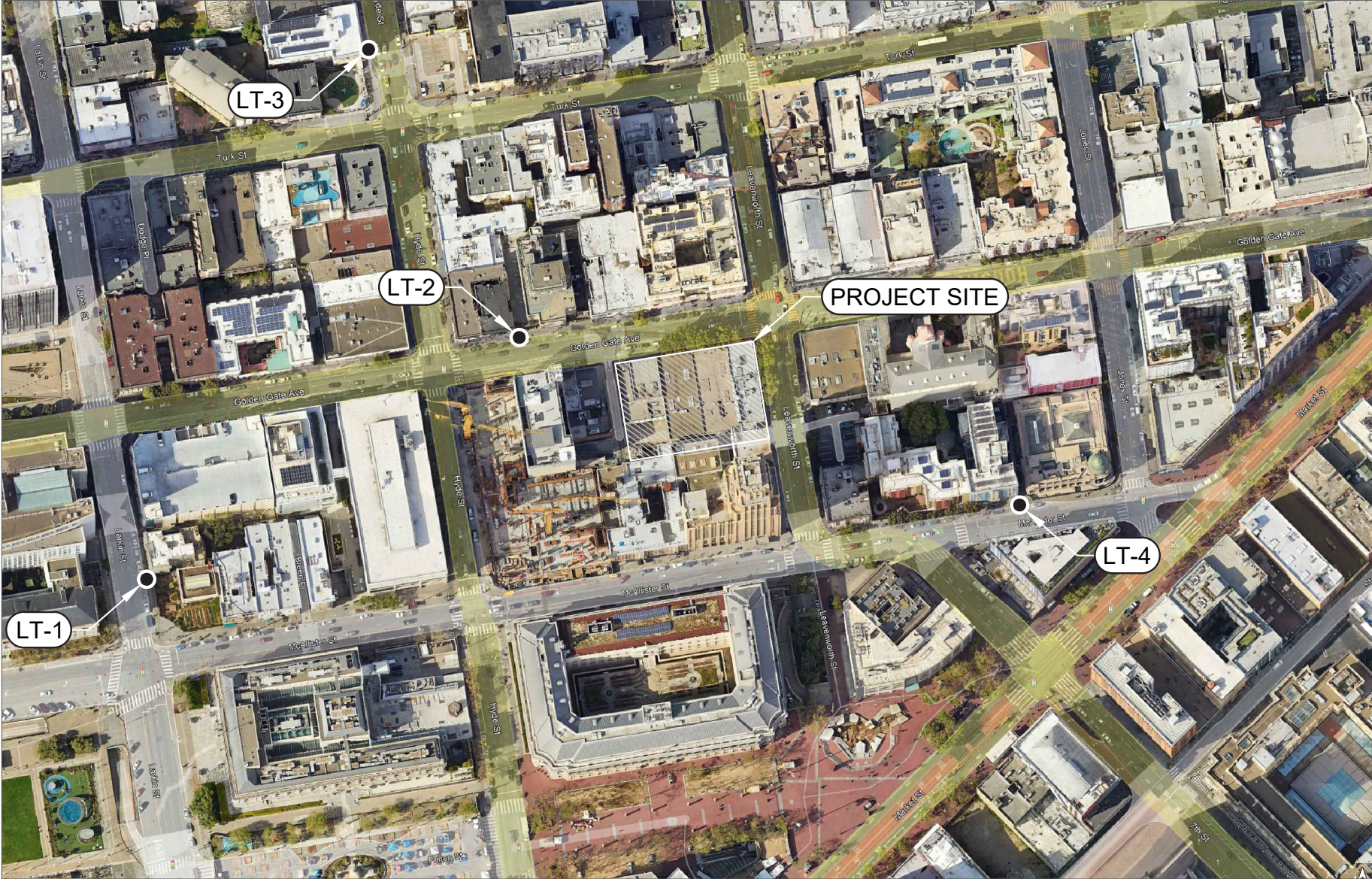
The State of California's noise insulation standards for nonresidential uses are codified in the California Code of Regulations (CCR), Title 24, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1hr)}$.

4.6.1.2 EXISTING CONDITIONS

To quantify the ambient noise environment in the planning area, Salter conducted four continuous long-term (LT) noise measurements. Noise meters were placed 12 feet above grade. Measurement locations are shown as LT-1 through LT-4 on Figure 4.6-1, *Noise Measurement Locations*. The measured ambient noise levels are summarized in Table 4.6-1, *Minimum Measured Ambient Noise Levels (10-minute L_{90})*. Ambient noise levels are the quietest 10-minute L_{90} ¹ measured at each location. Daytime levels are between 7:00 a.m. and 10:00 p.m., and nighttime levels are between 10:00 p.m. and 7:00 a.m.

¹ L_{90} – The sound level exceeded 90 percent of a specified measurement period, as described in ASTM E1686. This metric is referred to in the San Francisco Police Code (San Francisco Noise Control Ordinance), Article 29, *Regulation of Noise Guidelines for Noise Control Ordinance Monitoring and Enforcement*, as a conservative representation of the ambient noise.

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Source: Salter 2023.

Figure 4.6-1
Noise Measurement Locations

TABLE 4.6-1 MINIMUM MEASURED AMBIENT NOISE LEVELS (10-MINUTE L₉₀)

Measurement Location	Daytime Ambient Noise Levels	Nighttime Ambient Noise Levels
Larkin Street (LT-1)	53 dBA	48 dBA
Golden Gate Avenue (LT-2)	51 dBA	49 dBA
Hyde Street (LT-3)	55 dBA	53 dBA
McAllister Street (LT-4)	58 dBA	57 dBA

Notes: dBA = A-Weighted Decibel.

Source: Salter, 2023. See Appendix F, *Noise and Vibration Assessment*, of this Draft EIR.

Some land uses are more sensitive to noise levels than others due to the type of activities typically associated with the use. Residences, schools, senior care facilities, and hospitals are generally more sensitive to noise than commercial and industrial land uses. The five nearby noise-sensitive receivers are shown in Table 4.6-2, *Nearby Noise-Sensitive Receivers*.

TABLE 4.6-2 NEARBY NOISE-SENSITIVE RECEIVERS

Location	Building Type	Direction	Distance
Kelly Culled Community Apartments, 220 Golden Gate Avenue	Residential	North	70 feet
Turk and Hyde Mini Park, 201 Hyde Street and 414 Turk Street	Park	North	510 feet
De Marillac Academy, 175 Golden Gate Avenue	School, Religious Institution	East	160 feet
McAllister Tower, 100 McAllister Street	Mixed-Use Academic with Residential	South	15 feet
The Lofts at Seven, 277 Golden Gate Avenue	Residential	West	90 feet

Source: Salter, 2023. See Appendix F, *Noise and Vibration Assessment*, of this Draft EIR.

4.6.2 STANDARDS OF SIGNIFICANCE

Based on the preliminary analysis in the Notice of Preparation (see Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR), it was determined that development of the proposed project would not result in significant environmental impacts related to the following standard of significance. Therefore, this standard is not discussed further in this EIR.

- 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.

Pursuant to Appendix G, *Environmental Checklist Form*, of the California Environmental Quality Act (CEQA) Guidelines, implementation of the proposed project would result in significant noise impacts if it would:

1. Result in generation of 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 in other applicable local, State, or federal standards.

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2. Result in generation of excessive groundborne vibration or groundborne noise levels.
3. Result in a cumulatively considerable impact with respect to noise.

4.6.2.1 NOISE STANDARDS

The noise analysis in this chapter applies the criteria identified in the San Francisco Noise Control Ordinance to determine the noise impacts of the proposed mixed-use development. The San Francisco Police Code (San Francisco Noise Control Ordinance) Section 2907, *Construction Equipment*, and Section 2909, *Noise Limits*, are described as follows:

- Section 2907 prohibits the operation of any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.
- Section 2909 prohibits the production of a noise level more than 5 dBA above the local ambient at any point outside of the property plane for residential properties. A noise level more than 8 dBA above the local ambient level at any point outside of the property plane is prohibited for commercial and industrial properties. Furthermore, no fixed noise source may cause the noise level measured inside any sleeping or living room in any dwelling unit on residential property to exceed 45 dBA between 10:00 p.m. and 7:00 a.m. or 55 dBA between 7:00 a.m. and 10:00 p.m. with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

4.6.2.2 VIBRATION STANDARDS

The vibration analysis in this chapter applies the vibration criteria established in California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual* to evaluate the impact of construction vibration on buildings. Table 4.6-3, *Caltrans Vibration Guidelines for Potential Damage to Structures*, shows the Caltrans guidelines for assessing vibration damage potential to various types of buildings.

TABLE 4.6-3 CALTRANS VIBRATION GUIDELINES FOR POTENTIAL DAMAGE TO STRUCTURES

Measurement Location	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Notes: in/sec = inches per second; PPV = peak particle velocity. Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: California Department of Transportation, April 2020, *Transportation and Construction Vibration Guidance Manual*, Table 19.

4.6.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

NOI-1 The proposed project could result in the generation of 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 in other applicable local, State, or federal standards.

As described in Section 4.6.2.1, *Noise Standards*, this noise analysis uses the same criteria as the San Francisco Noise Control Ordinance to evaluate the noise impacts from the construction and operation of the proposed mixed-use development.

Because the mixed-use development site within a City of San Francisco commercial zoning district, noise from project stationary equipment was determined to be 8 dBA above ambient noise levels. The mixed-use development site is surrounded by streets (or alleys) on all four sides. The south and west side are shielded from the local roads, and ambient noise levels are expected to be quieter. Therefore, the lowest ambient noise of 45 dBA is used at the south and west property planes of the mixed-use development site. Table 4.6-4, *Calculated Noise Control Limits*, shows the criteria at the different property planes (i.e., the ambient noise level plus 8 dBA), based on measurements.

TABLE 4.6-4 CALCULATED NOISE CONTROL LIMITS

Property Plane	Daytime Criterion (Ambient + 8 dB)	Nighttime Criterion (Ambient + 8 dB)
North, Golden Gate Avenue	59 dBA	57 dBA
East, Leavenworth Street	59 dBA	57 dBA
South, McAllister Tower	53 dBA	53 dBA
West, Continuum Alley	53 dBA	53 dBA

Notes: dB = decibel; dBA = A-Weighted Decibel.
 Source: Salter, 2023. See Appendix F, *Noise and Vibration Assessment*, of this Draft EIR

At this conceptual phase for either variant of the proposed mixed-use development project design, two options for the proposed building’s mechanical system have been identified:

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- Option 1:
 - Two air-source heat recovery chillers outdoors on the roof (each four-module bank has a sound power level² of 91 dBA).
 - Four domestic hot water air-source heat pumps/water heaters outdoors on the roof (each heat pump has a sound-pressure level³ of 56 dBA at 3.3-foot distance).
 - Three indoor air-handling units serving office spaces and academic floors (each unit has a return air opening sound power level of 86 dBA). The location of the outside air intake serving the units is not yet determined.
- Option 2:
 - Four domestic hot water air source heat pumps/water heaters outdoors on the roof (each heat pump has a sound pressure level of 56 dBA at 3.3-foot distance).
 - 18 air-cooled variable refrigerant flow-condensing units (each unit has a sound pressure level at 70 dBA at a 3.3-foot distance and sound power level of 89 dBA).
 - Three indoor air-handling units serving office spaces and academic floors (each unit has a return air opening sound power level of 86 dBA). The location of the outside air intake serving the units is not yet determined.

Given the equipment sound data and the distances to the nearest property lines, Salter calculated the resulting sound levels from all equipment for both project variants. The mechanical design is preliminary at this stage and certain factors are not yet known (e.g., actual loads required for each space type, ductwork routing, equipment operating parameters). It could be expected that office and academic uses would result in minimal operations at night. To provide a conservative (i.e., “worst-case scenario”) analysis, resulting noise levels were calculated assuming that the mechanical equipment would run simultaneously at 100 percent load during the quietest time of day during both daytime and nighttime hours. The maximum allowable heights per each parcel’s zoning was considered as the “top of the property plane” or the height of the respective building, whichever is taller.

Construction

Short-term noise impacts could occur during construction due to the use of construction equipment. Construction activities are anticipated to last approximately 24 months and would involve asphalt and building demolition, hauling, site preparation, rough and fine grading, building construction, utility trenching, paving, architectural coating, and finishing/landscaping. Typical construction equipment associated with development and redevelopment projects include dozers, graders, excavators, loaders, and trucks. This analysis is based on the understanding that any powered construction equipment (non-impact), regardless of age or date of acquisition, is prohibited to emit noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment. Given the proposed construction

² Sound power level (PWL): A metric expressed in decibels (dB) used to quantify the acoustic energy output of a device.

³ Sound pressure level (SPL): A metric expressed in decibels (dB) that quantifies the sound level produced by a device, measured at a specific location some distance from the device.

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equipment list and schedule, Table 4.6-5, *Project Construction Equipment Typical Maximum Noise Levels*, indicates the expected equipment noise levels.

TABLE 4.6-5 PROJECT CONSTRUCTION EQUIPMENT TYPICAL MAXIMUM NOISE LEVELS

Equipment		Noise Level at 50 Feet (dBA, L _{max})	Noise Level at 100 Feet (dBA, L _{max})
Aerial Lifts		75	69
Bulldozer		82	76
Cement Mixer		79	73
Concrete Pump		81	75
Concrete Saw		90	84
Crawler Tractor/Loader		84	78
Generator Set		81	75
Loaded Trucks		75	69
Mobile Crane		81	75
Paving Equipment		77	71
Rough Terrain Forklift	Gas	84	78
	Electric	78	72
Tower Crane		81	75

Notes: dBA = A-Weighted Decibel; L_{max} = maximum sound level.

Sources: United States Environmental Protection Agency, 1971, *Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances*; Federal Highway Administration, 2006, *Construction Noise Handbook*; Federal Transit Administration, 2006, *Transit Noise and Vibration Impact Assessment*.

As shown in Table 4.6-5, all non-impact tools are calculated to be below 80 dBA at 100 feet, except for concrete saws. Impact tools, such as the concrete saw, must include practices to achieve maximum attenuation as best as possible, such as those identified in the San Francisco Noise Control Ordinance Section 2907(b). Although the estimated noise levels for the concrete saw activities exceed the construction noise criterion, the actual noise levels during construction would vary depending on the location on the site and the line-of-sight to neighboring buildings. Noise would be further reduced as construction moves from the exterior to the interior of the proposed mixed-use building. Nevertheless, the proposed mixed-use development could result in a potentially *significant* construction-generated noise impact without implementation of mitigation measures.

Impact NOI-1.1: Construction of the proposed mixed-use development would emit noise at a level in excess of the 80 A-weighted decibels (dBA) limit when measured at a distance of 100 feet.

Mitigation Measure NOI-1.1: The University of California College of the Law, San Francisco (College) shall implement the following noise-reduction measures to ensure construction of the proposed mixed-use development project would not exceed the 80 A-weighted decibels (dBA) limit when measured at a distance of 100 feet. The following noise-reduction measures and procedures shall be identified on final construction level site plans for the proposed mixed-use development.

- The College shall designate a dedicated public liaison who shall be responsible for addressing public concerns about construction activities, including excessive noise and vibration. The public

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liaison shall determine the cause of the concern and shall work with the construction contractor to implement feasible, reasonable measures to address the concern.

- If nighttime construction activity between 8:00 p.m. and 7:00 a.m. is required, the College shall ensure that advance notice is provided to residences within 300 feet of the construction site.
- The construction contractor shall be required to prepare and submit a comprehensive Noise Control Plan for review and approval by the College's Director of Construction Management or designee. The Noise Control Plan shall be established prior to the start of project construction. The Noise Control Plan shall establish means and methods for ensuring that construction activities do not exceed a noise limit of 80 dBA at 100 feet. The Noise Control Plan shall include, but is not limited to, the following:
 - Limiting noise emissions for construction equipment by ensuring that only well-maintained and properly muffled equipment is used at the construction site.
 - Locating stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible.
 - Undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible.
 - Using impact tools that are hydraulically or electrically powered, wherever possible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, exhaust mufflers on the compressed air exhaust apparatuses shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
 - Managing construction traffic to minimize disruption to area residences and existing operations surrounding the construction zone.
 - Locating staging areas as far away as possible from residences.
 - Building temporary noise barriers around the construction site, when feasible.

Significance with Mitigation: Less than significant.

Operation

Traffic

Based on the existing traffic volume and future vehicle trip data received for both variants of the proposed mixed-use development, the noise increase along Golden Gate Avenue near the mixed-use development site was calculated to be less than 1 dB. This noise increase is not generally noticeable. The noise increase on other surrounding streets caused by project-generated traffic is expected to be similar or less and therefore traffic noise impacts would be *less than significant*.

Mechanical Equipment

Table 4.6-6, *Rooftop Mechanical Equipment Noise Levels at Property Planes, without and with Noise-Reduction Features*, summarizes the calculated combined rooftop equipment noise levels for both HVAC system options at the various property planes with respect to the San Francisco Noise Control Ordinance criteria (see Table 4.6-4, *Calculated Noise Control Ordinance Limits*).

TABLE 4.6-6 ROOFTOP MECHANICAL EQUIPMENT NOISE LEVELS AT PROPERTY PLANES, WITHOUT AND WITH NOISE-REDUCTION FEATURES

Location	Noise Level (without/with Noise-Reduction Features) ^a		Daytime Criterion	Nighttime Criterion
	Option 1	Option 2		
Rooftop Mechanical Equipment				
North, Golden Gate Avenue	64 dBA/ 57 dBA	78 dBA/ 57 dBA	59 dBA	57 dBA
East, Leavenworth Street	61 dBA/ 55 dBA	76 dBA/ 57 dBA	59 dBA	57 dBA
South, McAllister Tower	64 dBA/ 53 dBA	65 dBA/ 53 dBA	53 dBA	53 dBA
West, Continuum Alley	62 dBA/ 53 dBA	76 dBA/ 53 dBA	53 dBA	53 dBA
Preliminary Air-Handling Unit^b				
North, Golden Gate Avenue	75 dBA/ 57 dBA	74 dBA/ 56 dBA	59 dBA	57 dBA
East, Leavenworth Street	75 dBA/ 57 dBA	74 dBA/ 56 dBA	59 dBA	57 dBA
South, McAllister Tower	68 dBA/ 53 dBA	67 dBA/ 52 dBA	53 dBA	53 dBA
West, Continuum Alley	75 dBA/ 52 dBA	74 dBA/ 51 dBA	53 dBA	53 dBA

Note: dBA = A-Weighted Decibel.

a. Modeling for rooftop mechanical equipment was conducted with and without screening. Modeling with screening includes the use of sound-rated roof screens ranging in height from 1 to 10 feet, with the height for each side of the screen varying based on the anticipated noise emissions toward the north, east, south, and west edges of the building based on modeled equipment type. Modeling for the air-handling unit was conducted with and without 1-inch-thick, internally lined duct and two lined 90-degree turns at the outside air intake, with the lined duct length ranging from 12 to 30 feet, with the length varying based on the anticipated noise emissions toward the north, east, south, and west edges of the building based on modeled equipment type.

b. Assumed to include a ducted outside air intake to a louver at the façade. The south façade is about 15 feet from the property plane. The west, north, and east façades are along the lot lines; therefore, noise was calculated to a 5-foot distance (i.e., proximity of a passerby).

Source: Salter, 2023. See Appendix F, *Noise and Vibration Assessment*, of this Draft EIR.

As shown in Table 4.6-6, *Rooftop Mechanical Equipment Noise Levels at Property Planes, without and with Noise-Reduction Features*, all calculated noise levels from both the rooftop equipment and ducted air-handling units are estimated to exceed the property plane noise criteria without screening and lined ducts, respectively, but would not exceed the noise levels with the installation of noise-reducing features.

Noise levels were also calculated at the nearest indoor noise-sensitive receptors. Accounting for the noise reduction features outlined in Mitigation Measures NOI-1.2a and NOI-1.2b, Table 4.6-7, *Mechanical Equipment Noise Levels at Property Planes, without and with Noise-Reduction Features*, lists the calculated noise levels at the nearest residences assuming open windows (i.e., including 15 dB of noise reduction).

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TABLE 4.6-7 MECHANICAL EQUIPMENT NOISE LEVELS AT PROPERTY PLANES, WITHOUT AND WITH NOISE-REDUCTION FEATURES

Location	Noise Level (without/with Noise-Reduction Features) ^a		Interior Daytime Criterion	Interior Nighttime Criterion
	Option 1	Option 2		
Rooftop Mechanical Equipment				
Kelly Culled Community Apartments, 220 Golden Gate Avenue	37 dBA/ 28 dBA	45 dBA/ 32 dBA	55 dBA	45 dBA
De Marillac Academy, 175 Golden Gate Avenue	21 dBA/ 20 dBA	39 dBA/ 27 dBA		
McAllister Tower, 100 McAllister Street	47 dBA/ 35 dBA	47 dBA/ 43 dBA		
The Lofts at Seven, 277 Golden Gate Avenue	34 dBA/ 24 dBA	42 dBA/ 27 dBA		
Preliminary Air-Handling Unit ^b				
Kelly Culled Community Apartments, 220 Golden Gate Avenue	39 dBA/ 21 dBA	38 dBA/ 20 dBA	55 dBA	45 dBA
De Marillac Academy, 175 Golden Gate Avenue	31 dBA/ 13 dBA	30 dBA/ 12 dBA		
McAllister Tower, 100 McAllister Street	52 dBA/ 37 dBA	51 dBA/ 36 dBA		
The Lofts at Seven, 277 Golden Gate Avenue	13 dBA/ 36 dBA	35 dBA/ 12 dBA		

Notes: dBA = A-Weighted Decibel.

a. Modeling for rooftop mechanical equipment was conducted with and without screening. Modeling with screening includes the use of sound-rated roof screens ranging in height from 1 to 10 feet, with the height for each side of the screen varying based on the anticipated noise emissions toward the north, east, south, and west edges of the building based on modeled equipment type. Modeling for the air-handling unit was conducted with and without 1-inch-thick, internally lined duct and two lined 90-degree turns at the outside air intake, with the lined duct length ranging from 12 to 30 feet, with the length varying based on the anticipated noise emissions toward the north, east, south, and west edges of the building based on modeled equipment type.

b. Assumed to include a ducted outside air intake to a louver at the façade. The south façade is about 15 feet from the property plane. The west, north, and east facades are along the lot lines; therefore, noise was calculated to a 5-foot distance (i.e., proximity of a passerby).

Source: Salter, 2023. See Appendix F, *Noise and Vibration Assessment*, of this Draft EIR

As shown in Table 4.6-7, *Mechanical Equipment Noise Levels at Property Planes, without and with Noise-Reduction Features*, noise levels of both mechanical equipment options would be within the noise limits with and without noise-reducing features for all noise-sensitive receptor locations except for 100 McAllister Street (McAllister Tower). Without proper noise-reducing features, noise levels from the rooftop equipment and preliminary air-handling unit for both options would produce noise levels at 100 McAllister Street in excess of the interior nighttime criteria of 45 dBA.

While the proposed mixed-use development would include noise-reduction features, including screening of rooftop mechanical equipment, because the precise equipment plans (including equipment specifications and precise locations) have not yet been prepared, the proposed mixed-use development would have the potential to create a *significant* effect without the implementation of proper noise-reduction measures.

Impact NOI-1.2: Operation of mechanical equipment as part of the proposed mixed-used development would have the potential to exceed the interior nighttime noise criteria of 45 dBA at 100 McAllister Street (McAllister Tower).

Mitigation Measure NOI-1.2a: The University of California College of the Law, San Francisco (College) shall ensure that the rooftop condensing units shall be at least 50 feet from the property plane. The final mechanical plans shall include sound-rated roof screens around mechanical equipment for heating, air conditioning, and ventilation (HVAC); the height of the screening shall exceed the height of the HVAC equipment. Based on the conceptual HVAC plans prepared at the time of preparation of the Environmental Impact Report (EIR), necessary screening height is expected to be 1 to 10 feet, with the height for each side of the screen determined based on the anticipated noise emissions toward the north, east, south, and west edges of the building. If HVAC equipment selected for installation differs from those assumed in the EIR analysis, the final height of the screening shall be determined by a noise engineer based on the specifications of the equipment to be installed. Mechanical equipment shall be selected prior to the issuance of mechanical permits and refined noise modeling conducted to determine the precise height of screening required. The screen height shall account for the height of vibration isolation and structural support.

Screening may be combined with other noise-reduction measures, such as selection of quieter equipment, having the equipment run at a reduced capacity at quieter times of the day, and adding silencers and/or acoustical louvers. These measures shall be implemented in various combinations with equipment setbacks and equipment screens considered to achieve interior nighttime noise criteria of 45 dBA at 100 McAllister Street (McAllister Tower).

Mitigation Measure NOI-1.2b: The College shall ensure that air handlers shall be as far away from property planes as possible. The final plans for air handlers shall allow for 1-inch-thick, internally lined duct and two lined 90-degree turns at the outside air intake. Based on the conceptual HVAC plans prepared at the time of preparation of this EIR, necessary lined ducts are expected to be 12 to 30 feet in length, with the length determined based on the anticipated noise emissions toward the north, east, south, and west edges of the building. If HVAC equipment selected for installation differs from those assumed in the EIR analysis, the final length of the lined ducts shall be determined by a noise engineer based on the specifications of the equipment to be installed. Mechanical equipment shall be selected prior to the issuance of mechanical permits and refined noise modeling conducted to determine the precise specifications required.

These measures may be combined with other noise-reduction measures, such as selection of quieter equipment and adding acoustical louvers. The air intakes may also be strategically located closer to the property planes and with the opening as far away as possible from the property planes. These measures shall be implemented in various combinations with equipment setbacks taken into account to achieve acceptable interior nighttime noise criteria of 45 dBA at 100 McAllister Street (McAllister Tower).

Significance with Mitigation: Less than significant.

NOISE

NOI-2 The proposed project would not result in generation of excessive groundborne vibration or groundborne noise levels.

As described in Section 4.6.2.2, *Vibration Standards*, this noise analysis uses the same criteria as the Caltrans' *Transportation and Construction Vibration Guidance Manual* to evaluate the vibration impacts from the construction and operation of the proposed mixed-use development. The types of activities associated with the operation of the proposed mixed-use development (office, residential, educational) would not cause groundborne vibration. Therefore, this impact discussion is limited to the potential for groundborne vibration from the construction phase of the proposed mixed-use development.

Construction activity associated with the proposed mixed-use development would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site.

As described in Chapter 3, *Project Description*, of this Draft EIR, the proposed construction would not involve activities that could generate excessive groundborne vibration, such as pile driving or blasting. However, equipment used for grading and excavation activities, such as large bulldozers, could generate higher-than-typical degrees of groundborne vibration. The mixed-use development site is surrounded by streets and alleys; the extra distance to receptors provided by streets and alleys results in lower transmission of ground vibration. While the south property line abuts 100 to 154 McAllister Street, the proposed mixed-use building is set back about 15 feet and construction would occur primarily within the proposed mixed-use building footprint.

Under the Caltrans building classification criteria presented in Table 4.6-3, the closest adjacent buildings are classified as "historic and some older buildings," except for the building at 277 Golden Gate Avenue, which is classified as "modern industrial/commercial buildings."

Groundborne vibration levels resulting from construction activities for the mixed-use development project were calculated using Caltrans' *Transportation and Construction Vibration Guidance Manual*, as listed in Table 4.6-3, *Caltrans Vibration Guidelines for Potential Damage to Structures*. Potential vibration levels resulting from construction are identified for off-site locations based on their distance from construction activities.

The vibration levels for the proposed construction equipment and the vibration levels at the closest structures are identified in Table 4.6-8, *Vibration Levels from Construction Equipment at Closest Sensitive Receptors*. These apply equally to both variants of the proposed mixed-use development. Construction activities are assumed to include frequent intermittent sources of vibration.

TABLE 4.6-8 VIBRATION LEVELS FROM CONSTRUCTION EQUIPMENT AT CLOSEST SENSITIVE RECEPTORS

Location	Approximate PPV (in/sec)					
	Caltrans Reference	100 to 154 McAllister Street			255 Golden Gate Avenue	220 Golden Gate Avenue
	25 feet	1 foot (south)	12 feet (south)	20 feet (west)	70 feet (north)	70 feet (east)
Large Bulldozer	0.089	8.06	0.25	0.12	0.02	0.02
Small Bulldozer	0.003	0.27	0.01	0.00	0.00	0.00
Loaded Trucks	0.076	6.89	0.21	0.10	0.02	0.02
PPV Criterion	--		0.25	0.25	0.25	0.25

Note: PPV = peak particle velocity; in/sec = inches per second.
 Source: Salter, 2023. See Appendix F, *Noise and Vibration Assessment*, of this Draft EIR

As shown in Table 4.6-8, the construction vibration levels meet the Caltrans criteria, provided that large bulldozers and loaded trucks are set back at least 12 feet from 100 to 154 McAllister Street. Groundborne vibration levels would result in estimated PPV levels between 0.00 and 0.12 in/sec, well below the 0.25 in/sec PPV criterion for causing damage to historic structures. Therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

NOI-3 The proposed project would not result in a cumulatively considerable impact with respect to noise.

Cumulative Construction Impacts

Cumulative construction noise impacts can occur when there are planned and approved projects within 500 feet of the LRCP planning area that would overlap with the proposed project construction schedule. If construction of the proposed mixed-use development were to overlap with cumulative projects in the vicinity, construction noise could combine to result in significant cumulative impacts.

The specific vicinity that is impacted by cumulative construction shifts as projects are completed and new projects begin. As discussed in impact discussions NOI-1 and NOI-2, construction of the proposed mixed-use development has the potential to result in significant noise impacts that would be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-1.1. Cumulative development projects within the vicinity of the proposed mixed-use development would be subject to the local regulations of the San Francisco jurisdiction or other State and Federal noise and vibration standards similar to the proposed mixed-use development and would undergo further environmental review and mitigation, as appropriate. Therefore, cumulative construction-generated noise impacts would be *less than significant*.

NOISE

Cumulative Operational Impacts

Operational noise from the proposed mixed-use development would not exceed allowable levels with the implementation of best practices to reduce noise, as described in Mitigation Measures NOI-1.2a and NOI-1.2b. In addition, as discussed in impact discussion NOI-1, the proposed mixed-use development is anticipated to contribute an imperceptible level of traffic noise along surrounding streets. Therefore, operational noise from the proposed mixed-use development would not be cumulatively considerable when considered along with other cumulative development projects and cumulative impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

4.7 SHADOW

This chapter describes the potential shadow impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, and provides an analysis of the potential shadow impacts. This discussion is based in part on the *Shadow Analysis Report for the Proposed 201 Golden Gate Avenue Mixed-Use Project* (Shadow Analysis), prepared by Prevision Design dated January 9, 2024 (see Appendix G, *Shadow Analysis*, of this Draft Environmental Impact Report [EIR]).

4.7.1 ENVIRONMENTAL SETTING

4.7.1.1 REGULATORY FRAMEWORK

There are no specific federal, State, or College regulations that regulate the effects of shadows cast by development. Further, the California Environmental Quality Act (CEQA) does not recognize casting shadow or shade on an existing building or public open space as a potentially significant environmental impact. However, the City and County of San Francisco (San Francisco) has established policies and procedures that provide a local framework by which the effects of shadow on public open spaces caused by proposed developments are evaluated. As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. Accordingly, UC Law SF has voluntarily prepared this analysis using the San Francisco standards and procedures. The San Francisco standards related to shadow impacts are described in Section 4.7.2, *Standards of Significance*.

4.7.1.2 EXISTING CONDITIONS

Project Location and Surrounding Buildings

The LRCP planning area, including the mixed-use development site, is in the downtown Civic Center neighborhood of San Francisco on two blocks bounded by Golden Gate Avenue to the north, Larkin Street to the west, McAllister Street to the south, and Leavenworth Street to the east. This area is characterized by dense urban development, including buildings as tall as 20 stories to the west and south, and up to six-story buildings to the north. These buildings, including those owned by the College, cast shadows on surrounding areas throughout various daylight hours. Table 4.7-1, *Height of Existing Surrounding Buildings*, list the heights of the buildings in and near the LRCP planning area.

SHADOW

TABLE 4.7-1 HEIGHT OF EXISTING SURROUNDING BUILDINGS

Building Location	Building Height (feet)
100 McAllister Street ^a	308
198 McAllister Street ^a	85
50 Hyde Street ^a	75
200 McAllister Street ^a	85
376 Larkin Street ^a	80
50 Jones Street	140 ^b
1028 Market Street	130 ^b
950-974 Market Street	120 ^b
450 Golden Gate Avenue	312
1 Dr. Carlton B. Goodlett Place	307

Notes:

a. Buildings owned by UC Law SF

b. Based on the assumption that 1 floor = 10 feet

Existing Shadow

Public open space in the surrounding vicinity of the of the mixed-use development site, the only area of proposed development under the proposed LRCP Update, includes the Civic Center Plaza, one block southwest; United Nations Plaza, across the street to the south; and Turk-Hyde Mini Park, two blocks northwest. These locations are shown on Figure 4.7-1, *Public Open Space in the Vicinity*. Pursuant to the Shadow Analysis, only the Turk-Hyde Mini Park would have the potential to be impacted by the proposed mixed-use development. Accordingly, additional existing conditions details are provided for this public open space area.

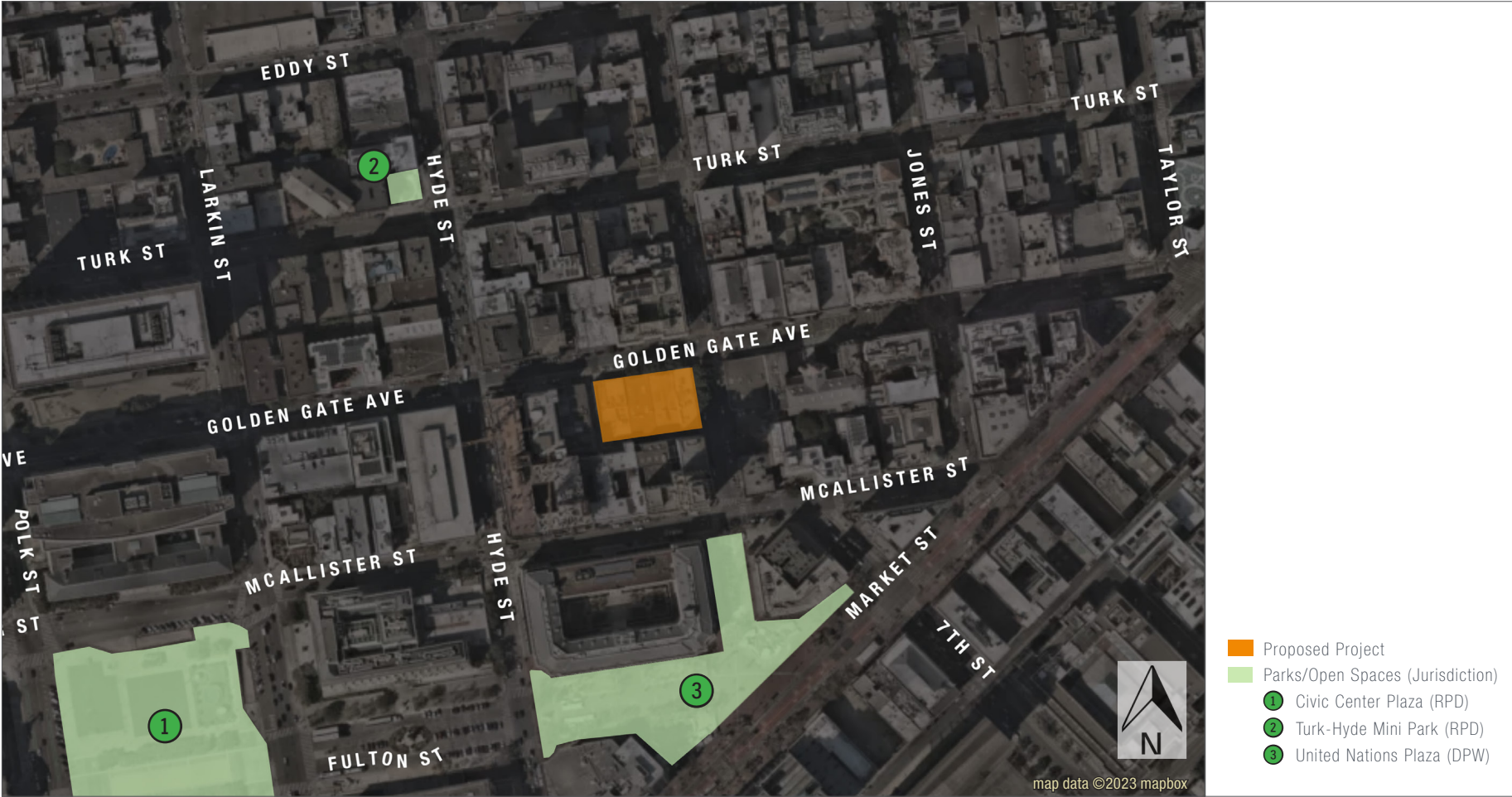
Turk-Hyde Mini Park is a 0.1-acre (4,546-square-foot) public park under the jurisdiction of the San Francisco Recreation and Parks Department. It is an urban park in the Downtown/Civic Center neighborhood of San Francisco on Assessor’s Block 0336/Lot 003 on the northwestern corner of the intersection of Turk and Hyde Streets. The entire park area is fenced, and the official hours of operation are from 7:00 a.m. to 8:00 p.m.¹

Park visitation was monitored by Prevision Design between January 22 to 27, 2023, for six 30-minute observation periods. The number of users present at the Turk-Hyde Mini Park over the half-hour observation periods ranged from 4 to 14 public visitors.² The highest numbers of park visitors were observed in the afternoon periods, with slightly lower levels of use observed during the morning and midday periods.

¹ San Francisco Recreation and Parks, 2023, Parks and Facilities, <https://sfrecpark.org/facilities/facility/details/TurkHyde-Mini-Park-208>, accessed August 4, 2023.

² Between one and four park staff members were present during all observation visits. These are noted in the observation log but not counted as public visitors.

SHADOW



Source: Prevision Design, 201 Golden Gate Avenue Shadow Analysis Report, 2023.

Figure 4.7-1
Public Open Space in the Vicinity

SHADOW

Pursuant to the project-specific Shadow Analysis,³ there is an existing shadow load of 51.77 percent.⁴ The park receives the most sunlight during morning to midday hours with the majority of the park in shadow during early mornings and late afternoons year-round. Shadow on the park increases overall during mid-fall through midwinter when portions of the park are shaded throughout the day.

4.7.2 STANDARDS OF SIGNIFICANCE

As previously described, CEQA does not recognize casting shadow or shade on an existing building or public open space as a potentially significant environmental impact. Because San Francisco does recognize the effects of shadow on public open spaces, the implementation of the proposed project would result in significant shadow impact if it would:

1. Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.
2. Result in a cumulatively considerable impact with respect to shadow.

4.7.2.1 SHADOW STANDARDS

As previously described, while the College is not subject to San Francisco regulations, the shadow analysis in this chapter applies the criteria identified in the San Francisco General Plan and Planning Code Section 295 to determine the shadow impacts of the proposed mixed-use development. The San Francisco standards are described as follows:

- **San Francisco General Plan.** The Recreation and Open Space Element of the San Francisco General Plan (2014) includes Policy 1.9 that is applicable to potential solar access or shading impacts of new development on public open spaces. Under this policy, San Francisco recognizes that solar access to public open space should be protected to allow the public to enjoy a comfortable climate in the public open space. As stated in the policy, the climatic factors in San Francisco, including ambient temperature, humidity, and wind, generally combine to create a comfortable climate only when direct sunlight is present, and the shadows created by new development nearby can critically diminish the utility and comfort of the open space. The policy states that shadows are particularly a problem in the downtown districts and in neighborhoods immediately adjacent to the downtown core, where there is a limited amount of open space and where there is pressure for new development.
- **San Francisco Planning Code Section 295.** Planning Code Section 295, adopted in 1984 pursuant to voter approval of Proposition K (The Sunlight Ordinance), prohibits the issuance of building permits for structures over 40 feet in height that would cast net new shadow on property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission between one hour after sunrise to one hour before sunset at any time of year, unless the Planning Commission determines that the adverse impact of net new shadow would be insignificant.

³ PreVision Design, 2024, January 9, *Shadow Analysis Report for the Proposed 201 Golden Gate Avenue Mixed-Use Project*. See Appendix G, *Shadow Analysis*, of this Draft EIR.

⁴ 8,758,804 annual square-foot-hours (sfh) of shadow divided by the theoretical annual available sunlight of 16,918,691 sfh.

4.7.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

SHA-1 The proposed project could create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.

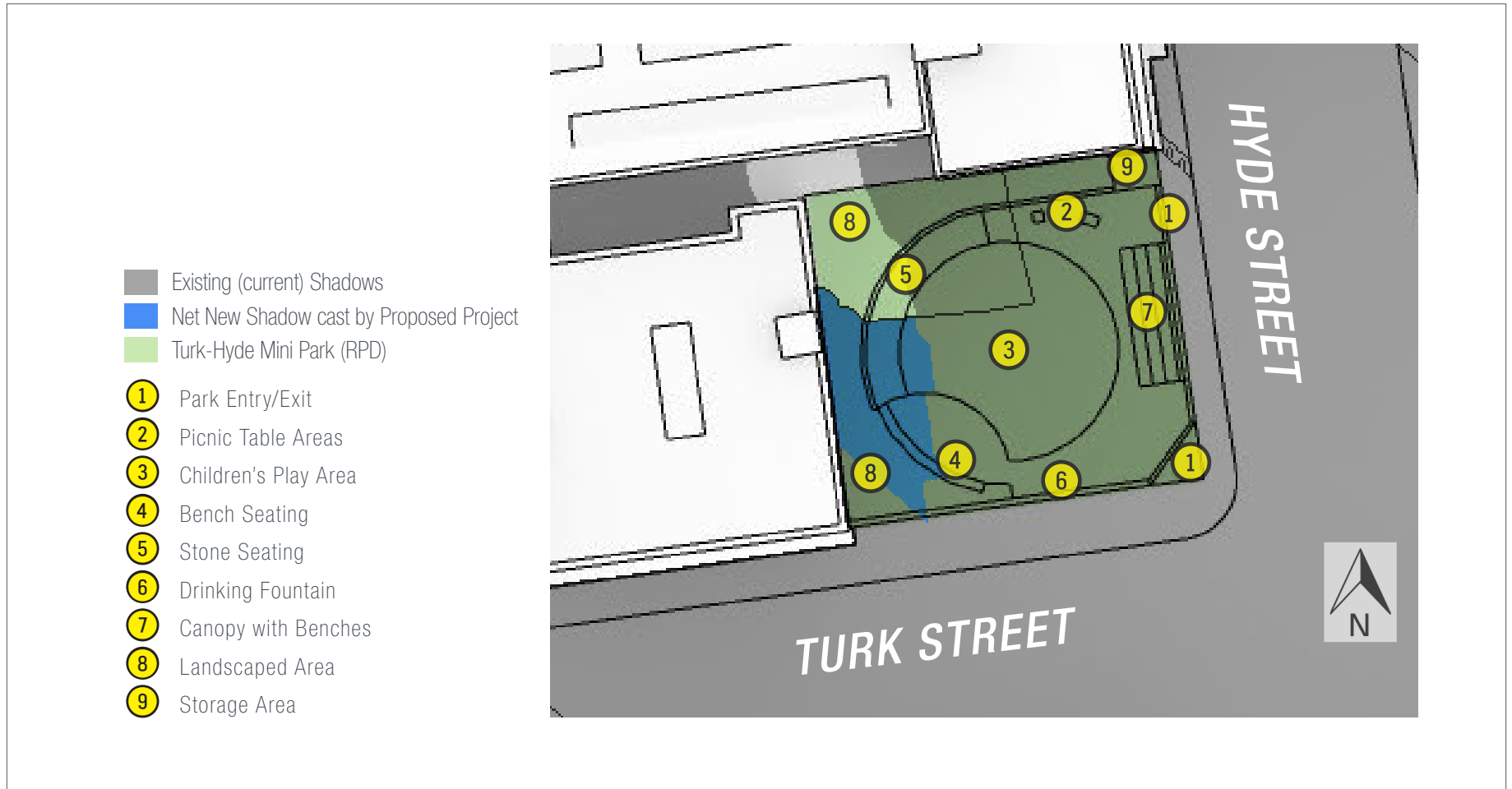
Pursuant to the Shadow Analysis, Variant 2 is the larger/taller of the two scenarios. For this reason, Variant 2 is used for the evaluation of the shadow effects due to the proposed mixed-use development project. It can be expected that Variant 1 will have a lesser or equivalent impact to that described in detail below for Variant 2.

Variant 2 of the proposed mixed-use development would be a 12-story, 153-foot-tall tower. The project-specific Shadow Analysis determined that the proposed mixed-use development would result in additional net new shadow on Turk-Hyde Mini Park, adding approximately 4,611 net new annual square-foot-hours (sfh) of shadow, increasing the annual shadow load by 0.03 percent over existing levels of shadow.⁵ With the addition of the proposed mixed-use development, the new annual total shadow load of the park would be raised from 51.77 percent to 51.80 percent. The park would be affected by net new shadow from the proposed mixed-use development for short periods of time occurring no earlier than 8:00 a.m. and not after 9:00 a.m. between November 9th and January 31st (84 days annually). Project shadow would remain in the park for under 30 minutes on affected dates, with an average duration of around 15 minutes and cover no more than 699 square feet (15 percent) of park area with an average area of 228 square feet (5 percent). The dates most affected by project shadow would be November 29th and January 11th. The areas of the park that would be affected by project shadow would be confined to the western half of the park area and would include landscaped areas, fixed bench and stone seating areas, and small portions of the play area, as shown in Figure 4.7-2, *Maximum Area of Net New Shadow*.

In addition to the quantitative shadow calculations provided in the Shadow Analysis, qualitative factors such as the location, time, and duration of the shadow are also taken into consideration in determining whether the proposed mixed-use development would adversely affect the use and enjoyment of publicly accessible open spaces.

⁵ PreVision Design, 2024, January 9, *Shadow Analysis Report for the Proposed 201 Golden Gate Avenue Mixed-Use Project*. See Appendix G, *Shadow Analysis*, of this Draft EIR.

SHADOW



Source: Prevision Design, 201 Golden Gate Avenue Shadow Analysis Report, 2023.

Figure 4.7-2
Maximum Area of Net New Shadow

The landscaped areas of the park are not intended to be occupied by public visitors, nor were they observed to be occupied by public visitors during the observation times, therefore, short-duration shadow cast on these features would not affect users' experience of the park. The bench and stone seating areas would potentially be more sensitive to the addition of project shadow; however, neither of these features were observed to have any users during the morning park observation visits, with users exhibiting a preference at that time of day for other seating areas (such as picnic tables and covered benches), as such, the effect of short-duration morning shadow cast on these features would be likely to have a lesser effect on park users. The children's play area is also more sensitive to the addition of project shadow and while shadow would reach into this area, it would be confined to the areas around the edges and not cast shadow over the play structures. Across the observation visits, the primary uses in this area were by children on these structures, so the effect of short-duration shadow cast around the edges of the play area would likely have a lesser effect on park users.

Net new shadow from the proposed mixed-use development would not have the potential to affect other publicly accessible parks or plazas, privately owned publicly accessible open spaces, of San Francisco Unified School District schools participating in the Shared Schoolyard Project.

Overall, the shadow cast by the proposed mixed-use development is considered unlikely to affect the use and enjoyment of the Turk-Hyde Mini Park based on its early morning timeframe, short duration, and lower observed levels of use of the affected park features at that time of day.

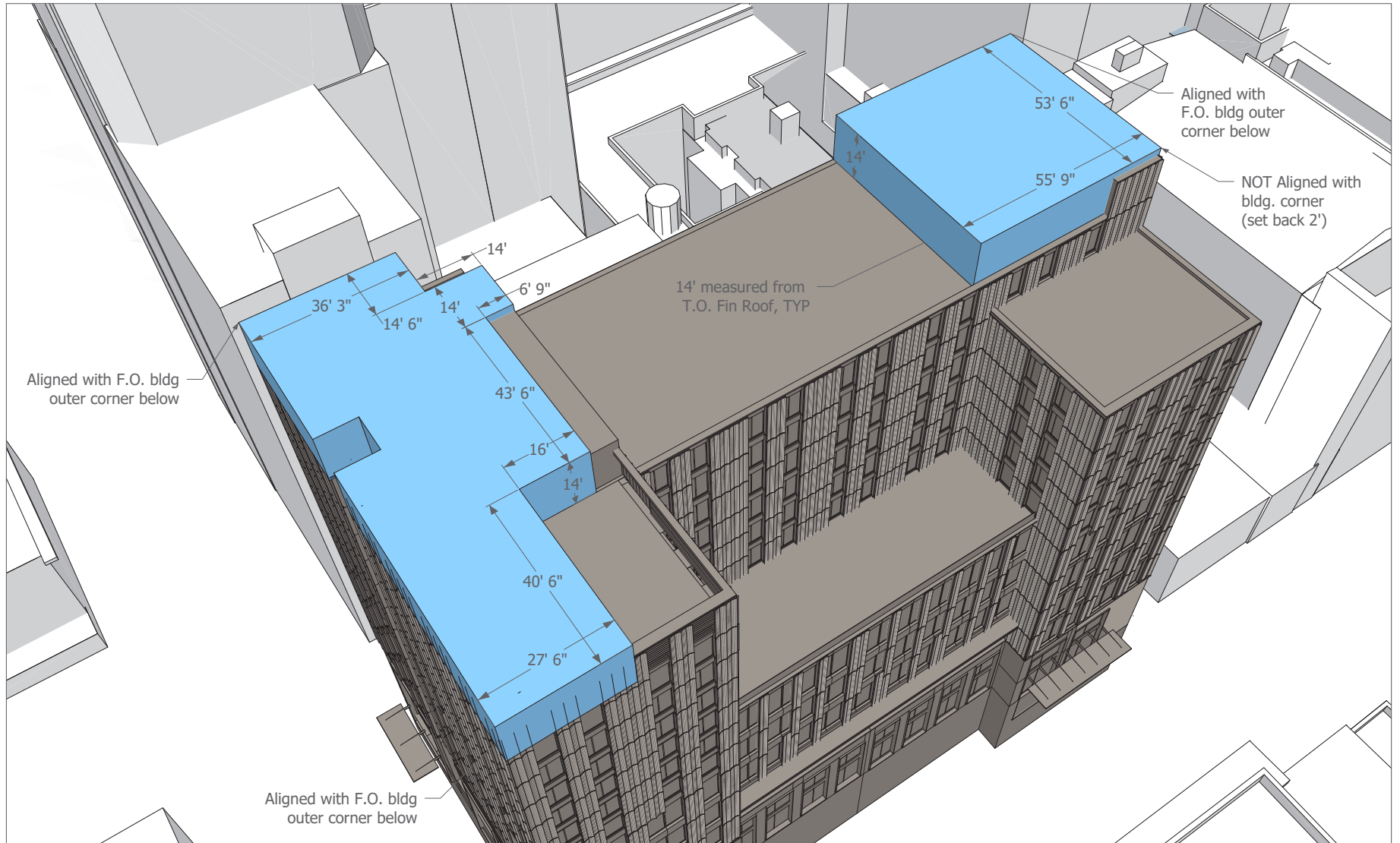
As described in Chapter 3, *Project Description*, of this Draft EIR, all heating, ventilation, and air conditioning equipment would be on the roof and enclosed with sound-rated roof screens up to 10 feet tall. Additionally, the building under either variant would include rooftop solar photovoltaic panels. Depending on the location of the rooftop equipment, especially the sound-rated roof screens, the proposed mixed-use development project could have the potential to create additional shadow on the Turk-Hyde Mini Park. Prevision Design prepared a supplemental evaluation to help determine where additional rooftop equipment up to 14 feet tall could be installed without causing additional shadows on the Turk-Hyde Mini Park beyond what was evaluated in the project-specific Shadow Analysis. Figure 4.7-3, *Rooftop Mechanical Equipment Screening Locations*, shows where the rooftop equipment and screening could be placed without causing additional shadows on the Turk-Hyde Mini Park. Accordingly, impacts would be potentially significant if the rooftop equipment and screening is outside of the areas identified on Figure 4.7-3.

Impact SHA-1: Shadow impacts from the addition of sound-rated roof screens around the heating, ventilation, and air conditioning equipment as part of the proposed mixed-use development could cause additional shadow on the Turk-Hyde Mini Park.

Mitigation Measure SHA-1: The University of California College of the Law, San Francisco shall locate the heating, ventilation, and air conditioning equipment and the sound-rated roof screens, not to exceed 14 feet tall, on the areas identified on Figure 4.7-3, *Rooftop Mechanical Equipment Screening Locations*, of the Draft Environmental Impact Report.

Significance with Mitigation: Less than significant.

SHADOW



Source: Prevision Design, 2024.

 Rooftop Equipment Locations that Avoid Shadow Impacts

Figure 4.7-3
Rooftop Mechanical Equipment Screening Locations

SHA-2 The proposed project would not result in a cumulatively considerable impact to shadow.

Pursuant to the Shadow Analysis, none of the cumulative projects identified in Chapter 4, *Environmental Evaluation*, of this Draft EIR, would potentially also cast net new shadow on the Turk-Hyde Mini Park. As described in impact discussion SHA-1, both variant options of the proposed mixed-use development were found to not have significant shadow-related effects on nearby open spaces. Additionally, future developments in the area under the jurisdiction of San Francisco would be subject to San Francisco Planning Code Section 295 and would not be approved unless the Planning Commission determines that the new shade would not have a significant adverse effect on open space. Therefore, the proposed mixed-use development, in combination with other past, present, and reasonably foreseeable future projects, would result in *less-than-significant* cumulatively considerable shadow impacts.

Significance without Mitigation: Less than significant.

SHADOW

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4.8 TRANSPORTATION

This chapter describes the potential transportation impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, provides an analysis of the potential transportation impacts, and identifies feasible mitigation measures that could mitigate any potentially significant impacts. Trip generation data is included in Appendix H, *Transportation*, of this Draft Environmental Impact Report (EIR).

4.8.1 ENVIRONMENTAL SETTING

4.8.1.1 REGULATORY FRAMEWORK

As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. However, the College consults and coordinates on a regular basis with San Francisco (e.g., the Planning Department, San Francisco Municipal Transportation Agency [SFMTA or Muni], San Francisco Public Works, and the Office of Community Investment and Infrastructure) when planning new development within San Francisco. Where College development projects require changes to property that is under the jurisdiction of San Francisco, such as streets and sidewalks, the College complies with San Francisco regulations. San Francisco transportation plans and policies that are relevant to the proposed project are described in this section.

San Francisco Transit First Policy

San Francisco's Transit First Policy is a set of principles that emphasize San Francisco's commitment to give pedestrian, bicyclist, and public transit use of public rights-of-way priority over the private automobile.

San Francisco 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. Generally speaking, the guidelines are for design of sidewalks and crosswalks; however, in some cases, the *Better Streets Plan* includes guidelines for certain areas of the roadway, particularly at intersections.

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San Francisco Bicycle Strategy

The *San Francisco Bicycle Strategy* (Bicycle Strategy) describes a San Francisco 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 (i.e., Class I, Class II, or Class III facility) for each route. Bicycle facility classifications are defined in Section 4.8.1.2 under the heading Bicycle and Pedestrian Facilities.

4.8.1.2 EXISTING CONDITIONS

Roadway Network

Regional Roadway Network

Key regional roadways in the LRCP planning area are:

- Interstate 80 (I-80). I-80 is 0.6 miles southeast of the LRCP planning area. I-80 connects San Francisco to the East Bay and other points east of San Francisco via the San Francisco-Oakland Bay Bridge.
- Interstate 280 (I-280). I-280 is 1.5 miles southeast of the LRCP planning area. I-280 connects San Francisco to the South Bay with connections to 19th Avenue and the San Francisco neighborhoods of Mission Bay and South of Market.
- U.S. Highway 101 (U.S. 101). U.S. 101 is 0.2 miles west of the LRCP planning area. U.S. 101 connects San Francisco to the Peninsula and South Bay to the south, and to the North Bay to the north via the Golden Gate Bridge. U.S. 101 connects to I-80 in the South of Market neighborhood of San Francisco and connects to I-280 in the southeastern area of San Francisco. U.S. 101 also consists of surface streets in the vicinity of the LRCP planning area, including Van Ness Avenue and Lombard Street.

Local Roadway Network

Key local roadways in the LRCP planning area are:

- Market Street – Market Street is one of San Francisco’s primary arterial streets that provides two-way northeast and southwest travel. Market Street operates primarily as a transit-only street that only allows access to buses, streetcars, taxis, bicycles, and local delivery trucks. Market Street includes center-running streetcar tracks with island and curbside transit stops in both directions serving several Muni routes. Market Street provides a designated Class III Bikeway east of the intersection of Grove Street and 8th Street and a Class IV Bikeway west of the intersection.
- Turk Street – Turk Street is a one-way westbound roadway with a maximum of three travel lanes and street parking on both sides. It serves Muni Route 31 and provides a designated Class IV Bikeway.
- Golden Gate Avenue – Golden Gate Avenue runs one-way eastbound with two travel lanes and has street parking on both sides. Golden Gate Avenue serves Golden Gate Transit Routes 101, 130, and 150, and is a designated Class IV Bikeway. Golden Gate Avenue includes painted curb extensions at the intersection with Leavenworth Street adjacent to the LRCP planning area.

TRANSPORTATION

- McAllister Street – McAllister Street has three lanes and runs in the eastbound and westbound directions. Street parking is available in the westbound direction. McAllister Street also serves multiple Muni and Golden Gate Transit routes and is a designated Class III Bikeway.
- Grove Street – Grove Street has two travel lanes in each direction and runs in the eastbound and westbound directions. Street parking is available in both directions. Grove Street also serves Muni Route 21 and is a designated Class III Bikeway in both directions. Grove Street includes an eastbound Class II bike lane to the east of Van Ness Avenue.
- Jones Street – Jones Street runs one-way southbound with two travel lanes and street parking on both sides. Jones Street becomes a two-way street south of Golden Gate Avenue.
- Leavenworth Street – Leavenworth Street runs one-way northbound with two travel lanes with street parking on both sides.
- Hyde Street – Hyde Street runs one-way southbound with three travel lanes and has street parking on both sides. Hyde Street also serves Muni Route 19.
- Larkin Street – Larkin Street runs one-way northbound with three travel lanes and street parking on both sides. Larkin Street also serves Muni Route 19.
- Polk Street – Polk Street has three travel lanes, and runs in the northbound and southbound direction, with street parking in both directions. South of Grove Street, Polk Street is one-way southbound. Polk Street is served by Muni Route 19 and has a combination of both Class II and Class IV bicycle infrastructure.
- Van Ness Avenue – Van Ness Avenue (U.S. 101) is the major north-south arterial in the central section of San Francisco. Van Ness Avenue has two travel lanes and a designated transit priority lane for Muni and Golden Gate Transit in each direction separated by a center median, and metered parking on both sides of the street. Van Ness Avenue serves Muni Route 49 and Golden Gate Transit Routes 101, 130, and 150.

Transit Service

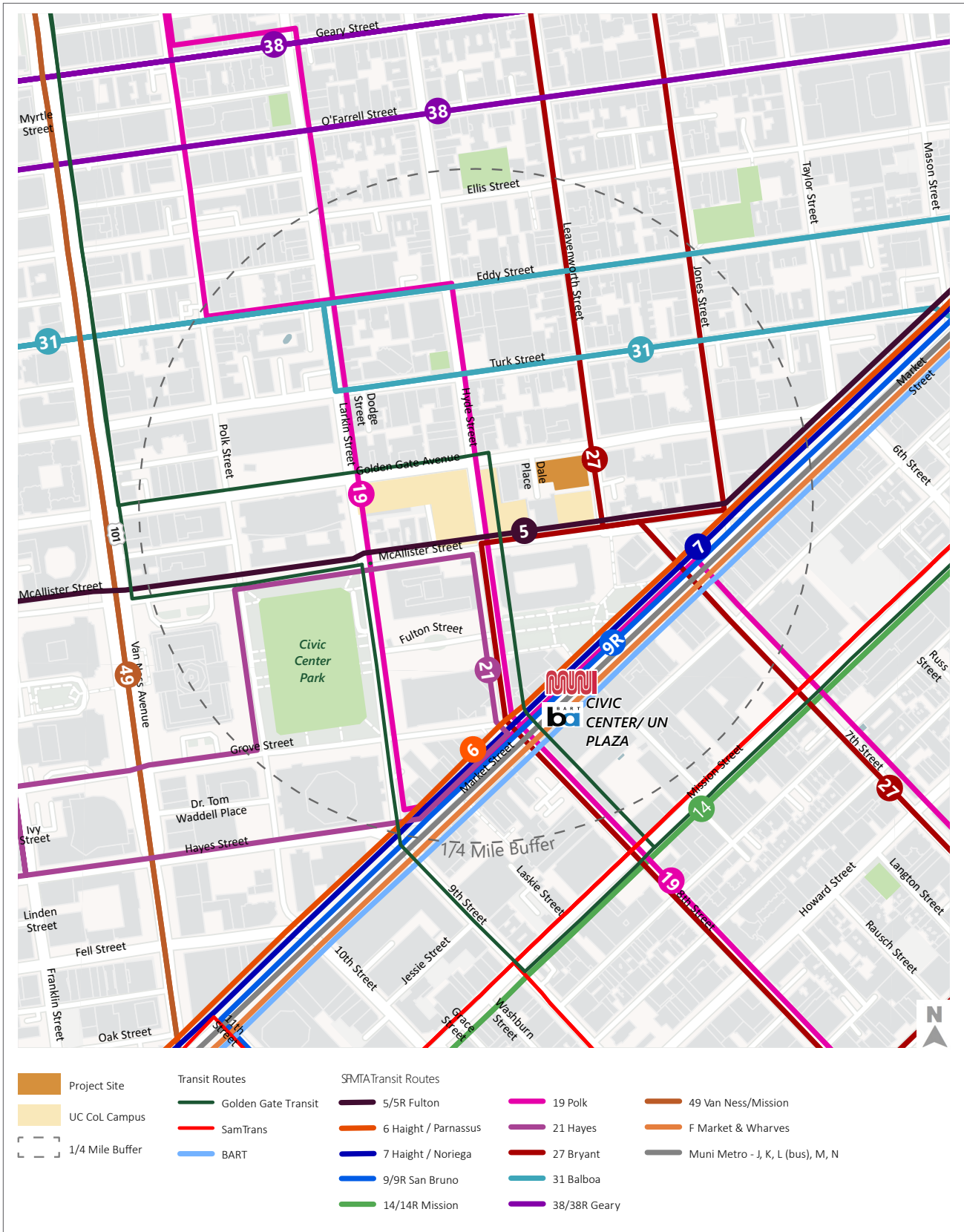
The College is well served by public transit, with bus, streetcar, light rail, and regional rail available in the surrounding area. Figure 4.8-1, *Existing Transit Services*, shows available transit services within a 0.25-mile radius of the LRCP planning area.

Regional Transit Service

Key regional transit services in the LRCP planning area are:

- Alameda-Contra Costa County Transit District (AC Transit) – AC Transit operates bus services in western Alameda and Contra Costa Counties, as well as routes to the San Francisco and San Mateo County. AC Transit operates various Transbay bus routes between the East Bay and the Salesforce Transit Center in San Francisco, primarily during peak periods. The Salesforce Transit Center is 1.25 miles northeast of the LRCP planning area and can be accessed by various public transit routes.

TRANSPORTATION



Source: Fehr & Peers, 2023.

Figure 4.8-1
Existing Transit Services

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- Bay Area Rapid Transit (BART) – BART provides regional rail service between the East Bay (Antioch, Richmond, Dublin/Pleasanton, and Berryessa/North San Jose) and the Peninsula (SFO Airport and Millbrae) via San Francisco. Weekday hours of operation are currently between 5:00 a.m. and midnight. BART currently provides 5- to 15-minute headways along each line during the weekday PM peak period. BART operates under Market Street in the vicinity of the LRCP planning area. The closest BART station is Civic Center, which is less than 0.25 miles from the LRCP planning area. This station can be accessed by various local public transit options.
- Caltrain – Caltrain provides regional passenger rail service on the Peninsula between San Francisco and San Jose with several stops in San Mateo County and Santa Clara County. Limited weekday commute service is also available south of San Jose to Gilroy Station. Caltrain currently provides four trains per hour during the AM and PM peak periods. Caltrain service terminates at San Francisco Station at Fourth and King Streets 1.5 miles east of the LRCP planning area. This station can be accessed by various public transit options.
- Golden Gate Transit – The Golden Gate Bridge, Highway, and Transportation District operates Golden Gate Transit, which provides bus and ferry service between the North Bay (Marin and Sonoma Counties) and downtown San Francisco. The nearest stop to the LRCP planning area is less than 0.25 miles to the west served by Routes 101, 130, and 150.
- San Mateo County Transit District (SamTrans) – SamTrans is the primary transit provider in San Mateo County and provides service to San Francisco and Santa Clara Counties. The nearest stop to the LRCP planning area is 0.5 miles to the south at the intersection of Mission Street and Seventh Street, which is served by Routes 292, 397, and FCX.

Local Transit Service

Primary transit access to the LRCP planning area is provided by Muni bus, light rail, and streetcar services, which provide connections to other modes of transit in the area. Muni transit routes within a 0.25-mile radius are shown in Table 4.8-1, *Transit Services*.

TABLE 4.8-1 TRANSIT SERVICES

Route	2023 Weekday PM Peak Period Frequency (3-7 PM)	Hours of Operation	Nearest Stop Location to Mixed-use Development	Distance to LRCP Planning Area	Neighborhoods Served by Route
5 Fulton	11 minutes	24-hour service daily	McAllister and Hyde	0.1 miles	Chinatown Downtown / Civic Center; Financial District; Golden Gate Park; Inner Richmond; Outer Richmond; Seacliff; SoMa; Western Addition; Haight Ashbury
5 Fulton Rapid	10-11 minutes	Weekdays 7 a.m. to 7 p.m.	McAllister and Jones	0.2 miles	Chinatown Downtown / Civic Center; Financial District; Golden Gate Park; Inner Richmond; Outer Richmond; Seacliff; SoMa; Western Addition; Haight Ashbury

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TABLE 4.8-1 TRANSIT SERVICES

Route	2023 Weekday PM Peak Period Frequency (3-7 PM)	Hours of Operation	Nearest Stop Location to Mixed-use Development	Distance to LRCP Planning Area	Neighborhoods Served by Route
6 Haight/Parnassus	20 minutes	5 a.m. to 1 a.m. daily	Market and Eighth	0.2 miles	Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Golden Gate Park; Mission; Parkside; SoMa; Twin Peaks; West of Twin Peaks; Western Addition; Inner Sunset; Haight Ashbury
7 Haight/Noriega	12 minutes	5 a.m. to 11 p.m. daily	Golden Gate and Hyde	<0.1 miles	Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Golden Gate Park; Mission; Outer Sunset; SoMa; Western Addition; Inner Sunset; Haight Ashbury
9 San Bruno	10 minutes	5 a.m. to 1 a.m. daily	Market and Eighth	0.2 miles	Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Golden Gate Park; Mission; Outer Sunset; SoMa; Western Addition; Inner Sunset; Haight Ashbury
9R San Bruno Rapid	12 minutes	Weekdays 7 a.m. to 7 p.m.	Market and Eighth	0.2 miles	Bayview / Hunters Point; Bernal Heights; Chinatown; Downtown / Civic Center; Excelsior; Financial District; Mission; Potrero Hill; SoMa; Visitacion Valley; Western Addition
14 Mission	8 minutes	24-hour service daily	Mission and Eighth	0.3 miles	Bernal Heights; Crocker Amazon; Downtown / Civic Center; Excelsior; Financial District; Glen Park; Mission; Noe Valley; Ocean View; Outer Mission; SoMa; Western Addition
14R Mission Rapid	7 minutes	5 a.m. to 11 p.m. daily	Mission and Eighth	0.3 miles	Bernal Heights; Crocker Amazon; Downtown / Civic Center; Excelsior; Financial District; Glen Park; Lakeshore; Mission; Noe Valley; Ocean View; Outer Mission; SoMa; Western Addition
19 Polk	15 minutes	5 a.m. to 11 p.m. daily	Market and Seventh	0.2 miles	Bayview / Hunters Point; Bernal Heights; Downtown / Civic Center; Marina; Mission; Nob Hill; North Beach; Pacific Heights; Potrero Hill; Russian Hill; SoMa; Western Addition
21 Hayes	20 minutes	5 a.m. to 10 p.m. daily	McAlister and Hyde	0.2 miles	Chinatown; Downtown / Civic Center; Financial District; Golden Gate Park; Inner Richmond; SoMa; Western Addition; Haight Ashbury
27 Bryant	15 minutes	5 a.m. to 10 p.m. daily	Market and Seventh	0.2 miles	Bernal Heights; Downtown / Civic Center; Financial District; Mission; Nob Hill; Noe Valley; Pacific Heights; Potrero Hill; Russian Hill; SoMa; Western Addition
31 Balboa	20 minutes	5 a.m. to 10 p.m. daily	Turk and Hyde	0.1 miles	Chinatown; Downtown / Civic Center; Financial District; Golden Gate Park; Inner Richmond; Outer Richmond; Seacliff; SoMa; Western Addition
38 Geary	8-10 minutes	24-hour service daily	O'Farrell and Larkin	0.4 miles	Chinatown; Downtown / Civic Center; Financial District; Inner Richmond; Nob Hill;

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TABLE 4.8-1 TRANSIT SERVICES

Route	2023 Weekday PM Peak Period Frequency (3-7 PM)	Hours of Operation	Nearest Stop Location to Mixed-use Development	Distance to LRCP Planning Area	Neighborhoods Served by Route
38R Geary Rapid	8 minutes	5 a.m. to 11 p.m. daily	O'Farrell and Taylor	0.5 miles	Outer Richmond; Presidio Heights; Seacliff; SoMa; Western Addition
49 Van Ness/Mission	6 minutes	5 a.m. to 12 midnight daily	McAllister and Van Ness	0.3 miles	Bernal Heights; Downtown / Civic Center; Excelsior; Glen Park; Marina; Mission; Nob Hill; Noe Valley; Ocean View; Outer Mission; Pacific Heights; Russian Hill; SoMa; West of Twin Peaks; Western Addition
F Market & Wharves	12-13 minutes	7 a.m. to 10 p.m. daily	Market and Eighth	0.2 miles	Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Mission; North Beach; Russian Hill; SoMa; Western Addition; Haight Ashbury
J Church	15 minutes	Weekdays 4:30 a.m. to 1 a.m.; Weekends 5 a.m. to 12 midnight	Civic Center Station (Market and Eighth)	0.2 miles	Bernal Heights; Castro / Upper Market; Chinatown; Downtown / Civic Center; Excelsior; Financial District; Glen Park; Mission; Noe Valley; Ocean View; Outer Mission; SoMa; Western Addition
L Taraval (2024)/ L Bus (2023)	10 minutes	Weekdays 5 a.m. to 10 p.m.; Weekends 6 a.m. to 10 p.m.	Civic Center Station (Market and Eighth)	0.2 miles	Financial District; Downtown / Civic Center; Castro / Upper Market; Lakeshore; Parkside; SoMa; Twin Peaks; West of Twin Peaks
K Ingleside	10-12 minutes	Weekdays 6 a.m. to 12 midnight; Weekends 8 a.m. to 12 midnight	Civic Center Station (Market and Eighth)	0.2 miles	Bayview / Hunters Point; Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Lakeshore; Mission; Noe Valley; Ocean View; Outer Mission; Parkside; Potrero Hill; SoMa; Twin Peaks; Visitacion Valley; West of Twin Peaks; Western Addition
M Ocean View	10-11 minutes	Weekdays 6 a.m. to 12 midnight; Weekends 8 a.m. to 12 midnight	Civic Center Station (Market and Eighth)	0.2 miles	Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Lakeshore; Mission; Noe Valley; Ocean View; Outer Mission; Parkside; SoMa; Twin Peaks; West of Twin Peaks; Western Addition
N Judah	10 minutes	Weekdays 6 a.m. to 12 midnight; Weekends 8 a.m. to 12 midnight	Civic Center Station (Market and Eighth)	0.2 miles	Castro / Upper Market; Chinatown; Downtown / Civic Center; Financial District; Golden Gate Park; Mission; Outer Sunset; SoMa; Western Addition; Inner Sunset; Haight Ashbury

Note: SoMa = South of Market
Source: Fehr & Peers, 2023; San Francisco Municipal Transportation Agency, June 2023.

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UC San Francisco Shuttle Services

UC San Francisco (UCSF) operates several shuttle routes throughout San Francisco. The shuttle system provides service between transit facilities, remote parking lots, the various UCSF campus sites, and UCSF-affiliated hospitals/medical centers within San Francisco. Most routes operate between 6:00 a.m. and 9:00 p.m., Monday through Friday. The service is free for UCSF faculty, staff, students, patients, and visitors.

Two UCSF shuttle routes, Blue Shuttle and Gold Shuttle, currently pass by the LRCP planning area and 0.2 mile away at the Civic Center BART Station. The Blue Shuttle provides counterclockwise circulator service between the Mission Bay, Mount Zion, Parnassus, and San Francisco General Hospital campus sites. The Gold Shuttle provides clockwise circulator service between the same locations. Each route operates between 5:00 a.m. and 9:00 p.m. with 25-minute headways during peak commute hours.

Bicycle and Pedestrian Facilities

Bicycle Facilities

Bicycle facilities consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. Current on-street bicycle facilities in the LRCP planning area, as designated by the SFMTA Bikeway Network, are discussed here and shown in Figure 4.8-2, *Existing Bicycle Facilities*.

On-street bicycle facilities are generally grouped into the following categories:

- Class I Shared Path: Provides a completely separated right-of-way (e.g., off-street bicycle paths) for the exclusive use of cyclists and pedestrians, with crossflow minimized. There are no existing Class I bicycle facilities in the LRCP planning area.
- Class II Bicycle Lane: Provides pavement striping and signage to designate a portion of the roadway for one-way travel on a street or highway. Existing Class II bicycle facilities in the LRCP planning area are provided on:
 - Seventh Street, between Market Street and Stevenson Street
 - Polk Street, between O'Farrell Street and Grove Street
 - Grove Street, between Larkin Street and Hyde Street
- Class III Bicycle Route: Provides for shared use with motor vehicle traffic, marked by bike route signage and optional shared roadway markings (sharrow) along roadways. Existing Class III bicycle facilities in the LRCP planning area are provided on:
 - McAllister Street, west of Market Street
 - Market Street, east of Eighth Street
 - Charles J Brenham Place, between Market Street and McAllister Street
 - Grove Street, west of Market Street
- Class IV Separated Bikeway: Provides for one-way or two-way bicycle travel on a lane that is physically separated from vehicular traffic by a vertical barrier such as on-street parking, flexible posts, or grade separation. Existing Class IV bicycle facilities in the LRCP planning area are provided on:
 - Polk Street, between Post Street and McAllister Street and Hayes Street to Market Street

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- Turk Street, between Polk Street and Market Street
- Golden Gate Avenue, between Jones Street and Market Street
- Market Street, between Eighth Street and Eleventh Street

The LRCP planning area includes two on-site bicycle parking facilities at the 200 McAllister Street and 198 McAllister Street buildings, totaling 100 secure spaces. On-street bicycle parking is also available throughout the surrounding area.

In addition to on-street bicycle facilities, Bay Wheels Bike Share operates a regional public bicycle sharing system, allowing members and walk-up users to rent bicycles from secure docking stations. Bay Wheels operates 7,000 bicycles at 550 stations across San Francisco, San Jose, Oakland, Berkeley, and Emeryville. Several bike-share stations are within 0.25 miles of the LRCP planning area. Nearby Bay Wheels stations are on the south side of Market Street between Seventh Market Street and McAllister Street (15 spaces), on the east side of Polk Street north of Grove Street (19 spaces), at San Francisco City Hall (nine spaces), and at the San Francisco Public Library (26 spaces). Shared dockless scooters are also available around the LRCP planning area.

Pedestrian Facilities

The College is in a dense and walkable pedestrian environment. All streets within the LRCP planning area have sidewalks between 12 and 18 feet wide on all block faces. All nearby intersections have high-visibility crosswalks, pedestrian countdown timers, and directional curb ramps.

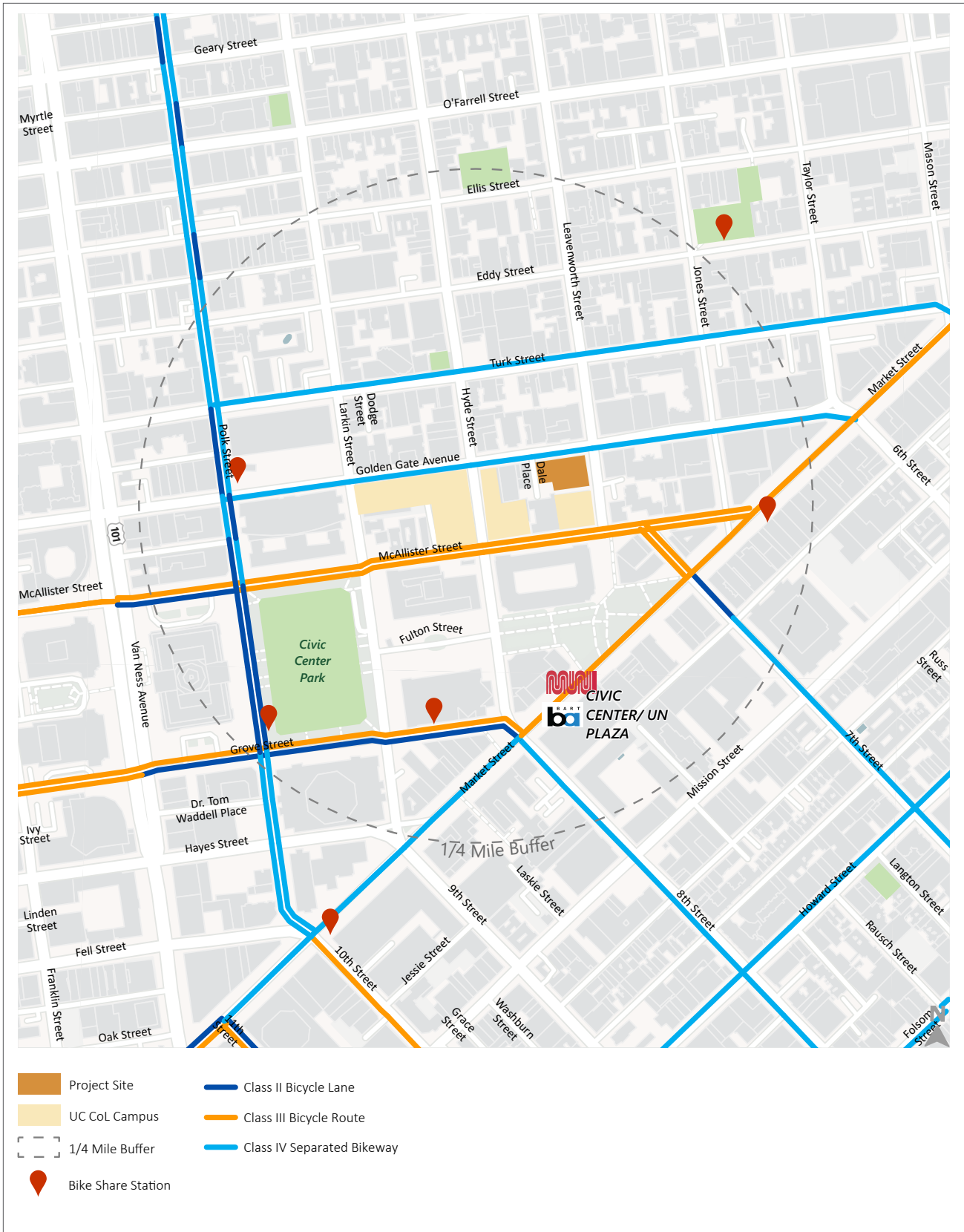
All streets near the LRCP planning area are classified as part of the San Francisco's High Injury Network based on the San Francisco's recent history of fatalities and serious injuries to pedestrians and bicyclists. Recent improvements from the SFMTA's Vision Zero Quick-Build Project in the Tenderloin district along Golden Gate Avenue, Turk Street, and Leavenworth Street include painted safety zones with white plastic post delineators that extend sidewalk corners to improve visibility of pedestrians and reduce vehicle turning speeds.

Other Transportation Facilities

Parking

Both on and off-street parking is available near the LRCP planning area. Two public off-street parking garages are available in the immediate area. The UC Law SF's parking garage, at 376 Larkin Street, contains 395 spaces and is open to UC Law SF affiliates and is also open for public use (including UCSF students and faculty). The Civic Center parking garage, on McAllister Street between Larkin Street and Polk Street, contains 843 spaces. Prior to the start of the 2020 COVID-19 pandemic, UC Law SF's parking garage occupancy peaked at over 90 percent occupancy at midday but was less than 30 percent occupied during the evening and overnight.

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Source: Fehr & Peers, 2023.

Figure 4.8-2
 Existing Bicycle Facilities

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On-street metered parking is available along most streets in the LRCP planning area. This on-street parking is generally well utilized. San Francisco has implemented the SFpark program, a parking management system administered by SFMTA for on-street and off-street spaces. SFpark uses new technologies and parking pricing policies to optimize the use of existing parking resources to make finding a parking space faster and easier, and, by extension, reducing circling by vehicles looking for parking near their destination. Currently, SFpark manages 7,000 on-street metered parking spaces (25 percent of the San Francisco's supply) and 12,250 off-street parking spaces in San Francisco-owned garages or lots. Near the LRCP planning area, there are SFpark meters along all east-west streets between Hyde Street and Van Ness Avenue and all north-south streets between Eddy Street and Grove Street.

Loading

Commercial and passenger loading activities occur at each College building. On-street metered commercial loading space is available in front of the 100 McAllister Street building and mid-block between the 100 and 198 McAllister Street buildings. The 198 McAllister Street and 200 McAllister Street buildings each provide off-street commercial loading docks along McAllister Street. Passenger loading, including ride-hailing activity, primarily occurs along McAllister Street, Hyde Street, and Golden Gate Avenue at unmetered on-street passenger loading areas.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a set of strategies intended to reduce the demand for roadway travel. The College does not have a formal TDM program; however, the College includes several transportation practices that are consistent with TDM measures. These practices include employee commuter benefits, vanpool services, and an evening van service.

Emergency Services

Emergency vehicle access to the LRCP planning area is provided along Golden Gate Avenue and Leavenworth Street. The closest San Francisco Fire Department station to the LRCP planning area is Station 3, 0.5 miles northwest at Post Street and Polk Street. The closest hospital is Saint Francis Memorial Hospital, 0.75 miles north at Hyde Street and Bush Street. Police services are provided by the San Francisco Police Department. The closest San Francisco Police Department station to LRCP planning area is the Tenderloin Station, 0.2 miles to the east. The College also provides on-site security services.

4.8.2 STANDARDS OF SIGNIFICANCE

Pursuant to Appendix G, *Environmental Checklist*, of the CEQA Guidelines, implementation of the proposed project would result in a significant transportation impact if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

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2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).¹
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.
5. Result in a cumulatively considerable impact with respect to transportation.

4.8.2.1 TRAVEL DEMAND ANALYSIS

Travel demand refers to the new vehicle, transit, bicycle, and pedestrian traffic that would be generated by the proposed mixed-use development. This analysis provides a forecast of the daily and PM peak-hour (3:00 to 7:00 p.m.) trips that would be generated by new uses associated with the proposed mixed-use development.

Travel demand estimates were developed using the San Francisco County Transportation Authority (SFCTA) and San Francisco Planning Department's Travel Demand Tool. This travel demand tool, which is included in the travel demand estimate resources in the San Francisco Planning Department's Transportation Impact Guidelines (SF Guidelines),² estimates the number of trips generated by new development projects, how people will travel to the LRCP planning area, and the origins and destinations of those new trips.

The trip generation estimates for the Local 2 space are based on San Francisco's trip generation rates for general office space. For the academic and residential uses of the proposed mixed-use development, the trip generation and mode share rates in the tool were applied to the number of residential bedrooms and the square footage of academic/programmatic space proposed in both variants of the proposed mixed-use development. The trips generated by the residential component of the proposed mixed-use development were estimated using the unit mix outlined in Chapter 3, *Project Description*, of this Draft EIR. The proposed mixed-use development's academic space is planned to be flexible, and could include classrooms, offices, meeting rooms, and student service space. Due to the flexibility of this academic space, the trip generation estimates for the academic component of the proposed mixed-use development are based on San Francisco's trip generation rates for general office space.

Trip Generation

Table 4.8-2, *Trip Generation*, presents the weekday daily and PM peak-hour person trip generation forecasts for the LRCP planning area's existing use and for both variants of the proposed mixed-use development. A "person trip" is a trip taken by a person, by any mode of transportation. The trip generation is inclusive of all campus affiliates, including commuting faculty, staff, and students, as well as resident faculty and students.

¹ CEQA Guidelines Section 15064.3 (b) refers to the discontinuation of vehicle level of service as an impact metric for transportation analysis and instead recommends the use of vehicle miles traveled (VMT); this section gives lead agencies discretion to choose the most appropriate methodology to evaluate the impact due to a project's VMT.

² City and County of San Francisco Planning Department, 2019, February, *Transportation Impact Analysis Guidelines*.

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TABLE 4.8-2 TRIP GENERATION

Category	Land Use		Person Trips ^a		Vehicle Trips ^b	
	Amount	Unit	Daily	PM Peak Period	Daily	PM Peak Period
Existing						
Local 2	46.4	ksf	728	65	143	13
		<i>Total</i>	<i>728</i>	<i>65</i>	<i>143</i>	<i>13</i>
Academic Light (Variant 1)						
Housing	394	units				
	404	bedrooms ^c	2,123	189	433	38
Academic/Programmatic	19.5	ksf				
Local 2	41.8	ksf	656	59	129	12
		<i>Total</i>	<i>2,779</i>	<i>248</i>	<i>562</i>	<i>50</i>
Academic Heavy (Variant 2)						
Housing	233	units				
	238	bedrooms ^c	2,337	208	468	42
Academic/Programmatic	80.7	ksf				
Local 2	41.8	ksf	656	59	129	12
		<i>Total</i>	<i>2,993</i>	<i>267</i>	<i>597</i>	<i>54</i>

Notes: ksf = thousand square feet; PM peak period – Weekdays 3-7 p.m.; some numbers may not sum due to rounding

a. A person trip is a trip taken by a person, by any mode of transportation.

b. A vehicle trip is a trip by an automobile, including taxis and transportation network company (e.g., Uber or Lyft) vehicles.

c. The San Francisco Travel Demand Tool estimates residential trips on a per-bedroom basis.

Source: Fehr & Peers, 2023, San Francisco Travel Demand Tool.

Variant 1 of the proposed mixed-use development would generate an estimated 2,779 daily person trips on a typical weekday, 248 person trips during the weekday PM peak period (3 to 7 p.m.), 562 daily vehicle trips, and 50 weekday PM peak period vehicle trips. Variant 2 would generate a slightly higher number of trips, with an estimated 2,993 daily person trips on a typical weekday, 267 person trips during the weekday PM peak period, 597 daily vehicle trips, and 54 weekday PM peak-period vehicle trips.

Table 4.8-3, *Net New Trips*, shows the net new trips with the proposed mixed-use development. With the proposed mixed-use development, there would be a small decrease in the space dedicated to Local 2, resulting in a slight decrease in union-related trips when compared to existing conditions. This reduction in trips was subtracted from the travel demand estimates for the academic and residential uses of the two variants of the proposed mixed-use development.

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TABLE 4.8-3 NET NEW TRIPS

Land Use	Net Person Trips ^a		Net Vehicle Trips ^b	
	Daily	PM Peak Period	Daily	PM Peak Period
Academic Light (Variant 1)				
Housing and Campus Life	2,121	189	433	38
Local 2 ^c	-72	-6	-14	-1
Total	2,049	182	419	37
Academic Heavy (Variant 2)				
Housing and Campus Life	2,335	208	468	42
Local 2	-72	-6	-14	-1
Total	2,263	202	454	40

Notes: PM peak period – Weekdays 3-7 p.m.

a. A person trip is a trip taken by a person, by any mode of transportation.

b. A vehicle trip is a trip by an automobile, including taxis and transportation network company (e.g., Uber or Lyft) vehicles.

c. The trip generation for the Local 2 space is based on the net decrease in space from the existing Local 2 building.

Source: Fehr & Peers, 2023, San Francisco Travel Demand Tool.

Variant 1 of the proposed mixed-use development would generate an estimated 2,049 net new daily person trips on a typical weekday, 182 net new person trips during the weekday PM peak period, 419 net new daily vehicle trips, and 37 net new weekday PM peak period vehicle trips. Variant 2 would generate a slightly higher number of trips, with an estimated 2,263 net new daily person trips on a typical weekday, 202 net new person trips during the weekday PM peak period, 454 net new daily vehicle trips, and 40 net new weekday PM peak period vehicle trips.

Trip Distribution

The geographic distribution of the project-generated trips was estimated using the SFCTA and San Francisco Planning Department’s travel demand tool. The distribution is based on the origin/destination of trips and are separated into nine San Francisco neighborhood districts and the East Bay, North Bay, and South Bay subregions of the Bay Area. The LRCP planning area is in the Downtown/North Beach neighborhood district, as mapped in the travel demand tool. As shown in Table 4.8-4, *Trip Distribution*, the majority of the trips generated by the proposed mixed-use development would be within San Francisco.

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TABLE 4.8-4 TRIP DISTRIBUTION

Place of Trip Ends	Academic Light (Variant 1)		Academic Heavy (Variant 2)	
	Housing and Academic/ Programmatic	Local 2	Housing and Academic/ Programmatic	Local 2
San Francisco Trips				
Downtown/North Beach	26%	11%	20%	11%
South of Market (SoMa)	6%	1%	4%	1%
Marina/Western Market	23%	8%	17%	8%
Mission	5%	1%	3%	1%
Bayshore	3%	8%	5%	8%
Richmond	1%	3%	2%	3%
Sunset	3%	2%	3%	2%
Islands	0%	0%	0%	0%
Outer Mission/Hills	12%	14%	13%	14%
<i>San Francisco Total</i>	<i>79%</i>	<i>49%</i>	<i>67%</i>	<i>49%</i>
Bay Area Trips				
South Bay	11%	15%	13%	15%
East Bay	8%	25%	14%	25%
North Bay	2%	11%	6%	11%
<i>Bay Area Total</i>	<i>21%</i>	<i>51%</i>	<i>33%</i>	<i>51%</i>
Total	100%	100%	100%	100%

Note: Some totals may not sum due to rounding.

Source: Fehr & Peers, 2023, San Francisco Travel Demand Tool.

Mode Split

Table 4.8-5, *PM Peak-Period Trips by Mode*, summarizes the weekday PM peak-hour trip generation by mode for both variants of the proposed mixed-use development. Under Variant 1, about 24 percent of person trips would be by automobile, which includes carpooling; 6 percent would be by taxi or transportation network companies (TNCs), which includes companies such as Uber and Lyft; 28 percent would be by transit, which includes all agencies that provide transit services in the LRCP planning area; less than 1 percent would be by private shuttle; 38 percent would be by walking; and 3 percent would be by bicycle. Under Variant 2, 21 percent of person trips would be by automobile, 6 percent would be by taxi or TNCs, 28 percent would be by transit, less than 1 percent would be by private shuttle; 40 percent would be by walking; and 3 percent would be by bicycle.

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TABLE 4.8-5 PM PEAK-PERIOD TRIPS BY MODE

Scenario	Person Trips ^a						Total	Vehicle Trips ^b
	Automobile	TNC & Taxi	Transit	Private Shuttle	Walk	Bicycle		
Academic Light (Variant 1)	44	11	51	1	70	6	182	37
	24%	6%	28%	0.5%	38%	3%		
Academic Heavy (Variant 2)	43	12	57	1	81	7	202	40
	21%	6%	28%	0.6%	40%	3%		

Notes: TNC = transportation network company (e.g., Uber or Lyft)

a. A person trip is a trip taken by a person, by any mode of transportation.

b. A vehicle trip is a trip by an automobile, including taxis and TNC vehicles.

Source: Fehr & Peers, 2023, San Francisco Travel Demand Tool.

Parking and Loading

Freight Loading

Loading and unloading for the proposed mixed-use development would be accommodated via a basement-level garage, which includes a loading zone and service elevator. This parking garage would be accessible via an alleyway off of Leavenworth Street, between 201 Golden Gate Avenue and the College’s McAllister Tower. In addition to this on-site loading and unloading area, the proposed mixed-use development would use the existing on-street designated loading zone on Leavenworth Street, at the northwest corner of the intersection of Leavenworth Street and Golden Gate Avenue. The proposed mixed-use development’s potential to create hazardous conditions for people walking, bicycling, or driving due to freight loading was qualitatively evaluated.

Passenger Loading

There are a number of on-street passenger loading and unloading areas near the proposed mixed-use development. The closest passenger loading area is on Leavenworth Street on the southeast corner of the intersection of Leavenworth Street and Golden Gate Avenue. In addition to this loading area, there is a commercial loading area on Leavenworth Street on the northeast corner of the intersection of Leavenworth Street and McAllister Street, and there is a passenger and commercial loading area on Leavenworth Street on the northwest corner of the intersection of Leavenworth Street and Golden Gate Avenue. Passenger loading and unloading is permitted in commercial loading spaces as long as the occupants of the vehicle are actively loading and unloading, and the use of the space does not exceed three minutes.

The proposed mixed-use development’s potential to create hazardous conditions for people walking, bicycling, or driving due to vehicle passenger loading was qualitatively evaluated.

Parking Demand

The LRCP planning area and the surrounding area in downtown San Francisco is primarily accessed by transit, biking, and walking. Parking at the UC Law SF campus and the surrounding neighborhood is limited and is mostly provided through on-street parking, although there are some structured parking facilities in

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the LRCP planning area. Both variants of the proposed mixed-use development include 20 parking spaces, a net increase of seven spaces when compared to the existing building's parking supply. The proposed 20 parking spaces would be dedicated to Local 2 employees and visitors. The on-site parking garage would be accessed via the alleyway on Leavenworth Street, which is between 201 Golden Gate Avenue and 100 McAllister Street. The SF Guidelines provides a screening criteria checklist to determine if a project would result in a substantial parking deficit, which, pursuant to the SF Guidelines, has the potential to create hazardous conditions for people walking, bicycling, or driving, or could create inadequate access for emergency vehicles. The guidelines state that no substantial parking deficit would occur if the mixed-use development is in a VMT map-based screening area, which includes areas where the VMT per capita and VMT per employee is less than 15 percent below the Bay Area regional average.

4.8.2.2 CONSTRUCTION EFFECTS

Development of the proposed mixed-use development would occur using a coordinated, phased construction schedule that would maintain the College's operations during the construction periods. The specific number of trucks necessary to complete the construction has not been determined. The College would coordinate with San Francisco prior to construction regarding construction traffic to ensure that the construction of the project would not substantially increase hazards due to geometric design features or incompatible uses or would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

4.8.2.3 VEHICLE MILES TRAVELED

Vehicle miles traveled (VMT) per person (per capita) is a measurement of the amount and distance that a resident, employee, or visitor drives, accounting for the number of passengers within a vehicle. In general, higher VMT areas are associated with more energy usage and air pollution, including greenhouse gas emissions, when compared to lower VMT areas. Many interdependent factors affect the amount and distance a person might drive. The built environment affects how many places a person can access within a given distance, time, and cost, using different ways of travel (e.g., automobile, public transit, bicycling, walking). Typically, low-density development at great distances from other land uses and in areas with few options for ways of travel provides less access than a location with high density, a mix of land uses, and numerous ways of travel, and therefore generates more VMT per capita compared to a similarly sized development in an urban area.

Given these factors that affect travel behavior, on average, persons living or working in San Francisco have a lower level of VMT per person than persons living or working elsewhere in the nine-county San Francisco Bay Area region. In addition, persons living or working in some areas of San Francisco, such as Downtown, have a lower level of VMT per person than persons living or working elsewhere in San Francisco. Residential and office projects that are in areas with low VMT, and that incorporate similar features regarding density and transit accessibility, will tend to exhibit similarly low VMT.

The proposed mixed-use development's impact to VMT is evaluated using two screening criteria provided in the SF Guidelines: map-based screening to assess if the proposed mixed-use development is in a low VMT area, and the proposed mixed-use development's proximity to a transit station. Each of these criteria are discussed below.

TRANSPORTATION

Low VMT Area

San Francisco has prepared maps summarizing VMT data taken from the SFCTA’s San Francisco Chained Activity Modeling Process (SF-CHAMP) travel demand forecasting model. The SFCTA’s calibration of travel behavior in the model is based on observed behavior from the California Household Travel Survey, 2010 to 2012; U.S. Census data regarding automobile ownership rates and county-to-county worker flows; and observed vehicle counts and transit boardings. The model uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population and makes simulated travel decisions for a complete day.

The model estimates daily VMT for residential, office, and retail land use types. For residential and office uses, the SFCTA uses tour-based analysis. A tour-based analysis examines the entire chain of trips over the course of a day, not just single trips to and from a site. For the evaluation of retail VMT, the SFCTA uses a trip-based analysis. A trip-based analysis counts VMT from individual trips to and from a site (as opposed to the entire chain of trips, which represents a tour).

The proposed mixed-use development would include office and residential land uses, in addition to academic space intended to serve UC Law SF students. The SFCTA model does not report VMT per capita for students or school-related travel. However, as the intention of VMT analysis is to assess the relative transportation efficiency of a project, the use of commute VMT per employee is an appropriate threshold for evaluation of schools and universities. The SF Guidelines include instructions to use the commute VMT per employee as the primary mechanism for assessing schools. The VMT generated by the proposed mixed-use development would be substantially lower than the Bay Area regional average. Table 4.8-6, *Existing VMT*, presents the existing VMT per capita for office land uses (VMT per employee) and the existing VMT per capita for residential uses (VMT per resident) in the LRCP planning area. As shown in Table 4.8-6, the LRCP planning area (in traffic analysis zone [TAZ] 286) has a low average VMT per capita across both populations, compared to the regional average. This is primarily a function of the LRCP planning area’s central location and accessibility to transit.

TABLE 4.8-6 EXISTING VMT

Area	Average Daily VMT per Capita
Existing Average Daily Commute VMT per Employee	
Bay Area Regional Average (minus 15%)	19.1
UC College of the Law Area ^a	7.2
Existing Average Daily Home-Based VMT per Resident	
Bay Area Regional Average (minus 15%)	16.1
UC College of the Law Area ^a	2.1

Note:

a. Based on project location in TAZ 286

Source: Fehr & Peers, 2023; City of San Francisco Transportation Information Map, 2023.

The proposed mixed-use development would have a similar level of employment density and transit access as land uses already present in the vicinity of the LRCP planning area. Moreover, the existing land uses associated with the College are already represented in the travel model, indicating that the proposed

mixed-use development would have similar VMT characteristics to the existing conditions and that the TAZ-level VMT estimates are appropriate for use for this analysis.

Proximity to a Transit Station

The LRCP planning area is within 0.5 miles of the Civic Center BART and Muni Metro stations and there are several high-frequency bus routes with stops in the vicinity. Additionally, the proposed mixed-use development would have a floor-area ratio (FAR) greater than 0.75, would provide very limited parking spaces, and would be consistent with the Sustainable Communities Strategy.³ Consequently, the proposed mixed-use development's VMT impact is presumed to be less than significant based on the screening criteria in the SF Guidelines and the recommendations in the California Governor's Office of Planning and Research's (OPR) Technical Advisory.⁴

4.8.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

TRAN-1	The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
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Although the general design concepts of the proposed mixed-use development have been determined, including the land uses, the final site plans have not been finalized prior to the preparation of this EIR. San Francisco plans and policies do not apply to the mixed-use development's site, but they do apply to areas where the project affects the public realm, such as the public right-of-way.

³ See Chapter 4.4, *Greenhouse Gas Emissions*, of this Draft EIR, for additional discussion on consistency with the Sustainable Communities Strategy.

⁴ California Governor's Office of Planning and Research, December 2018, *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

TRANSPORTATION

Consistency with San Francisco Transit First Policy

The design of the proposed mixed-use development would be implemented in a way that would continue to give people walking, biking, and using public transit priority in the public rights-of-way. As shown in Table 4.8-5, *PM Peak-Period Trips by Mode*, most mixed-use development residents and visitors would reach the LRCP planning area via walking, biking, and public transit, and, as shown in Table 4.8-4, *Trip Distribution*, most of those trips would be within San Francisco. There are no existing bus stops on the sidewalks that front the mixed-use development site, and the mixed-use development does not propose to make any right-of-way changes to the roadway or sidewalk that would affect transit service.

Therefore, the mixed-use development would not conflict with San Francisco's Transit First Policy.

Consistency with San Francisco Better Streets Plan

The College would coordinate with San Francisco to ensure that any changes to the public realm do not conflict with the *Better Streets Plan*. The design of the mixed-use development would be implemented in a way that would continue to create a positive pedestrian environment in the LRCP planning area, consistent with the San Francisco's *Better Streets Plan*. As stated above and shown in Table 4.8-5, *PM Peak-Period Trips by Mode*, most mixed-use development residents and visitors would reach the site via walking, either directly or from transit. The mixed-use development does not propose any right-of-way changes that would negatively affect the pedestrian experience. The project proposes to create a net increase in the number of street trees along Golden Gate Avenue, Leavenworth Street, Hyde Street, and McAllister Street. Therefore, the proposed mixed-use development would not conflict with San Francisco's *Better Streets Plan*.

Consistency with San Francisco Bicycle Strategy

The design of the proposed mixed-use development would be implemented in a way that would continue to create a positive cycling environment in the LRCP planning area, consistent with the San Francisco's Bicycle Strategy. The proposed mixed-use development would maintain the existing bicycle connectivity in the LRCP planning area, and it would provide new bicycle parking facilities in the basement level. Therefore, the mixed-use development would not conflict with the *San Francisco Bicycle Strategy*. It is also anticipated that UC Law SF would partner with San Francisco and local community groups to widen the sidewalk along the south side of Golden Gate Avenue, between Hyde and Leavenworth Streets. This widening would integrate with an existing protected bicycle lane, facilitate increased pedestrian safety and comfort, and improve capacity and aesthetics at the entrances to the community-facing commercial space in the Academe at 198 and the proposed mixed-use development building.

Because the proposed mixed-use development's interaction with the public realm would not conflict with San Francisco's Transit First Policy, Better Streets Plan, or the San Francisco Bicycle Strategy, the impact would be *less than significant*.

Significance without Mitigation: Less than significant.

**TRAN-2 The proposed project would not conflict with or be inconsistent with
CEQA Guidelines Section 15064.3(b).**

CEQA Guidelines Section 15064.3, subdivisions (a) and (b) refer to the discontinuation of vehicle level of service (LOS) as an impact metric for transportation impact analysis and state that VMT is the most appropriate measure or metric that should be used for the evaluation of the transportation impacts of a proposed project. A project would have a significant impact related to VMT if it would 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.

Pursuant to the SF Guidelines, a proposed project is presumed to have a less-than-significant VMT impact if the project meets the following screening criteria: if the project is within a half mile of an existing major transit stop, has a floor-area ratio that is greater than or equal to 0.75, would provide parking that is less than or equal to what is required by San Francisco, and if the project is consistent with the Sustainable Communities Strategy. The LRCP planning area is 0.2 miles from the Civic Center BART and Muni Metro station, which qualifies as a major transit stop. The FAR for both variants of the proposed mixed-use development exceeds 0.75 and both variants will provide minimal parking. The proposed mixed-use development would be consistent with the Sustainable Communities Strategy. Therefore, the proposed mixed-use development meets the screening criteria listed in the SF Guidelines and is presumed to have a less-than-significant VMT impact under the SF Guidelines.

OPR's Technical Advisory recommends that the project's transportation efficiency (project VMT per resident or employee) be compared with the transportation efficiency of existing buildings in the project region (regional VMT per resident or employee) to determine whether the project would be more or less efficient than the existing development in the region. If the project is sufficiently more efficient, it would result in a less-than-significant transportation impact. To be considered more efficient and result in a less-than-significant impact, the project's VMT per resident or employee must be at least 15 percent below the existing regional average VMT per resident or employee. Conversely, a project would generate substantial additional VMT if it would exceed regional VMT per capita minus 15 percent.⁵ As documented in OPR's Technical Advisory, "achieving 15 percent lower per capita... VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the state's emissions goals,"⁶ and therefore represents a reasonable threshold for determining VMT impacts.

Table 4.8-7, *Vehicle Miles Traveled*, presents the VMT per capita estimates for the LRCP planning area and compares them to the project significance threshold of 15 percent below the existing regional average VMT per capita, under both the Existing Plus Project and Cumulative conditions.

⁵ OPR's transportation impact guidelines state that a project would cause substantial additional VMT if it were to exceed both existing city household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the city's average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, city average VMT is irrelevant for the purposes of the analysis.

⁶ California Governor's Office of Planning and Research, December 2018, Technical Advisory on Evaluating Transportation Impacts in CEQA, page 12.

TRANSPORTATION

TABLE 4.8-7 VEHICLE MILES TRAVELED

Affiliation	San Francisco Bay Area Regional Average	Project Threshold (Region minus 15%)	Project Area
Existing / Existing Plus Project Conditions (2023)			
VMT per Employee	19.1	16.2	7.2
VMT per Resident	17.2	14.2	2.1
Cumulative Conditions (2040)			
VMT per Employee	16.1	13.7	1.8
VMT per Resident	17.1	14.5	6.5

Source: Fehr & Peers, 2023; San Francisco Transportation Information Map, 2023.

As shown in Table 4.8-7, the estimated VMT per capita for the proposed mixed-use development’s area is substantially less than the regional average threshold value for both metrics, under both Existing and Cumulative conditions.

In summary, the proposed mixed-use development meets the screening criteria listed in the SF Guidelines and also results in a per-capita VMT that is substantially below the existing regional average; therefore, the project would have a *less-than-significant* VMT impact.

Significance without Mitigation: Less than significant.

TRAN-3 The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

The initial designs of both variants of the proposed mixed-use development propose to make limited changes to the street network adjacent to the LRCP planning area, including a reconstructed sidewalk and the addition of street trees on Leavenworth Street and Golden Gate Avenue. While the final site plans have not been completed prior to the analysis conducted for this EIR, the College intends to design a project that does not increase hazards due to geometric design features. The final site plans will contain additional information on how the proposed mixed-use development interacts with the public street, such as loading.

Freight Loading

Freight loading and unloading for the proposed mixed-use development would be accommodated via the on-site basement level garage, which would be accessed via the existing alley off of Leavenworth Street, between 201 Golden Gate Avenue and the College’s McAllister Tower. The project’s on-site loading area is expected to provide sufficient freight loading supply for the mixed-use development and is therefore not anticipated to interfere with traffic circulation in the LRCP planning area. The College would coordinate with San Francisco to use reasonable efforts to ensure that the final plans for the proposed mixed-use development, including the driveway, would not substantially increase hazards due to geometric design features.

Passenger Loading

Passenger loading and unloading for the proposed mixed-use project would be accommodated via the on-street freight and passenger loading zone on Leavenworth Street, at the southeast corner of the intersection of Leavenworth Street and Golden Gate Avenue. In addition to this loading area, there are other shared passenger and freight loading areas along Leavenworth Street in the LRCP planning area. Passenger loading and unloading is permitted in these commercial loading areas. As shown in Table 4.8-5, *PM Peak-Period Trips by Mode*, the mixed-use development would generate about 11 or 12 taxi or TNC trips during the PM peak (3:00 to 7:00 p.m.), depending on the selected variant. These loading areas, which each have enough capacity for at least two vehicles, are expected to provide sufficient passenger loading supply for the proposed mixed-use development and are therefore not anticipated to interfere with traffic circulation in the LRCP planning area.

Hazards within the Public Right-of-Way

The SF Guidelines state that a project with a substantial parking deficit has the potential to create hazardous conditions for people walking, bicycling, or driving. The SF Guidelines includes a screening criteria checklist to determine if a project requires additional parking analysis for evaluating this potential hazard to walking, bicycling, or driving in the public right-of-way. Pursuant to the SF Guidelines, a project does not require parking analysis if the project is in a low VMT area. As shown in Table 4.8-7, *Vehicle Miles Traveled*, the mixed-use development is in an area where the VMT per employee and VMT per person are lower than 15 percent below the Bay Area regional average. Therefore, the mixed-use development is in a low VMT area and does not require additional parking analysis pursuant to SF Guidelines. Because the mixed-use development would not substantially increase hazards due to geometric design features or incompatible uses, the project would have a *less-than-significant* impact.

Significance without Mitigation: Less than significant.

TRAN-4 The proposed project could result in inadequate emergency access.

Potential impacts on emergency access are assessed below qualitatively. Specifically, this analysis assesses whether the proposed street network changes associated with the proposed mixed-use development would impair, hinder, or preclude adequate emergency access. Both variants of the proposed mixed-use development are expected to have the same effect on emergency access.

Under existing conditions, emergency vehicles travel on major local roadways, including Golden Gate Avenue, Leavenworth Street, McAllister Street, Hyde Street, and Larkin Street, when heading to and from an emergency and/or an emergency facility. In the future, emergency vehicles would use the same streets to reach the LRCP planning area, including from the nearest fire department stations, police department stations, and hospital facilities. On all streets surrounding the proposed mixed-use development, non-emergency vehicles would continue to yield the right-of-way, per the California Vehicle Code.

The proposed mixed-use development is not anticipated to involve changes to vehicle travel lanes in the LRCP planning area or include elements that would conflict with adopted codes regarding street widths and turning movements. However, the specific site plans have not been finalized.

TRANSPORTATION

The SF Guidelines state that a project with a substantial parking deficit has the potential to result in inadequate access for emergency vehicles. Pursuant to the SF Guidelines, a project will not result in a substantial parking deficit if the project is in a low VMT area. As shown in Table 4.8-7, *Vehicle Miles Traveled*, the mixed-use development is in an area where the VMT per employee and VMT per person is lower than 15 percent below the Bay Area regional average. Therefore, the mixed-use development is in a low VMT area and does not require additional parking analysis pursuant to SF Guidelines.

Construction of the proposed mixed-use development, including site preparation and construction, and delivery activities, would generate employee trips and a variety of construction-related vehicles. Construction activities would include disruptions to the transportation network near the LRCP planning area, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. These construction activities could result in temporary effects to emergency access. Therefore, project impacts would be potentially *significant*.

Impact TRAN-4: The final plans of the proposed mixed-use development could result in inadequate emergency access.

Mitigation Measure TRAN-4a: Prior to construction activities, the University of California College of the Law, San Francisco (College) shall coordinate with the relevant City and County of San Francisco department(s), including the San Francisco Fire Department, in reviewing site plans to ensure that the design of the proposed mixed-use development would not result in inadequate emergency access.

Mitigation Measure TRAN-4b: Prior to any construction activities for the proposed mixed-use development, the College shall prepare a detailed Construction Traffic Control Plan (CTCP). The College shall coordinate with the relevant City and County of San Francisco departments, including the San Francisco Municipal Transportation Agency and the San Francisco Fire Department, for their input prior to finalizing the CTCP and beginning construction activities. The CTCP shall ensure that acceptable operating conditions on local roadways are maintained during construction. At a minimum, the CTCP shall include:

- The number of truck trips, time, and day of street closures
- Time of day and arrival and departures of truck trips
- Limitations on the size and type of trucks
- Provision of a staging area with a limitation on the number of trucks that can be waiting
- Provision of a truck circulation pattern
- Provision of a driveway access plan, if temporary driveways are necessary, so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick-up and drop-off areas)
- Maintenance of safe and efficient access routes for emergency vehicles
- Maintenance of safe and efficient access routes for vehicles
- Manual traffic control when necessary

TRANSPORTATION

- Proper advanced warning and posted signage concerning street closures
- Provisions for pedestrian safety

Significance with Mitigation: Less than significant.

TRAN-5 The proposed project would not result in a cumulatively considerable impact with respect to transportation.

As discussed above, the proposed mixed-use development meets the screening criteria listed in the SF Guidelines and is presumed to have a less-than-significant VMT impact. In addition, the proposed mixed-use development would not conflict with any plans related to the circulation system or create hazards associated with loading activities or movement within the public right of way. With implementation of Mitigation Measures TRAN-4a and TRAN-4b, the proposed mixed-use development's construction activities as they affect the public right of way would be consistent with San Francisco's transportation-related plans, policies, and ordinances, would not substantially increase hazards due to a geometric design feature or incompatible uses, and would not result in inadequate emergency access. Furthermore, future development in the area would be subject to environmental review, as required, to mitigate any significant transportation impacts. Therefore, the proposed mixed-use development would result in *less-than-significant* cumulative impacts.

Significance without Mitigation: Less than significant.

TRANSPORTATION

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4.9 WIND

This chapter describes the potential wind impacts associated with the approval and implementation of the proposed University of California (UC) College of the Law, San Francisco (the College or UC Law SF) Long Range Campus Plan Update (LRCP Update) and the construction and operation of the proposed 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2). This chapter describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, and provides an analysis of the potential wind impacts. This discussion is based on the Pedestrian Wind Assessment (Wind Assessment) conducted by CPP Wind Engineering Consultants on December 21, 2022, (see Appendix I, *Wind Assessment*, of this Draft Environmental Impact Report [EIR]).

4.9.1 ENVIRONMENTAL SETTING

4.9.1.1 REGULATORY FRAMEWORK

There are no specific federal or State regulations that regulate wind hazards. Further, the California Environmental Quality Act (CEQA) does not recognize the effects of wind as a potentially significant environmental impact. However, the City and County of San Francisco (San Francisco) has established policies and procedures that provide a local framework by which ground-level wind currents caused by proposed projects are evaluated. As discussed in Chapter 3, *Project Description*, of this Draft EIR, the College, being a State entity, is generally not subject to regulations of local government. Accordingly, UC Law SF has voluntarily prepared this wind analysis using the San Francisco standards and procedures. The San Francisco standards related to wind impacts are described in Section 4.9.2, *Standards of Significance*.

4.9.1.2 EXISTING CONDITIONS

In general, winds in the area of San Francisco in which the LRCP planning area is located primarily occur from the west-southwesterly through west-northwesterly directions. Less frequent winds also occur from the north-northwesterly and south-southeasterly directions. More than 10 percent of the time, wind speeds under existing conditions are expected to be 10.3 mph and at 15 of the 52 locations studied along Golden Gate Avenue, McAllister Street, Hyde Street, and Leavenworth Street, wind is expected to exceed the 11 mph threshold 9 percent of the time. The average wind speed exceeded 1 hour per year at all locations is expected to be 26.1 mph. Existing wind speeds at 1 of 52 test locations are expected to exceed the wind hazard criterion for a total of 1 hour.

Tall buildings and exposed structures can strongly affect the wind environment for pedestrians. Taller or stand-alone buildings can intercept and redirect winds that might otherwise flow overhead and bring them down the vertical face of the building to ground level. These redirected winds can be relatively strong and turbulent.

WIND

4.9.2 STANDARDS OF SIGNIFICANCE

As previously described, CEQA does not recognize the effects of wind as a potentially significant environmental impact. Because San Francisco does recognize the effects of wind on ground-level uses, the implementation of the proposed project would result in a significant wind impact if it would:

1. Create wind hazards in publicly accessible areas of substantial pedestrian use.
2. Result in a cumulatively considerable impact with respect to wind hazards.

4.9.2.1 WIND STANDARDS

As previously described, while the College is not subject to San Francisco regulations, the wind analysis in this chapter applies the criteria identified in the San Francisco Planning Code Section to determine the wind impacts of the proposed mixed-use development. The San Francisco Planning Code sets criteria for comfort and hazards and requires buildings to be shaped so as not to cause ground-level wind currents to exceed these criteria. Section 148, *Reduction of Ground-Level Wind Currents in C-3 Districts*, of the Planning Code states that in C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 miles per hour (mph) equivalent wind speed in areas of substantial pedestrian use and 7 mph equivalent wind speed in public seating areas. In addition to these wind comfort criteria, Planning Code Section 148 also includes a wind hazard criterion wherein equivalent wind speeds are not permitted to exceed 26 mph for a single hour of the year. This criterion equates to a one-minute average wind speed of 36 mph that cannot be reached or exceeded one hour per year.

4.9.3 IMPACT DISCUSSION

As detailed in Chapter 4, *Environmental Evaluation*, of this Draft EIR, while the proposed project consists of the LRCP Update and the mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development that could result in a physical impact on the environment. Therefore, the analysis presented in this chapter is focused on the potential impacts of the proposed mixed-use development, which expands the LRCP planning area by a quarter of a city block.

Methodology

The anticipated wind conditions around the proposed mixed-use development site were quantitatively evaluated through wind tunnel testing of a 1:300 scale model of the proposed mixed-use development and surrounding area. Wind speed (mean and gust) and directional measurements were made using Calibratable Pedestrian-level Pressure probes at 52 locations around the proposed mixed-use development site. The placement of measurement points was focused towards areas of frequent pedestrian usage (e.g., near entrances, sidewalks, crosswalks, parks, plazas, outdoor dining areas) as well as areas known to be susceptible to accelerated wind flows and calmer winds (e.g., building corners, setback/recessed areas, between adjacent structures). Measurements were made at the model-scale

equivalent of 5 feet above the surface for 36 wind directions in 10-degree increments for each of the test locations.

WIND-1 The proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use.

The proposed mixed-use development would have significant adverse wind effects if it would increase pedestrian-level wind speeds in exceedance of 26 mph (measured based on a one-minute average wind speed of 36 mph that cannot be exceeded one hour per year), which is the speed at which wind gusts can blow people over and, therefore, are hazardous.

Under both project variants, the average wind speed exceeded for 1 hour per year around the project site is expected to decrease from 26.1 to 24.8 mph, a decrease of 1.3 mph with the addition of the proposed mixed-use development. Wind speeds at 1 of 52 test locations are expected to exceed the wind hazard criterion for a total of 1 hour under both variants. Compared to the existing conditions, this is the same total number of exceedance locations. The location of the exceedance under existing conditions and both variants is test location #49, at the northwestern corner of McAllister Street and Leavenworth Street. At test location #49, the wind speed exceeded for 1 hour per year would be 36.8 mph under existing conditions, 36.1 mph under Variant 1, and 36.4 mph under Variant 2.

The proposed mixed-use development is expected to decrease wind speeds and wind hazards in publicly accessible areas of substantial pedestrian use when compared to existing conditions. Therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

WIND-2 The proposed project would not result in a cumulatively considerable impact with respect to wind hazards.

The Wind Assessment conducted for this cumulative analysis modeled the proposed mixed-use development together with additional development projects in the vicinity of the mixed-use development site, including 13 approved future projects and 1 project under construction (Academe at 198).

Under cumulative conditions with the addition of Variant 1, the average wind speed exceeded for 1 hour per year is expected to decrease from 26.1 mph under existing conditions to 24.9 mph, a decrease of 1.2 mph when compared to existing conditions and a marginal increase of 0.1 mph relative to project (i.e., not cumulative) conditions under Variant 1. Wind speeds at 1 of 52 test locations are expected to exceed the wind hazard criterion for a total of 1 hour, which is the same number of exceedance locations and hours of hazard exceedance as under existing conditions and project conditions. As under existing conditions and project conditions, the location of the exceedance would be test location #49 under cumulative conditions with Variant 1. At test location #49, the wind speed exceeded for 1 hour per year would be 36.8 mph under existing conditions and 36.2 mph under cumulative conditions with Variant 1, a decrease of 0.6 mph.

WIND

Under cumulative conditions with the addition of Variant 2, the average wind speed exceeded for 1 hour per year is expected to decrease from 26.1 mph under existing conditions to 25.1 mph, a decrease of 1 mph when compared to existing conditions and an increase of 0.3 mph relative to project (i.e., not cumulative) conditions under Variant 2. Wind speeds at 2 of 52 test locations are expected to exceed the wind hazard criterion for a total of 1 hour, which is an additional hour of hazard exceedance when compared to existing conditions and project conditions. The locations of the exceedance would be test location #45 (located mid-block on the east side of Leavenworth Street between Golden Gate Avenue and McAllister Street) and test location #49 under cumulative conditions for Variant 2. At test location #45, the wind speed exceeded for 1 hour per year would be 35.9 mph under existing conditions and 36.1 mph under cumulative conditions with Variant 2, an increase of 0.2 mph. At test location #49, the wind speed exceeded for 1 hour per year would be 36.8 mph under existing conditions and 36.7 mph under cumulative conditions with Variant 2, a decrease of 0.1 mph.

Although cumulative conditions with Variant 2 would increase the number of locations expected to exceed the wind hazard criterion from 1 to 2 locations, when compared to existing conditions, as described previously, the increase at location #49 would be 0.2 mph. This increase of 9.2 mph is considered insubstantial and likely imperceptible, in addition to being only a fractional exceedance (0.1 mph) of the 36 mph wind hazard threshold. In addition, average wind speeds would decrease when compared to existing conditions, from 26.1 mph under existing conditions to 25.1 mph under cumulative conditions with Variant 2. As such, overall wind conditions under cumulative conditions would be improved when compared to existing conditions. Additionally, future cumulative development projects would be subject to San Francisco Planning Code Section 148 to minimize the effect of wind on public areas as a result of those projects. Therefore, cumulative impacts of the proposed mixed-use development related to wind hazards would be *less than significant*.

Significance without Mitigation: Less than significant.

5. Alternatives

The following discussion is intended to inform the public and decision makers of feasible alternatives to the proposed project that would avoid or substantially lessen any of the significant effects of the proposed project. As detailed in Chapter 3, *Project Description*, of this Draft Environmental Impact Report (EIR), the proposed project consists of the University of California (UC) College of the Law, San Francisco (the College or UC Law SF) proposed Long Range Campus Plan Update (LRCP Update) and 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The proposed mixed-use development is presented in two scenarios: Academic Light (Variant 1) and Academic Heavy (Variant 2).

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines set forth the intent and extent of alternatives analysis to be provided in an EIR. Section 15126.6(a) of the CEQA Guidelines states that:

An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives, which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

The alternatives evaluated in this Draft EIR were developed consistent with Section 15126.6(b) of the CEQA Guidelines, which states that:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Section 15126.6(c) of the CEQA Guidelines states:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the

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lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

5.2 PROJECT OBJECTIVES

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the proposed project. The following section provides the objectives of the proposed project organized by project component (LRCP Update and mixed-use development), as listed in Chapter 3, *Project Description*, of this Draft EIR.

5.2.1 LRCP UPDATE OBJECTIVES

- Create a multi-institutional Academic Village that optimizes the College's location and facilities in collaboration with other institutions of higher education and community partners, to create a vibrant living and learning environment with shared access to all campus amenities.
 - Work with community partners to create active campus frontages and appealing environments.
- Support the mission and vision of UC Law SF and its institutional and community partners by updating and rehabilitating the campus to better reflect evolving student and community needs, including through the provision of more small and medium-sized interactive classrooms as well as multi-use assembly, auditorium, conference, and community spaces.
 - Encourage effective circulation and social interaction with clear signage and coherent placement of spaces for instruction, formal and informal gathering, quiet or collaborative work, service, and administration.
 - Serve students efficiently and promote an energetic community of learning.
 - Enhance instructional opportunities and improve teaching and administrative processes through modular deployment of integrated, innovative instructional and information technologies.
- Prioritize deferred maintenance to avoid risks to life safety and protect capital assets.
 - Deliver projects on time and within budget.
- Provide competitively-priced campus housing in safe, secure, code-compliant, and seismically upgraded buildings.
 - Balance human and building performance factors to create maximally tranquil, accessible, reliable, and secure facilities.
- Make UC Law SF the most sustainable urban campus in the nation by integrating principles of sustainability and resilience into capital planning within constraints of technology and financial feasibility.
 - Prioritize maximally sustainable design elements and construction practices.

- Utilize integrated, easily maintainable building systems designed to meet the needs of users and the challenges of the College's dense urban setting.
- Mitigate climate-change-related risks through the application of the State of California frameworks, where feasible.

5.2.2 MIXED-USE DEVELOPMENT OBJECTIVES

- Redevelop an underutilized property adjacent to the UC Law SF campus properties to provide safe, secure, accessible, and high-quality campus housing for students, staff, and/or faculty for the College and/or partner institutions, in furtherance of the College's goal to create a multi-institutional Academic Village and to help meet the housing needs of the College and partnering institutions.
- Create accessible housing with no residential parking that is adjacent to the UC Law SF campus properties to reduce vehicle miles traveled and associated air pollutants, greenhouse gas emissions, and vehicle noise.
- Include sustainability features, such as providing rooftop solar photovoltaic panels, generating no new net stormwater runoff, and installing landscaping with native and/or adaptive and drought-resistant plant materials.
- Provide essential amenities and facilities to foster a vibrant, convenient, and well-served student community with a variety of indoor uses and outdoor spaces that provide connections between the natural and built environment for a shared sense of community, interaction, and wellness.
- Provide an architecturally distinctive project with high-quality materials and ground-level landscaping that will contribute positively to, and be compatible with, the Uptown Tenderloin Historic District and support the continuing evolution of the UC Law SF campus' notable and historic landscapes and architecture.
- Enhance the vibrancy of the UC Law SF campus and the sense of community enjoyed by UC Law SF affiliates and San Francisco residents by providing a pedestrian-friendly project with activated ground-floor uses that include housing; academic space; greenery; and space for the operations and functions for Unite Here Local 2, including a hiring hall.

5.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

All the potential environmental impacts associated with the proposed project were found to be either less than significant without mitigation or less than significant with mitigation. No impacts were found to be significant and unavoidable.

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5.4 SELECTION OF A REASONABLE RANGE OF ALTERNATIVES

5.4.1 ALTERNATIVES CONSIDERED AND REJECTED

As described in Section 5.1, *Introduction*, CEQA Guidelines Section 15126.6(c) requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. CEQA Guidelines Section 15126.6(c) provides that among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. The following is a discussion of alternatives considered and rejected, along with the reasons it was not included in the analysis.

5.4.1.1 HISTORIC PRESERVATION ALTERNATIVE

The College considered alternatives that would retain all or portions of the existing buildings on the mixed-use development site. The existing buildings on the mixed-use development site are one-story buildings with concrete façades. The College obtained the services of a structural engineer who considered four options for preserving the buildings, described below. Please see Appendix J, *Structural Integrity Memo*, of this Draft EIR for a more detailed discussion.

- **Fully preserving the existing building and constructing additional stories on top.** The existing structures are of a type not typically designed for future vertical expansion, so the only way to build upward would be to provide a new gravity and lateral structural frame penetrating the roof, through the existing building floors, and landing on new foundations within the existing building footprints. While possible, this approach may prove highly impractical because the new building elements would be highly constrained by the existing structure layout, and the existing roofs would make it very challenging to place new foundations and new vertical structures within the existing buildings. Additionally, the existing structures are likely inadequate to current earthquake standards, meaning that the existing structure would also require extensive retrofits. Because this option would substantially limit the amount of new development that could be built on the site, it would not meet the basic project objectives.
- **Preserving the façades of the existing buildings and constructing new development behind it.** By preserving the façades, the rest of the site would be available to accommodate a new building behind the façades. This option would require that the existing façades be temporarily shored, and potentially underpinned and strengthened, and then connected to the new building structure. The layout of the façades of the existing buildings will cause some design constraints on the layout of the new building behind the façades, which may result in some compromises of the use of the site to meet the project objectives. The method of preserving facades as part of new development projects is known as "facadism" and is not generally regarded as a meaningful way to retain the existing historical significance of resources, nor does it ensure compatibility between new development in historic districts.
- **Salvaging the existing building's materials prior to demolition and reusing the materials in the construction of the proposed development.** Existing building materials, such as rebar, steel, piping, and wiring can be salvaged and recycled but would not likely be reused on-site as the recycling

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process is a bulk operation with materials coming from many sources. Existing concrete can be broken down into small pieces and sometimes used as fill under new buildings, but the feasibility of this would be subject to the specific condition of the existing concrete, the soil conditions, and other factors. Lastly, some of the building finishes may be able to be salvaged and reused in the new building if they can be removed in good condition and can be incorporated into the new architectural design. While existing concrete and building finishes could potentially be reused on-site, such reuse would not constitute meaningful ways of preserving the historical significance of the existing buildings and would not allow the existing buildings to continue to contribute to the Uptown Tenderloin Historic District in which the mixed-use development site is located.

- **Relocating the existing buildings prior to demolition.** This option, while potentially feasible, would likely require retrofits to the buildings wherever they are placed in the future. The cost of these retrofits, combined with the costs to relocate the buildings and the design and physical work required to implement the relocation, would likely be several times the cost of simply constructing a new building of similar size at the location where the existing building would be relocated. Additionally, by relocating the buildings, presumably to a new location outside of the Uptown Tenderloin Historic District, they would no longer exist as contributors to the historic district.

As described in Chapter 4.2, *Cultural Resources*, of this Draft EIR, each of the five existing buildings proposed for demolition on the mixed-use development site contributes to the Uptown Tenderloin Historic District, but none of the buildings appear to rise to a level of individual significance. Therefore, the preservation of the buildings would only be beneficial in terms of potential historic resource impacts if the preservation would allow the existing buildings to continue to contribute to the Uptown Tenderloin Historic District. As described above, none of the preservation methods described would both meet the project objectives and allow the existing buildings to continue to contribute to the Uptown Tenderloin Historic District.

CEQA Guidelines Section 15126.6(a) states that the EIR shall include alternatives that “would avoid or substantially lessen any of the significant effects of the project.” Therefore, in addition to the reasons discussed, the historic preservation alternative is not required under CEQA because, as described in Chapter 4.2, the proposed project would not result in significant impacts to historical resources. Therefore, preservation alternatives were considered but rejected from further analysis.

5.4.1.2 REDUCED HOUSING ALTERNATIVE

The College considered alternatives that would reduce the construction-related impacts of the proposed project by reducing the overall size of the proposed mixed-use development, including by reducing the amount of housing included in the proposed mixed-use development. The College rejected any alternative that would reduce the amount of housing provided by the mixed-use development (below the amount included in Variant 2 (Academic Heavy)) due to the lack of accessible campus housing on the UC Law SF campus vicinity and due to the ongoing housing crisis.

The State of California has enacted several laws intended to address California’s housing needs. The California Housing Accountability Act was initially passed in 1982 and has been revised in recent years. Under the Housing Accountability Act, so long as a project complies with applicable objective General Plan

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and zoning standards, a local agency may not deny a project or approve it at a lower density unless the agency finds that the project would have specific, adverse, unavoidable impacts on public health or safety. Pursuant to Government Code Section 65589.5(j), a local agency may only require a reduction in housing density as a condition of approval if the proposed project has a specific adverse effect on public health and safety that can only be mitigated by lowering the residential density. Accordingly, for many housing projects with no specific, adverse, unavoidable impacts on public health or safety, local agencies find reduced housing alternatives to be infeasible.

While the College is not a local agency as defined in Government Code Section 65580, the College similarly finds that because the construction and operation of the proposed mixed-use development would not result in specific, adverse, unavoidable impacts on public health or safety, a reduction in housing is not necessary to avoid a public health and safety impact. Therefore, due to the well-documented housing crisis and the lack of student and educational housing in San Francisco and no such impacts to public health and safety as a result of the proposed mixed-use development, a reduced housing alternative should be considered infeasible. Furthermore, while the reduced housing alternative would reduce impacts from construction when compared to the proposed mixed-use development, it would not entirely avoid any significant mitigable environmental impacts. Lastly, a reduced housing alternative would not fully achieve the project objectives that seek to create a vibrant, more highly utilized site providing secure, accessible, and high-quality campus housing.

5.4.1.3 ALTERNATIVE LOCATION

An alternative location for the proposed mixed-use development was considered infeasible due to the lack of availability of property adjacent to the UC Law SF campus. As described in Chapter 3, *Project Description*, of this Draft EIR, the UC Law SF campus is currently made up of five buildings on the two blocks bounded by Golden Gate Avenue, Leavenworth Street, McAllister Street, and Larkin Street, transected by Hyde Street, one block north of the San Francisco Civic Center. An objective of the LRCP Update is to further the Academic Village vision as an area that optimizes the College's location and facilities in collaboration with other institutions and partners and, by redeveloping an underutilized property adjacent to the UC Law SF campus, the proposed mixed-use development would help to realize that goal.

The College does not own any other properties within the existing campus boundary. The site of the proposed mixed-use development, 201-247 Golden Gate Avenue, is within this boundary (see Figure 3-1, *LRCP Planning Area*). As described in Chapter 3, Local 2 has granted the College an option to lease and participate in the redevelopment of the Local 2 property to continue to house the Local 2 operating space and expand the UC Law SF campus. Additionally, an objective of the mixed-use project is to create space for the operations and functions for Local 2, including a hiring hall. Because the proposed mixed-use development is based solely on this partnership, and no other sites within the Academic Village would accomplish these shared goals, no alternative locations would meet the project objectives and are therefore considered infeasible.

5.4.2 SELECTED ALTERNATIVES

In accordance with the CEQA Guidelines, the project alternatives and the comparative merits of the alternatives are discussed below. All the potential environmental impacts associated with adoption and implementation of the proposed project were found to be either less than significant without mitigation or less than significant with mitigation. No impacts were found to be significant and unavoidable with mitigation measures. The alternatives were selected because of their potential to further reduce and avoid these impacts. The alternatives to be analyzed in comparison to the proposed project are summarized as follows:

- **No Project Alternative:** Under the No Project Alternative, the current 2018-2023 LRCP would not be updated and the UC Law SF campus would not be expanded to develop the proposed 201 Golden Gate Avenue Mixed-Use Development.
- **Reduced Project Alternative:** Under the Reduced Project Alternative, the mixed-use development would be reduced in size to lessen the construction-related impacts of the proposed project. This alternative would combine the academic/programmatic space of the Academic Light variant with the housing space of the Academic Heavy variant.

5.4.3 SUMMARY OF ALTERNATIVES EVALUATION

Table 5-1, *Comparison of Project Alternatives*, compares the impact of each alternative to impacts of the proposed project. The impacts of each alternative are classified as less than (<), similar or comparable to (=), or greater than (>) the level of impacts associated with the proposed project.

TABLE 5-1 COMPARISON OF PROJECT ALTERNATIVES

Topic	Proposed Project	No Project Alternative	Reduced Project Alternative
Air Quality	LTS/M	<	<
Cultural and Tribal Cultural Resources	LTS/M	<	=
Geology and Soils	LTS/M	<	=
Greenhouse Gas Emissions	LTS	=	<
Hydrology and Water Quality	LTS/M	=	=
Noise	LTS/M	<	<
Shadow	LTS/M	=	=
Transportation	LTS/M	<	=
Wind	LTS	=	=
Notes:		<	Reduced impact in comparison to the proposed project.
LTS	Less than Significant	=	Similar impact in comparison to the proposed project.
LTS/M	Less than Significant with Mitigation	>	Greater impact in comparison to the proposed project.

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5.5 NO PROJECT ALTERNATIVE

5.5.1 DESCRIPTION

Under the No Project Alternative, the current 2018-2023 LRCP would not be updated, and the UC Law SF campus would not be expanded to develop the proposed mixed-use development.

5.5.2 IMPACT DISCUSSION

5.5.2.1 AIR QUALITY

As concluded in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the proposed project would not result in emissions, such as those leading to odors, that would adversely affect a substantial number of people. As discussed in Chapter 4.1, *Air Quality*, of this Draft EIR, the proposed project would not conflict with or obstruct implementation of an applicable air quality plan. Construction of the proposed mixed-use development would have the potential to result in a cumulative considerable net increase of fugitive dust and exposure of substantial concentration of toxic air contaminants to sensitive receptors. However, such impacts would be less than significant with the implementation of Mitigation Measures AIR-2 and AIR-3.

Under the No Project Alternative, the proposed mixed-use development would not be developed, and existing conditions would remain. The project site is currently made up of low-rise buildings that make up the offices and meeting rooms of Local 2. While air quality impacts for the proposed mixed-use development would be less than significant with mitigation, the proposed project would produce emissions due to project construction. Thus, the No Project Alternative would result in *lessened* impacts when compared to the proposed project.

5.5.2.2 CULTURAL AND TRIBAL CULTURAL RESOURCES

As concluded in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries. As discussed in Chapter 4.2, *Cultural and Tribal Cultural Resources*, of this Draft EIR, the proposed project would not cause a substantial adverse change in the significance of a historical resource. While ground-disturbing activities under the proposed mixed-use development would have the potential to disturb unknown archaeological resources or tribal cultural resources that could exist beneath the depth of previous ground disturbances, implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-2c and CUL-3 would ensure impacts remain less than significant.

Under the No Project Alternative, the proposed mixed-use development would not be constructed and there would be no ground-disturbing activities at the project site. While impacts for the proposed mixed-use development would be less than significant with mitigation, the proposed mixed-use development would result in ground-disturbing activities that have the potential to disturb archaeological and tribal cultural resources. Therefore, the No Project Alternative would result in *lessened* impacts when compared to the proposed project.

5.5.2.3 GEOLOGY AND SOILS

As concluded in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the proposed project would not result in substantial soil erosion or the loss of topsoil, have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. As discussed in Chapter 4.3, *Geology and Soils*, of this Draft EIR, the proposed project would have the potential to result in the placement of a new building in an area susceptible to ground shaking and liquefaction on potentially unstable or expansive soils. However, implementation of Mitigation Measures GEO-1, GEO-2, and GEO-3 would ensure impacts would remain less than significant.

Under the No Project Alternative, the proposed mixed-use development would not be constructed. While impacts for the proposed mixed-use development would be less than significant with mitigation, the proposed mixed-use development would be on unstable or expansive soils and result in impacts from ground shaking or liquefaction. Therefore, the No Project Alternative would result in *lessened* impacts when compared to the proposed project.

5.5.2.4 GREENHOUSE GAS EMISSIONS

As discussed in Chapter 4.4, *Greenhouse Gas Emissions*, of this Draft EIR, the proposed project would not generate GHG emissions that would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

Under the No Project Alternative, the proposed mixed-use development would not be developed. Existing conditions would remain, and similar to the proposed project, no GHG emissions impacts would occur. Therefore, the No Project Alternative would result in *similar* impacts when compared to the proposed project.

5.5.2.5 HYDROLOGY AND WATER QUALITY

As concluded in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the proposed project would not substantially decrease groundwater supplies, interfere substantially with groundwater recharge, or risk release of pollutants due to project inundation if in a flood hazard, tsunami, or seiche zones. As discussed in Chapter 4.5, *Hydrology and Water Quality*, of this Draft EIR, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation, substantial increase of rate or amount of surface runoff in a manner that would result in flooding, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impeded or redirect flood flows; or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. However, the proposed project would have the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Implementation of Mitigation Measures HYD-1.1 and HYD-1.2 would reduce such impacts to a less-than-significant level.

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Under the No Project Alternative, the proposed mixed-use development would not be developed. Existing conditions would remain and, similar to the proposed project, would not have the potential to result in significant hydrology or water quality impacts. Therefore, the No Project Alternative would result in *similar* impacts when compared to the proposed project.

5.5.2.6 NOISE

As concluded in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, the proposed project is not within the vicinity of a private airstrip or an airport land use plan and therefore would not expose people residing or working in the LRCP planning area to excessive noise levels. As discussed in Chapter 4.6, *Noise*, of this Draft EIR, the proposed project would not result in generation of excessive groundborne vibration or noise levels. However, construction and operation of the proposed mixed-use development would have the potential to generate a substantial temporary or permanent increase in ambient noise levels in the LRCP planning area in excess of relevant standards. Implementation of Mitigation Measures NOI-1.1, NOI-1.2a, and NOI-1.2b would reduce this impact to a less-than-significant level.

Under the No Project Alternative, the proposed mixed-use development would not be developed and existing conditions would remain. The LRCP planning area is currently made up of low-rise buildings that make up the offices and meeting rooms of Local 2. While noise impacts for the proposed mixed-use development would be less than significant with mitigation, construction and operation of the proposed mixed-use development would emit noise levels in excess of allowable limits. Therefore, the No Project Alternative would result in *lessened* impacts when compared to the proposed project.

5.5.2.7 SHADOW

As discussed in Chapter 4.7, *Shadow*, of this Draft EIR, the proposed project would have the potential to create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces; however, implementation of Mitigation Measure SHA-1 would ensure impacts would be less than significant.

Under the No Project Alternative, the proposed mixed-use development would not be developed. Existing conditions would remain and, similar to the proposed project, would not have the potential to result in significant shadow impacts. Therefore, the No Project Alternative would result in *similar* impacts when compared to the proposed project.

5.5.2.8 TRANSPORTATION

As discussed in Chapter 4.8, *Transportation*, of this Draft EIR, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; result in significant vehicle miles traveled (VMT) impacts; or substantially increase hazards due to a geometric design feature or incompatible uses. Due to the conceptual nature of the proposed mixed-use development, it has the potential to result in inadequate emergency access; however, Mitigation Measures TRAN-4a and TRAN-4b would ensure that final plans would result in adequate emergency access.

Under the No Project Alternative, the proposed mixed-use development would not be developed. While transportation impacts for the proposed mixed-use development would be less than significant with mitigation, the proposed mixed-use development could result in inadequate emergency access. Therefore, the No Project Alternative would result in *lessened* impacts when compared to the proposed project.

5.5.2.9 WIND

As discussed in Chapter 4.9, *Wind*, of this Draft EIR, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. Under the No Project Alternative, the proposed mixed-use development would not be developed. Existing conditions would remain and, similar to the proposed project, would not have the potential to result in significant wind impacts. Therefore, the No Project Alternative would result in *similar* impacts when compared to the proposed project.

5.5.3 RELATIONSHIP OF THE ALTERNATIVE TO THE OBJECTIVES

The No Project Alternative would not meet any of the project objectives.

5.6 REDUCED PROJECT ALTERNATIVE

5.6.1 DESCRIPTION

Under the Reduced Project Alternative, the mixed-use development would be reduced in size to reduce the construction-related impacts of the proposed project. This alternative would combine the academic/programmatic space of the Academic Light variant with the housing space of the Academic Heavy variant. As shown in Table 5-2, *Reduced Project Alternative*, the resulting alternative would be 9 stories tall, with a building height of 108 feet.

The Reduced Project Alternative would involve the same parking, basement/systems space, and office space for Local 2 as would be included in the proposed project. In addition, this alternative would involve the same building footprint as the proposed project.

Although the Reduced Project Alternative would involve the same construction activities and equipment as the proposed project, it would involve a shorter construction duration.

TABLE 5-2 REDUCED PROJECT ALTERNATIVE

Housing Units	233
Residents ^a	492
Employees and Daily Visitors ^b	453
Total Gross Square Footage	175,000
Housing	92,550
Academic/Programmatic	19,450
Local 2	41,750
Basement/Systems/Parking	21,250
Parking Spaces	20
Building Height (stories)	9
Building Height (feet)	108

Notes:

a. Number of residents calculated based on 2.11 residents per unit (based on average household size for San Francisco, Department of Finance, 2023).

b. Number of employees and daily visitors based on the San Francisco Public Utilities Commission's Single Site Non-Potable Water Calculator, <https://www.sfpuc.org/documents/single-building-water-use-calculator>, accessed May 5, 2023.

Source: Page Southerland Page, PlaceWorks, 2023.

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5.6.2 IMPACT DISCUSSION

5.6.2.1 AIR QUALITY

As described in Section 5.5.2.1, *Air Quality*, construction of the proposed mixed-use development would have the potential to result in a cumulatively considerable net increase of fugitive dust and exposure of substantial concentration of toxic air contaminants to sensitive receptors. However, such impacts would be less than significant with the implementation of Mitigation Measures AIR-2 and AIR-3.

Under the Reduced Project Alternative, the proposed mixed-use development would be developed as a smaller building, with a reduced construction duration. While air quality emissions would be reduced, the proposed project's significant impacts would not be entirely avoided. Thus, the Reduced Project Alternative would result in slightly *lessened* impacts when compared to the proposed project.

5.6.2.2 CULTURAL AND TRIBAL CULTURAL RESOURCES

As described in Section 5.5.2.2, *Cultural and Tribal Cultural Resources*, while ground-disturbing activities under the proposed mixed-use development would have the potential to disturb unknown subsurface archaeological resources or tribal cultural resources, implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-2c and CUL-3 would ensure impacts remain less than significant.

In comparison to the proposed project, under the Reduced Project Alternative, the mixed-use development site would be redeveloped with a larger building than currently exists on the project site, although at a lower height than under the proposed project. The building footprint and subsurface construction activities under this alternative would be the same as those involved in the proposed mixed-use development. Therefore, the same significant-but-mitigable impacts to cultural and tribal cultural resources would occur under this alternative as under the proposed project. Thus, impacts would be *similar* under the Reduced Project Alternative when compared to the proposed project.

5.6.2.3 GEOLOGY AND SOILS

As described in Section 5.5.2.3, *Geology and Soils*, the proposed project would have the potential to result in the placement of a new building in an area susceptible to ground shaking and liquefaction on potentially unstable or expansive soils. However, implementation of Mitigation Measures GEO-1, GEO-2, and GEO-3 would ensure impacts would remain less than significant.

In comparison to the proposed project, under the Reduced Project Alternative, the mixed-use development site would be redeveloped with a larger building than currently exists on the project site, although at a lower height than under the proposed project. The building footprint and subsurface construction activities under this alternative would be the same as those involved in the proposed mixed-use development. Therefore, the same significant-but-mitigable impacts to geology and soils would occur under this alternative as under the proposed project. Thus, impacts would be *similar* under the Reduced Project Alternative when compared to the proposed project.

5.6.2.4 GREENHOUSE GAS EMISSIONS

As described in Section 5.5.2.4, *Greenhouse Gas Emissions*, the proposed project would not generate GHG emissions that would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

Under the Reduced Project Alternative, the proposed mixed-use development would be developed as a smaller building, with a reduced construction duration. Therefore, GHG emissions would be reduced when compared to the proposed project. Thus, the Reduced Project Alternative would result in *lessened* impacts when compared to the proposed project.

5.6.2.5 HYDROLOGY AND WATER QUALITY

As described in Section 5.5.2.5, *Hydrology and Water Quality*, the proposed project would have the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Implementation of Mitigation Measures HYD-1.1 and HYD-1.2 would reduce such impacts to a less-than-significant level.

Under the Reduced Project Alternative, the proposed mixed-use development would not be developed. Existing conditions would remain and, similar to the proposed project, would not have the potential to result in significant hydrology or water quality impacts. Therefore, the Reduced Project Alternative would result in *similar* impacts when compared to the proposed project.

In comparison to the proposed project, under the Reduced Project Alternative, the mixed-use development site would be redeveloped with a larger building than currently exists on the project site, although at a lower height than under the proposed project. The building footprint, site improvements, and construction activities under this alternative would be the same as those involved in the proposed mixed-use development. Thus, impacts would be *similar* under the Reduced Project Alternative when compared to the proposed project.

5.6.2.6 NOISE

As described in Section 5.5.2.6, *Noise*, the proposed project would have the potential to generate an increase in ambient noise levels in excess of relevant standards; implementation of Mitigation Measures NOI-1.1, NOI-1.2a, and NOI-1.2b would reduce this impact to a less-than-significant level.

Under the Reduced Project Alternative, the proposed mixed-use development would be developed as a smaller building, with a reduced construction duration. While noise emissions would be generated for a shorter duration, the types of construction activities under this alternative would be the same as those involved in the proposed mixed-use development. Noise impacts would therefore be reduced, but the proposed project's significant impacts would not be entirely avoided. Thus, the Reduced Project Alternative would result in slightly *lessened* impacts when compared to the proposed project.

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5.6.2.7 SHADOW

As described in Section 5.5.2.7, *Shadow*, the proposed project would have the potential to create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces; however, implementation of Mitigation Measure SHA-1 would ensure impacts would be less than significant.

Under the Reduced Project Alternative, the mixed-use development would be developed at a height of 108 feet, compared to up to 153 feet under the proposed project. Due to the reduced building height, shorter shadows would be cast by the mixed-use development. Because neither the proposed project nor the Reduced Project Alternative would adversely affect publicly accessible open spaces, the Reduced Project Alternative would result in *similar* impacts when compared to the proposed project.

5.6.2.8 TRANSPORTATION

As described in Section 5.5.2.8, *Transportation*, due to the conceptual nature of the proposed mixed-use development, it has the potential to result in inadequate emergency access; Mitigation Measures TRAN-4a and TRAN-4b would reduce this impact to a less-than-significant level.

Under the Reduced Project Alternative, the mixed-use development would involve the same mix of land uses and site plan, with a reduced building height and intensity of uses. Impacts associated with transportation policy consistency, VMT, and hazards would therefore be the same as under the proposed project. Like the proposed project, mitigation measures would be required to ensure less-than-significant impacts to emergency access. Thus, impacts would be *similar* under the Reduced Project Alternative when compared to the proposed project.

5.6.2.9 WIND

As described in Section 5.5.2.9, *Wind*, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use.

Under the Reduced Project Alternative, the mixed-use development would be developed at a height of 108 feet, compared to up to 153 feet under the proposed project. Due to the reduced building height, potential wind effects would be expected to be lessened or similar when compared to the proposed project. Because neither the proposed project nor the Reduced Project Alternative would create wind hazards, the Reduced Project Alternative would result in *similar* impacts when compared to the proposed project.

5.6.3 RELATIONSHIP OF THE ALTERNATIVE TO THE OBJECTIVES

The Reduced Project Alternative would include the same mix of uses as the proposed mixed-use development; therefore, it would generally meet the project objectives. However, because of the reduced amount of development, the Reduced Project Alternative would not fully achieve the following project objectives that seek to create a vibrant, more highly utilized site:

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- Redevelop an underutilized property adjacent to the UC Law SF campus properties to provide safe, secure, accessible, and high-quality campus housing for students, staff, and/or faculty for the College and/or partner institutions to help meet the housing needs of the College and partnering institutions.
- Create accessible housing with no residential parking that is adjacent to the UC Law SF campus properties to reduce vehicle miles traveled and associated air pollutants, greenhouse gas emissions, and vehicle noise.
- Include sustainability features, such as providing rooftop solar photovoltaic panels, generating no new net stormwater runoff, and installing landscaping with native and/or adaptive and drought-resistant plant materials.
- Provide essential amenities and facilities to foster a vibrant, convenient, and well-served student community with a variety of indoor uses and outdoor spaces that provide connections between the natural and built environment for a shared sense of community, interaction, and wellness.
- Enhance the vibrancy of the UC Law SF campus and the sense of community enjoyed by UC Law SF affiliates and San Francisco residents by providing a pedestrian-friendly project with activated ground-floor uses that include housing; academic space; greenery; and space for the operations and functions for Unite Here Local 2, including a hiring hall.

5.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative to the proposed project that would be expected to generate the least number of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative to the proposed project selected may not be the alternative to the proposed project that best meets the goals or needs of the College. Because CEQA Guidelines Section 15126.6(c) requires an evaluation of a reasonable range of alternatives to the proposed project, the proposed project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

As shown in Table 5-1, *Comparison of Project Alternatives*, the No Project Alternative would result in fewer impacts than the proposed project. Although the No Project Alternative would not meet the objectives of the proposed project, it is considered the environmentally superior alternative. However, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the No Project Alternative, the Draft EIR shall also identify an environmentally superior alternative among the other alternatives. In the case of this analysis, the Reduced Project Alternative would be the next environmentally superior alternative. In comparison to the proposed project, this alternative would result in lessened environmental impacts related to Air Quality, Greenhouse Gas Emissions, and Noise, and would not result in greater impacts for any resource categories.

ALTERNATIVES

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6. CEQA-Mandated Sections

This chapter provides an overview of the impacts of the proposed project based on the analyses presented in Chapters 4.1 through 4.9 of this Draft Environmental Impact Report (EIR). As detailed in Chapter 3, *Project Description*, of this Draft EIR, the proposed project consists of the University of California (UC) College of the Law, San Francisco (the College or UC Law SF) proposed Long Range Campus Plan Update (LRCP Update) and 201 Golden Gate Avenue Mixed-Use Project (mixed-use development). The topics covered in this chapter include growth-inducing impacts and significant irreversible changes to the environment. A more detailed analysis of the effects that the proposed project would have on the environment, and proposed mitigation measures to minimize significant impacts, are provided in Chapter 4, *Environmental Evaluation*, of this Draft EIR.

6.1 IMPACTS FOUND NOT TO BE SIGNIFICANT

California Environmental Quality Act (CEQA) Guidelines Section 15128, *Effects Not Found to Be Significant*, allows environmental issues to be “scoped out” if there is no likelihood of a significant impact, and they do not need to be analyzed further in the EIR. Based on the preliminary analysis in the Notice of Preparation (see Appendix A to this Draft EIR), it was determined that development of the proposed project would not result in significant environmental impacts related to the following environmental impact topics:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

Please refer to Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR for the details of why the proposed project would not result in significant impacts to these environmental impact topics and are, therefore, not analyzed in Chapter 4, *Environmental Evaluation*, of this Draft EIR.

6.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(a) of the CEQA Guidelines requires that “direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short- and long-term effects.” Section 15126.2(c) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Table 1-1, *Summary of Significant Impacts and Mitigation Measures*, in Chapter 1, *Executive Summary*, of

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this Draft EIR summarizes the significant impacts, mitigation measures, and levels of significance with and without mitigation. All actions from the proposed project and mitigation measures, where feasible, would reduce the level of impact to less than significant, and no impact would remain significant and unavoidable after mitigation measures are applied.

6.3 GROWTH INDUCEMENT

Section 15126.2(e) of the CEQA Guidelines requires that an EIR discuss 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. Typical growth-inducing factors might be the extension of urban services or transportation infrastructure to a previously unserved or under-served area, or the removal of major barriers to development. This section evaluates the proposed project's potential to create such growth inducements. As CEQA Guidelines Section 15126.2(e) requires, "[it] must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment." In other words, negative impacts associated with growth inducement occur only where the projected growth would cause significant adverse environmental impacts. Growth-inducing impacts fall into two general categories: direct or indirect. Direct growth-inducing impacts are generally associated with providing urban services to an undeveloped area. Indirect, or secondary growth-inducing impacts consist of growth induced in the region by additional demands for housing, goods, and services associated with the population increase caused by, or attracted to, a new project.

6.3.1 DIRECT IMPACTS

While the proposed project consists of the proposed LRCP Update and the proposed mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development. Therefore, this EIR evaluates the proposed buildout potential of the proposed mixed-use development under the proposed LRCP Update. As discussed in Chapter 3, *Project Description*, of this Draft EIR, the proposed mixed-use development includes two variants: Academic Light (Variant 1) and Academic Heavy (Variant 2). Variant 1 minimizes the space of the academic/programmatic spaces and maximizes the campus housing unit count, providing a total of 238,000 total gross square feet (gsf), which could include up to 394 housing units. Variant 2 maximizes the academic/programmatic space and minimizes campus housing, providing a total of 236,200 total gsf, which could include up to 233 housing units.

As described in Chapter 4, *Environmental Evaluation*, of this Draft EIR, the EIR Study Area includes areas in priority development areas (PDA) and transit priority areas (TPAs). The UC Law SF campus is within the Downtown/Van Ness/Northeast Neighborhoods PDA.¹ In this case, the TPAs would be the Civic Center/United Nations (UN) Plaza Bay Area Rapid Transit (BART) station on Market Street between Hyde Street and 7th Way, Mission Bay shuttle service on 7th Street and 4th Street, and San Francisco Municipal

¹ Association of Bay Area Governments and Metropolitan Transportation Commission, 2023, March, *Priority Development Areas*, <https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.761042%2C-122.437975%2C12.85>, accessed June 20, 2023.

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Transportation Agency’s Muni bus service on McAllister Street, Van Ness Avenue, and O’Farrell Street where the lines run on at least 15-minute headways during morning and evening peak periods.² The proposed mixed-use development would occur in an already urbanized setting and would not extend growth to previously undeveloped areas. The growth envisioned under the proposed LRCP Update would result in regional benefits by encouraging less automobile dependence and supporting regional transit systems, which could have associated air quality and greenhouse gas emissions benefits. Infill growth in areas already designated for development also helps to reduce development pressures on lands outside the urbanized area.

6.3.2 INDIRECT IMPACTS

Infrastructure in the LRCP planning area is already in place, and future development or activities in the LRCP planning area would be required to comply with State regulations and applicable standards for public services and utilities. Implementation of the proposed project would not extend services to undeveloped areas that could be developed as a result of the new infrastructure. Therefore, the proposed project would not be considered to indirectly induce growth.

6.4 SIGNIFICANT AND IRREVERSIBLE CHANGES

Section 15126.2(d) of the CEQA Guidelines requires an EIR to discuss the extent to which the proposed project would commit nonrenewable resources to uses that future generations would probably be unable to reverse. The three CEQA-required categories of irreversible changes are discussed in Sections 6.4.1 through 6.4.3.

6.4.1 CHANGES IN LAND USE THAT COMMIT FUTURE GENERATIONS

As described previously, while the proposed project consists of the proposed LRCP Update and the proposed mixed-use development, the proposed LRCP Update is a strategic planning document and does not entail any future development other than the proposed mixed-use development. The proposed mixed-use development would be on a 0.6-acre site that is currently occupied by low-rise buildings surrounded by urban development. The existing buildings on the project site contain the offices and meeting rooms of Local 2. The proposed project would introduce new academic/programmatic uses, as well as housing, to the mixed-use development site. While the mixed-use development would commit future generations to new uses on the mixed-use development site itself, the proposed uses are common uses already present in the immediate vicinity of the project site. Because the project site has already been developed with urban uses, and is surrounded by other urban uses, construction of the proposed

² Association of Bay Area Governments/Metropolitan Transportation Commission, 2023, March, *Transit Priority Areas (2021)*, <https://opendata.mtc.ca.gov/datasets/MTC::transit-priority-areas-2021-1/explore?location=37.797999%2C-122.384700%2C11.78>, accessed October 2, 2023.

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mixed-use development would not result in a land use change that would commit future generations to uses that are not already present in the LRCP planning area.

6.4.2 IRREVERSIBLE DAMAGE FROM ENVIRONMENTAL ACCIDENTS

Irreversible changes to the physical environment from accidental release of hazardous materials associated with development and operation activities would have adverse effects on the environment or public health because of the nature or quantity of material released during an accident and the receptors exposed to that release. Demolition and construction activities associated with development and operation of the proposed mixed-use development would involve some risk for environmental accidents. However, compliance with the applicable regulations, as discussed in Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, would prevent significant effects. Therefore, irreversible damage is not expected to result from the adoption and implementation of the proposed project.

6.4.3 LARGE COMMITMENT OF NONRENEWABLE RESOURCES

Development of the proposed mixed-use development would result in the commitment of limited, renewable resources such as lumber and water. In addition, the proposed mixed-use development would irretrievably commit nonrenewable resources for the construction of buildings and associated infrastructure. These nonrenewable resources include mined minerals, such as sand, gravel, steel, lead, copper, and other metals. Construction of the proposed mixed-use development also represents a long-term commitment to the consumption of fossil fuels, natural gas, and gasoline. Increased energy demands would be used for construction; lighting; heating and cooling of residences; and transportation of people within, to, and from the LRCP planning area. However, as shown in Chapter 4.8, *Transportation*, and Appendix A, *Notice of Preparation and Scoping Comments*, of this Draft EIR, several regulatory measures encourage energy and water conservation, alternative energy use, waste reduction, alternatives to automotive transportation, and green building practices. Potential future development under the proposed project would be required to comply with all applicable building and design requirements, including those in the California Code of Regulations Title 24 relating to energy conservation. Therefore, though the construction and operation of the proposed mixed-use development would involve the use of nonrenewable resources, compliance with applicable standards and regulations would reduce the use of nonrenewable resources to the maximum extent practicable.

7. Organizations and Persons Consulted

This Draft Environmental Impact Report (EIR) was prepared by the contributors listed herein and includes content and information provided by individuals with the lead agency, other agencies, service providers, consultants, and other contributors.

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