

FINAL RESPONSES TO COMMENTS ON DEIR

Academy of Art University Project

CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT
CASE NO. 2008.0586E

STATE CLEARINGHOUSE NO. 2010092080

June 30, 2016



SAN FRANCISCO
PLANNING
DEPARTMENT

Draft EIR Publication Date:	FEBRUARY 25, 2015
Draft EIR Public Hearing Date:	APRIL 16, 2015
Draft EIR Public Comment Period:	FEBRUARY 25, 2015–APRIL 27, 2015
Final EIR Certification Hearing Date:	July 28, 2016



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: June 30, 2016
TO: Members of the Planning Commission and Interested Parties
FROM: Sarah B. Jones, Environmental Review Officer
Re: **Attached Responses to Comments on Draft Environmental Impact Report Case No. 2008.0586E: Academy of Art University Project**

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Attached for your review please find a copy of the Responses to Comments on the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on July 28, 2016.** The Planning Commission will receive public testimony on the Final EIR certification at the **July 28, 2016** hearing. Please note that the public review period for the Draft EIR ended on April 27, 2015; any comments received after that date, including any comments provided orally or in writing at the Final EIR certification hearing, will not be responded to in writing.

The Planning Commission does not conduct a hearing to receive comments on the Responses to Comments document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street and express an opinion on the Responses to Comments document, or the Commission's decision to certify the completion of the Final EIR for this project.

Please note that if you receive the Responses to Comments document in addition to the Draft EIR, you technically have the Final EIR. If you have any questions concerning the Responses to Comments document or the environmental review process, please contact Chelsea Fordham at 415-575-9071.

Thank you for your interest in this project and your consideration of this matter.

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I. INTRODUCTION

PURPOSE OF THE RESPONSES TO COMMENTS DOCUMENT

The purposes of this Responses to Comments (RTC) document is to present comments submitted on the Draft Environmental Impact Report (Draft EIR) for the proposed Academy of Art University Project (Proposed Project), to respond in writing to comments on environmental issues, and to revise the Draft EIR as necessary. Pursuant to the California Environmental Quality Act (CEQA), Public Resource Code Section 21091(d)(2)(A) and (B), the Planning Department has considered the comments received on the Draft EIR, evaluated the issues raised, and provides written responses herein that address each substantive environmental issue that has been raised. In accordance with CEQA, the responses to comments focus on clarifying the project description and addressing physical environmental effects associated with the Proposed Project. Such effects include physical impacts or changes attributable to the Proposed Project rather than any social or financial implications of the Project. Therefore, this document focuses primarily on responding to comments that relate to physical environmental issues in compliance with CEQA.¹ In addition, this RTC document includes text changes to the Draft EIR initiated by Planning Department staff.

None of the comments received provide new information that warrants recirculation of the Draft EIR. The comments do not identify new significant impacts or a substantial increase in the severity of previously identified impacts or feasible project alternatives or mitigation measures that are considerably different from those analyzed in the Draft EIR and/or that the project sponsor has not agreed to implement.

¹ *CEQA Guidelines*, 2014. Sections 15064(c) and 16064(d).

The Draft EIR together with this RTC document constitute the Final EIR for the Academy of Art University Project, as revised, in fulfillment of CEQA requirements and consistent with CEQA Guidelines Section 15132. The Final EIR has been prepared in compliance with CEQA, including the CEQA Guidelines² and the San Francisco Administrative Code, Chapter 31. It is an informational document for use by: (1) decision-makers and the public to aid in the planning and decision-making process by analyzing and disclosing the physical environmental effects of the Proposed Project and identifying possible ways of reducing or avoiding the potentially significant impacts; and (2) the City and Planning Commission prior to their decision to approve, disapprove, or modify the Proposed Project. If the Planning Commission approves the Proposed Project, it would be required to adopt CEQA findings and a mitigation monitoring and reporting program (MMRP) to ensure that mitigation measures identified in the Final EIR are implemented. See below for further description of the environmental review process.

ENVIRONMENTAL REVIEW PROCESS

The EIR process provides an opportunity for the public to review and comment on the Proposed Project's potential environmental effects and to further inform the environmental analysis. As a first step in complying with the procedural requirements of CEQA, the Notice of Preparation (NOP) process was used to determine whether any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment.

Notice of Preparation and Public Scoping

The San Francisco Planning Department, as lead agency responsible for administering the environmental review of projects within the City and County of San Francisco under CEQA, prepared an NOP of an EIR on September 29, 2010. As described in the Draft EIR, the Planning Department sent

² Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act.

the NOP to governmental agencies, organizations, and persons interested in the Proposed Project (see Appendix A in the Draft EIR).

During the approximately 30-day public scoping period that ended on October 29, 2010, the Planning Department accepted comments from agencies and interested parties identifying environmental issues that should be addressed in the Draft EIR. In addition, verbal comments were received at a public scoping meeting held by the Planning Department on October 26, 2010. In response to the NOP, the City received 53 public scoping meeting comments, comment letters, and emails. Comments received during the scoping process were considered in preparation of the Draft EIR (see page 2-7 of the Draft EIR for a summary of the comments received on the NOP).

Draft EIR Public Review

The Planning Department published a Draft EIR³ for the Proposed Project on February 25, 2015, and circulated the Draft EIR to local, State, and federal agencies and to interested organizations and individuals for a period of 62 days, to April 27, 2015. Copies of the Draft EIR were made available for public review at the following locations: (1) San Francisco Planning Department, Planning Information Counter, 1660 Mission Street; (2) San Francisco Main Library, 100 Larkin Street; (3) San Francisco State University Library, 1630 Holloway Avenue; and (4) Hastings College of the Law-Library, 200 McAllister Street. Electronic copies were also available for review or download on the Planning Department's web page (<http://www.sf-planning.org/sfceqadocs>).

On February 25, 2015, the Planning Department also distributed notices of availability of the Draft EIR; published notification of its availability in a newspaper of general circulation in San Francisco; posted the notice of availability at the San Francisco County Clerk's office; and posted notices at locations near the project sites. The distribution list for the Draft EIR, as well as all documents referenced in the

³ City and County of San Francisco, Draft Environmental Impact Report, Academy of Art University Project, State Clearinghouse No. 2010092080 and San Francisco Planning Department Case No. 2008.0586E, February 25, 2015.

Draft EIR, were also available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103. On April 8, 2015, the Planning Department distributed revised notices of availability of the Draft EIR, published revised notification of its availability in a newspaper of general circulation in San Francisco, posted the revised notice of availability at the San Francisco County Clerk's office, and posted revised notices at locations near the Proposed Project and in a 300-foot buffer of 2550 Van Ness Avenue. The notice was revised to address a specific site in Study Area 2 (Lombard/Van Ness Avenue) at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021). This additional site is within the proposed identified uses in Study Area 2 of up to 220 rooms or 400 beds, as described in the Draft EIR. Refer to Response to Comment PD-1 for discussion in regards to this property.

During the Draft EIR public review period, the Planning Department received written comments from five public agencies, one Planning Commission member, 45 non-governmental organizations, and 35 individuals (or groups of individuals). Multiple submissions were provided by some of these commenters. Attachment 1 of this RTC document includes copies of the comment letters submitted during the Draft EIR public review period.

During the public review period, the San Francisco Planning Department conducted a public hearing to receive verbal comments on the Draft EIR. Verbal comments were received from five Planning Commission members, nine non-governmental organizations, and 13 individuals (or groups of individuals). The public hearing was held before the San Francisco Planning Commission on April 16, 2015, at San Francisco City Hall. A court reporter present at the public hearing transcribed the oral comments verbatim and prepared written transcripts (see Attachment 2 of this RTC document).

Responses to Comments Document and Final EIR

The comments received during the public review period of the Draft EIR are the subject of this RTC document, which addresses all substantive written and oral comments on the Draft EIR. Under CEQA Guidelines Section 15201, members of the public may comment on any aspect of the Proposed Project. Further, CEQA Guidelines Section 15204(a), states that the focus of public review should be “on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.” In addition, “when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.” CEQA Guidelines Section 15088 specifies that the lead agency is required to respond to the comments on the major environmental issues raised in the comments received during the public review period. Therefore, this RTC document is focused on the sufficiency and adequacy of the Draft EIR regarding the significance of the environmental impacts of the Proposed Project that was evaluated in the Draft EIR (i.e., the Draft EIR project).

The San Francisco Planning Department distributed this RTC document for review to the San Francisco Planning Commission as well as to the agencies, neighborhood organizations, and persons who commented on the Draft EIR. The Planning Commission will consider the adequacy of the Final EIR—consisting of the Draft EIR and the RTC document—in complying with the requirements of CEQA and Chapter 31 of the San Francisco Administrative Code. If the Planning Commission finds that the Final EIR complies with CEQA requirements, it will certify the Final EIR and will then consider the associated MMRP.

Consistent with CEQA Guidelines Section 15097, the MMRP is designed to ensure implementation of the mitigation measures identified in the Final EIR and adopted by decision-makers to reduce or avoid the Proposed Project’s significant environmental effects. CEQA also requires the adoption of findings prior to approval of a project for which a certified EIR identifies significant environmental effects (CEQA Guidelines Sections 15091 and 15092). If the EIR identifies significant adverse impacts that cannot be mitigated to less-than-significant levels, the findings must include a Statement of

Overriding Considerations for those impacts (CEQA Guidelines Section 15093[b]) if the Proposed Project is approved. The project sponsor would be required to implement the MMRP as a condition of project approval.

DOCUMENT ORGANIZATION

This Responses to Comments document consists of the following chapters, plus supplemental attachments, as described below:

- *Chapter I: Introduction* – This chapter includes a discussion of the purpose of the Responses to Comments document, the environmental review process for the Proposed Project, and the organization of the Responses to Comments document.
- *Chapter II: Project Description and Draft EIR Analysis Revisions* – This chapter includes revisions to the Proposed Project that have been proposed by the Project sponsor since publication of the Draft EIR. A comparison of the impacts and mitigation measures identified in the Draft EIR and of the project changes are also included in this chapter.
- *Chapter III: List of Persons Commenting* – This chapter provides a list of the agencies, organizations, and individuals who submitted written comments during the public review period or spoke at the public hearing on the Draft EIR. The list is organized into the following groups: federal, State, regional, and local agencies and boards and commissions; organizations; and individuals. The list identifies whether the persons submitted comments in writing (letter, e-mail, or fax), verbally at the Draft EIR public hearing, or both.
- *Chapter IV: Comments and Responses* – This chapter contains substantive comments on the Draft EIR made verbally during the public hearing and received in writing during the public comment period. The comments are organized by topic, and by subtopic where appropriate. Comments are coded as follows:
 - Comments from agencies are designated by “A-” and an acronym of the agency’s name.

- Comments from non-governmental organizations are designated by “O-” and an acronym of the organization’s name.
- Comments from individuals are designated by “I-” and the commenter’s last name.

In cases where a commenter has spoken at the public hearing and submitted written comments, or has submitted more than one comment letter or email, the commenter’s last name, or the acronym or abbreviation of the organization name represented by the commenter, is followed by a sequential number by date of submission.

Following each comment or group of comments on a topic are the Planning Department’s responses. The responses generally provide clarification of the Draft EIR text. They may also include revisions or additions to the Draft EIR. Such changes are shown as indented text, with new text double underlined and deleted text shown as ~~strikethrough~~ text.

- *Chapter V: Draft EIR Revisions* – This section includes all of the changes to the Draft EIR text and graphics noted in the responses to the comments received. Staff-initiated changes to clarify information presented in the Draft EIR are also included, as applicable, and are highlighted by an asterisk (*) in the margin to distinguish them from text changes in response to comments. These changes and minor errata do not result in significant new information with respect to the Proposed Project, including the level of significance of project impacts or any new significant impacts.

RTC document appendices (called “Attachments” to distinguish them from the Draft EIR Appendices) include the Draft EIR Comment Letters (Attachment A) and the April 16, 2015, Draft EIR Hearing Transcript (Attachment B). The comment letters are organized in the order presented in the List of Persons Commenting (see Chapter III).

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II. PROJECT DESCRIPTION AND DRAFT EIR ANALYSIS REVISIONS

DRAFT EIR PROPOSED PROJECT

The Draft EIR evaluated the potential impacts associated with the Proposed Project described in Chapter 3, Project Description, of the Draft EIR (pages 3-1 through 3-149) (referred to herein as the “Draft EIR Project” or “Proposed Project”). The Draft EIR Proposed Project consists of four general components associated with AAU’s plans to expand its facilities and programs to accommodate a projected on-site student enrollment of approximately 17,282 students by 2020,¹ resulting in a total increase of approximately 6,100 students (or five percent a year) as compared to a 2010 on-site student enrollment of 11,182; program-level growth, project-level growth, legalization of prior unauthorized changes, and shuttle expansion. As described in Chapter 3 of the Draft EIR, combined project-level and program-level growth under the Proposed Project would add about 110,000 sf of residential uses, 1,063,207 sf of institutional uses, and 17,533 sf of recreational uses, none of which includes new construction. AAU seeks the legalization of 28 of AAU’s 34 existing sites (Legalization Approvals), which total 1,550,459 sf of institutional, residential, and recreational uses. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational uses within the City.

Since publication of the Draft EIR on February 25, 2015, the Proposed Project has been revised to incorporate community facility use at Project Site 6 (PS-6), 2225 Jerrold, in place of recreational use. More specifically, the Proposed Project at PS-6 would include 17,533 sf of community facility use,

¹ This does not include AAU’s online student population. In 2010, the average ratio of on-line to on-site students was approximately 0.6 to one. Assuming this ratio remains the same, future AAU growth would include approximately 3,660 on-line students. Because on-line students do not use AAU facilities, the increase in on-line student is not considered in this environmental analysis.

11,244 sf of office uses, and 62,590 sf of general storage (for AAU and the San Francisco Fire Department), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. The community facility would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use time. As indicated below under Project Description Revisions, a building permit application (application number 201211134022) was filed on November 13, 2012, for the commercial passenger vehicle storage and accessory office uses at PS-6, and was updated on April 14, 2016 to include the community facility use. Changes in the Proposed Project related to the Proposed Project at PS-6 are reflected in this chapter both in the Project Description Revisions and in the Draft EIR Analysis Revisions.

This chapter also reflects Draft EIR revisions related to 2550 Van Ness Avenue, a site that was occupied by AAU subsequent to publication of the Draft EIR, but that has subsequently been vacated by AAU. In response to comments on the Draft EIR, the Planning Department opened a code enforcement action (Enforcement Case 2015-003440ENF) on March 19, 2015, with regard to AAU's use of 2550 Van Ness Avenue as a residential site not in compliance with the legal use of the site as a 136-room tourist hotel. Subsequently, on April 8, 2015, the Planning Department distributed revised notices of availability of the Draft EIR, published revised notification of its availability in a newspaper of general circulation in San Francisco, posted the revised notice of availability at the San Francisco County Clerk's office, and posted revised notices at locations near the 2550 Van Ness Avenue site and in a 300-foot buffer of 2550 Van Ness Avenue to address this additional site. The notices were revised to address a specific site in Study Area 2 (Lombard/Van Ness Avenue) at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021). This additional site is within the proposed identified uses in Study Area 2 of up to 220 rooms or 400 beds in the Draft EIR. AAU has since vacated the site and the code enforcement case was closed. Due to the vacation of the site, 2550 Van Ness Avenue is not evaluated as a specific project site in the Draft EIR. However, revisions have been made to the Draft EIR Project Description to acknowledge the temporary occupation of this site by AAU.

Additionally, this chapter reflects the Planning Department's preparation in May 2016 of a Transportation Management Plan (TMP), a management and operating developed to ensure safe and efficient access by promoting and facilitating the use of AAU's shuttle service, nearby public transit services and pedestrian and bicycle infrastructure for travel to and from AAU facilities. The Draft EIR Project Description will be revised to include a more detailed description of the TMP's contents and purpose. The TMP will also be added as an appendix (Appendix C) to the Draft EIR, and is included as Attachment C to this RTC.

This chapter presents changes to the Proposed Project described and evaluated in the Draft EIR and indicates revisions to the Draft EIR analysis that would be associated with revisions to the Proposed Project, as compared to the Project impacts described in the Draft EIR. This discussion demonstrates that the changes to the Proposed Project would not result in any new or substantially more severe environmental impacts than those already identified in the Draft EIR, and that there are no new mitigation measures or alternatives which are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more of the project's significant effects on the environment, but which the project sponsor has declined to adopt. Changes to the Proposed Project and associated environmental impacts are also considered and incorporated into the responses to comments provided in Chapter 5, Draft EIR Revisions, of this document, and as part of the Final EIR, as appropriate.

CEQA CONSIDERATIONS

The changes identified below would result in minor changes to the Draft EIR Proposed Project, and would not result in new or more significant environmental impacts than were identified in the Draft EIR. Per *CEQA Guidelines* Section 15088.5, recirculation of a Draft EIR prior to certification is required only when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification."

“Significant new information” is defined as:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Additionally, *CEQA Guidelines* Section 15088.5(d) states that recirculation is not required if “new information in the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” The proposed changes to the Proposed Project described below would not result in significant new information as defined in *CEQA Guidelines* Section 15088.5. No new impacts or mitigation measures have been identified, no increase in the severity of identified impacts would occur, and no new feasible alternative or mitigation measure has been added to the Draft EIR since publication of the Notice of Availability. In addition, as indicated in Chapter 4 of this RTC document, the Draft EIR is considered to be adequate. With these changes the Proposed Project remains substantively the same as what was described in the Draft EIR Project Description and analyzed throughout the Draft EIR. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required.

PROJECT DESCRIPTION REVISIONS

The project description revisions included below are focused on changes to the Proposed Project initiated by the Project sponsor, and include reflecting the incorporation of community facility use at Project Site 6 (PS-6), 2225 Jerrold, in place of recreational use and revisions related to AAU’s occupation and then subsequent vacation of 2550 Van Ness Avenue.

As indicated above, revisions to the Proposed Project include the proposed use of PS-6, 2225 Jerrold, as a community facility rather than a recreational use. Per this change to the Proposed Project, a number of revisions have been made to the Draft EIR Project Description, as shown below, to indicate that the Proposed Project at PS-6 would include 17,533 sf of new community facility uses, as opposed to the 17,533 sf of recreational use included under the Draft EIR Proposed Project. Uses at the site would continue to include 11,244 sf of office uses, and 62,590 sf of general storage, vehicle storage, and miscellaneous storage. As indicated in the Draft EIR, the site would accommodate 110 users. Per the project description revisions, these users would consist of community users, as well as AAU students, faculty, and staff. Also shown below are Project Description revisions related to 2550 Van Ness Avenue, which as described above, was occupied by AAU subsequent to publication of the Draft EIR, but has subsequently been vacated by AAU.

2225 Jerrold Avenue

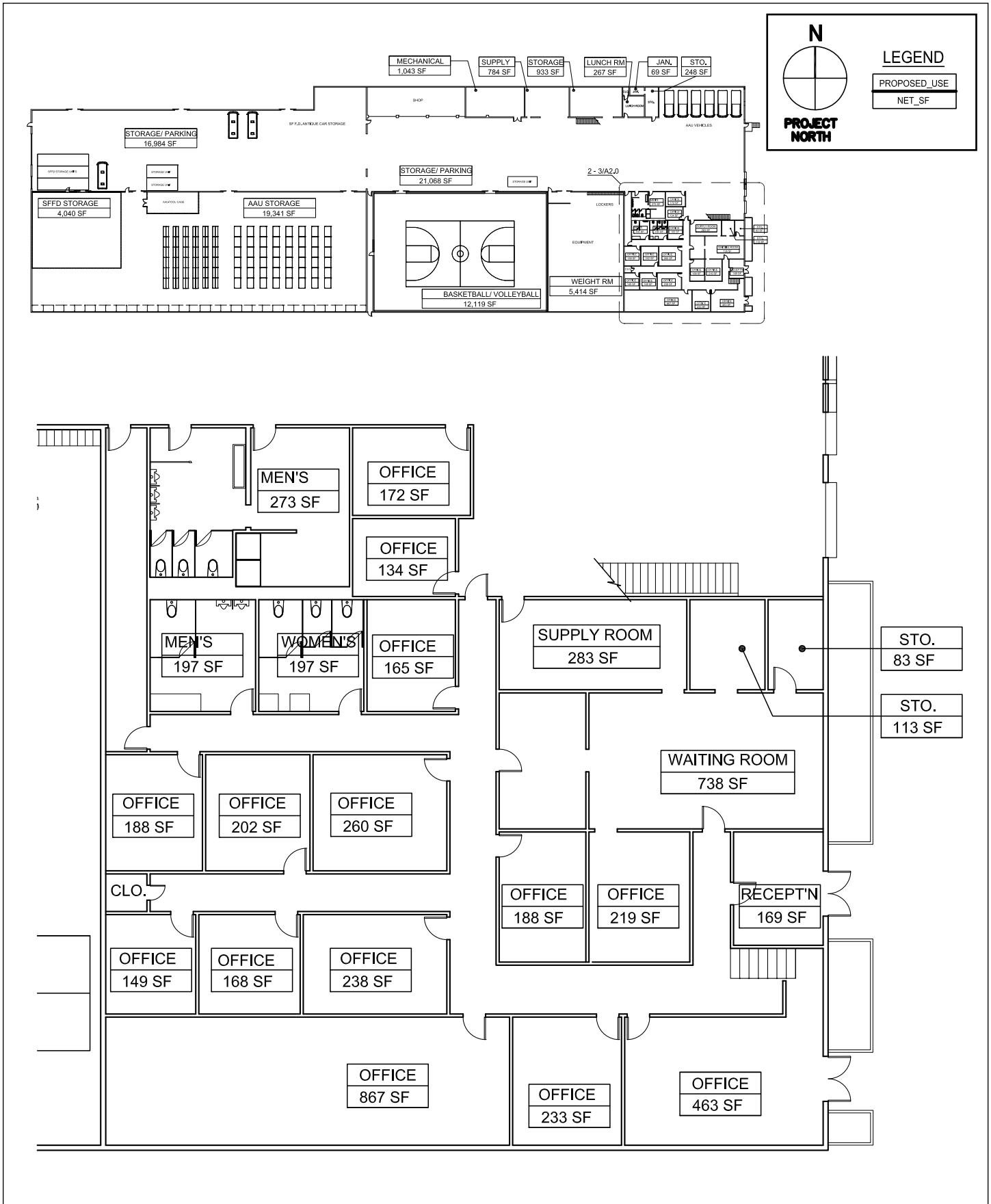
As described above, since publication of the Draft EIR on February 25, 2015, the Proposed Project has been revised to incorporate community facility use at Project Site 6 (PS-6), 2225 Jerrold, in place of recreational use. This change has resulted in the need for numerous text revisions to the Draft EIR. These revisions are included in Table RTC-1, Summary of Draft EIR Project Description Text Revisions Related to 2225 Jerrold Avenue, below. Table RTC-1 shows project description revisions as well as related revisions within the Draft EIR impact analysis. In addition to the Draft EIR revisions shown in Table RTC-1, Figure 3-65 (page 15 below) is revised per Project sponsor revisions to the site plans for PS-6, 2225 Jerrold.

2550 Van Ness Avenue

To clarify AAU's history of use of this site, the following text has been added to page 3-78 of the Draft EIR:

Additional Identified AAU Sites

The site located at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021) has been identified as a site previously occupied by AAU and is located within Study Area 2 (Lombard/Van Ness Avenue). As of February 2015, this site had been occupied for student housing by AAU without receiving the appropriate permits. However, this site has since been vacated by AAU, and no AAU uses are currently proposed at this site. Therefore, 2550 Van Ness is not included as a specific project site under the Proposed Project. This site is within the proposed identified uses in Study Area 2 of up to 220 rooms or 400 beds. However, because no specific use is currently proposed at this site, potential use is analyzed as part of the program-level analysis in this EIR. If AAU proposes to use this site for student housing in the future, they would need to apply for all necessary permits and approvals, and such use would be required to undergo environmental review pursuant to CEQA.



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-65 REVISED: 2225 JERROLD AVENUE - PROPOSED FIRST FLOOR PLAN

Academy of Art University (AAU) Facilities Transportation Demand Management Plan (TMP)

As noted above, the Planning Department has developed a Transportation Demand Management Plan (TMP) to facilitate multimodal access to/from AAU facilities for all faculty, staff, and students. The Draft EIR is revised to include the TMP as Appendix C: Academy of Art University (AAU) Facilities Draft Transportation Demand Management Plan (TMP). Additionally, Page 3-38 of the Draft EIR is revised as follows to provide a description of the purpose and contents of the TMP:

AAU's Transportation Management Plan

The AAU Transportation Management Plan (TMP) is a management and operating plan designed to provide multimodal access to existing and future AAU sites. The TMP is found in Appendix C of the Draft EIR. The purpose of the plan is to ensure safe and efficient access by promoting and facilitating the use of AAU's shuttle service, nearby public transit services and pedestrian and bicycle infrastructure for travel to and from AAU facilities, thereby reducing transportation impacts on the surrounding neighborhoods. The plan's primary goal is to facilitate multimodal access to/from the AAU facilities for all faculty, staff and students. The purpose of the TMP is to outline strategies to optimize access to and from AAU facilities within the constraints of the existing transportation network. Its main goal is to ensure safe and efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network.

DRAFT EIR ANALYSIS REVISIONS

The changes to the Proposed Project described above have resulted in numerous associated Draft EIR analysis text revisions, which are shown below in Table RTC-1. These revisions do not change any of the conclusions of the impact analysis, and therefore would not result in any new or substantially more severe environmental impacts than those already identified in the Draft EIR.

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 3 – Project Description	
3-1	Project-level growth consists of six additional buildings that have been occupied, identified, or otherwise changed by AAU since publication of the September 2010 Notice of Preparation (NOP) for this environmental impact report (EIR), but for which one or more City approvals have not yet been issued. These six project sites include 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses. The six project sites are further described in Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77, and include the following addresses: Project Site 1 (PS-1), 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue.
3-2	Combining the project-level and program-level growth, the Proposed Project would add about 110,000 sf of residential uses, 1,063,207 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> uses, none of which includes new construction. <u>If approved,</u> the Legalization Approvals would result in the full legalization of 28 of AAU’s 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational <u>community facility</u> uses.
3-21	In total, the Proposed Project assumes combined program- and project-level AAU growth consisting of 110,000 sf of residential uses, 1,063,207 sf of institutional uses (669,670 sf program-level growth and 393,537 sf project-level growth), and 17,533 sf of recreational <u>community facility</u> uses.
3-22	In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational <u>community facility</u> uses. ... The following sections present an overview of institutional, residential, and recreational <u>community facility</u> space expansion envisioned by AAU; the expansion of shuttle service to serve the Proposed Project; program-level growth in the 12 study areas; and project-level growth at the six project sites.

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																														
3-22	<p>Table 3-6 Summary of Existing and Proposed AAU Facilities</p> <table border="1"> <thead> <tr> <th>Use</th> <th>Existing (sf)</th> <th>Project Sites (sf)</th> <th>Proposed AAU Program-Level Growth (sf)^a</th> <th>Subtotal of Project Sites and AAU Program-Level Growth (sf)</th> <th>AAU Total Use (sf)</th> </tr> </thead> <tbody> <tr> <td>Institutional</td> <td>1,050,683_b</td> <td>393,537</td> <td>669,670</td> <td>1,063,207</td> <td>2,113,890</td> </tr> <tr> <td>Community Facility <u>Recreational (2225 Jerrold Ave)</u></td> <td>—</td> <td>17,533</td> <td>—</td> <td>17,533</td> <td>17,533</td> </tr> <tr> <td>Residential</td> <td>499,776^{bc}</td> <td>—</td> <td>110,000^a</td> <td>110,000</td> <td>609,776</td> </tr> <tr> <td><i>Total</i></td> <td><i>1,550,459</i></td> <td><i>411,070</i></td> <td><i>779,670</i></td> <td><i>1,190,740</i></td> <td><i>2,741,199</i></td> </tr> </tbody> </table> <p>SOURCE: AAU (2014); Atkins (2014).</p> <p>a. 110,000 sf of residential uses are proposed, in approximately 220 apartment-style dwelling units (i.e., self-contained units with full-functioning kitchens) that are anticipated to accommodate 400 students.</p> <p>b. <u>17,533 sf within the 2225 Jerrold Avenue project site is proposed as a community facility, which would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use.</u></p> <p>cb. Existing institutional and residential facilities include some recreational uses; see Table 3 2, Existing Institutional Facilities, p. 3-9; Table 3 3, Existing Residential Facilities, p. 3-10; and Table 3 4, Existing Athletic Facilities Information, p. 3-11.</p>	Use	Existing (sf)	Project Sites (sf)	Proposed AAU Program-Level Growth (sf) ^a	Subtotal of Project Sites and AAU Program-Level Growth (sf)	AAU Total Use (sf)	Institutional	1,050,683 _b	393,537	669,670	1,063,207	2,113,890	Community Facility <u>Recreational (2225 Jerrold Ave)</u>	—	17,533	—	17,533	17,533	Residential	499,776 ^{bc}	—	110,000 ^a	110,000	609,776	<i>Total</i>	<i>1,550,459</i>	<i>411,070</i>	<i>779,670</i>	<i>1,190,740</i>	<i>2,741,199</i>
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3-24	<p>AAU also plans to acquire or develop recreational facilities to support AAU’s athletic teams. AAU estimates the need for an additional 17,533 sf of recreational space by 2020 to meet this potential expansion. This study assumes that this space could be accommodated in the building at 2225 Jerrold Avenue, which is analyzed at a project level in this EIR. The proposed PS-6, 2225 Jerrold Avenue <u>community facility would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use time. The recreational community facility</u> would provide a training facility for the basketball and volleyball teams, <u>including students and people using facility as a community facility</u>, as well as a weight room for students, faculty, staff, and all intercollegiate athletes. Intercollegiate games would continue to be held at rented facilities, such as Kezar Pavilion, which is used for basketball and volleyball games.</p>																														

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																			
3-26	<p>Table 3-8 Summary of Project Site Daytime Population</p> <table border="1"> <thead> <tr> <th>Project Sites</th> <th>Proposed Use</th> <th>Square Feet</th> <th>Students^a</th> <th>Faculty/Staff</th> </tr> </thead> <tbody> <tr> <td>PS-1, 2801 Leavenworth Street (The Cannery)</td> <td>Administrative office, classrooms, restaurant, multi-use event space</td> <td>133,675</td> <td>1,600</td> <td>18</td> </tr> <tr> <td>PS-2, 700 Montgomery Street</td> <td>Administrative office, restaurant, classroom</td> <td>11,455</td> <td>15</td> <td>20</td> </tr> <tr> <td>PS-3, 625 Polk Street</td> <td>Classrooms</td> <td>93,103</td> <td>1,675</td> <td>168</td> </tr> <tr> <td>PS-4, 150 Hayes Street</td> <td>Administrative offices</td> <td>80,330</td> <td>0</td> <td>390</td> </tr> <tr> <td>PS-5, 121 Wisconsin Street</td> <td>Shuttle bus storage yard</td> <td>1,140</td> <td>0</td> <td>2</td> </tr> <tr> <td>PS-6, 2225 Jerrold Avenue</td> <td>Recreational center, Community facility, offices, storage</td> <td>91,367^b</td> <td>110</td> <td>20</td> </tr> </tbody> </table> <p>SOURCE: AAU (2012).</p> <p>a. Figures in this column represent the maximum number of students that could be expected in each facility on a given day and throughout the day, assuming students move from site to site throughout the day for different classes and activities. This number does not represent a total population increase at the site; rather, these populations are part of overall Proposed Project population growth.</p> <p>b. <u>17,533 sf within the 2225 Jerrold Avenue project site is proposed as a community facility which would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use time. Therefore, the total number of users (students, faculty/staff) shown in this table represents a combination of community and AAU users.</u></p>	Project Sites	Proposed Use	Square Feet	Students ^a	Faculty/Staff	PS-1, 2801 Leavenworth Street (The Cannery)	Administrative office, classrooms, restaurant, multi-use event space	133,675	1,600	18	PS-2, 700 Montgomery Street	Administrative office, restaurant, classroom	11,455	15	20	PS-3, 625 Polk Street	Classrooms	93,103	1,675	168	PS-4, 150 Hayes Street	Administrative offices	80,330	0	390	PS-5, 121 Wisconsin Street	Shuttle bus storage yard	1,140	0	2	PS-6, 2225 Jerrold Avenue	Recreational center, Community facility, offices, storage	91,367 ^b	110	20
Project Sites	Proposed Use	Square Feet	Students ^a	Faculty/Staff																																
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PS-6, 2225 Jerrold Avenue	Recreational center, Community facility, offices, storage	91,367 ^b	110	20																																
3-77	<p>As discussed previously, six locations are being evaluated at a project level in this EIR because they have not yet received all permits from the City and they were either occupied, identified, or otherwise changed by AAU since publication of the September 2010 NOP:</p> <ul style="list-style-type: none"> • AAU occupied, in whole or in part: 2801 Leavenworth Street (also known as The Cannery), 625 Polk Street (the former California Culinary Academy), 700 Montgomery Street, and 150 Hayes Street. • One existing AAU location at 121 Wisconsin Street was discovered to have been omitted from the list of AAU properties provided in the NOP. • AAU proposed recreational <u>community facility</u> uses at 2225 Jerrold Avenue that were not an existing use at the time of publication of the NOP. <p>Each of these project sites still needs at least one discretionary approval from the City.</p>																																			
3-139	<p>AAU occupied this building prior to publication of the NOP; however, this site is being analyzed at a project level because new uses are being proposed that were not in place at the time of the NOP. Proposed AAU uses at PS-6 would include 17,533 sf of recreational uses <u>community facility</u>, 11,244 sf of office uses, and 62,590 sf of general storage (for AAU and the SFFD), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. The office uses would continue to include administrative offices for business and transportation operations, a security patrol office, an athletic personnel office, and the San Francisco Toy Program offices. The 22,683 sf of San Francisco Fire Department Toy Program use would be anticipated to continue; if the Toy Program were to move</p>																																			

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
	<p>elsewhere, it is anticipated that AAU would use the vacated space for similar storage and office uses. Any overflow of shuttle parking from PS-5, 121 Wisconsin Street, would be accommodated at this site. The community facility Recreational uses would include a weight room and basketball/volleyball court to be utilized <u>principally by persons from the immediate neighborhood.</u> <u>AAU-students and staff would use the community facility on an accessory basis up to one-third of total use, with use scheduled at limited times</u> between the hours of 6:00 a.m. and 10:00 p.m. Recreational uses The community facility at PS-6 would include training and practice for AAU sports teams and no intercollegiate games would be played at this site. <u>Proposed community use at 2225 Jerrold would accommodate 110 users, consisting of community users, as well as AAU students, faculty, and staff; however, maximum use by AAU would not exceed one-third of total use of the community facility.</u> Construction at PS-6 for recreational uses would include laying down flooring for athletic courts (basketball/volleyball), renovation of bathrooms, creation of locker room facilities, and painting of the building and interior spaces. Internal utility upgrades, including electrical and plumbing, would be required to service the expanded use of the site. Structural improvements are not anticipated at this time. ADA accessibility would require improvements to pedestrian access points, bathroom facilities, and locker rooms.</p> <p>Because institutional and recreational uses are not permitted in the PDR 2 Zoning District, a legislated text change to the Planning Code would be required to allow AAU's uses as either a permitted or conditional use. Such a text amendment is part of the Proposed Project (refer to Section 3.6.1, p. Proposed Project Approvals, p. 3-149).</p> <p>Proposed site plans and floor plans are provided by Figure 3-64, 2225 Jerrold Avenue—Proposed Site Plan, p. 3-141, through Figure 3-68, 2225 Jerrold Avenue—Proposed South, East, and West Elevations, p. 3-145. Figure 3-68 shows the existing south and west elevations (which will remain unchanged). Figure 3-69, 2225 Jerrold Avenue—Building Façade, p. 3-146, provides a photograph of the existing building façade from Jerrold Avenue. As shown on Figure 3-67, 2225 Jerrold Avenue—Proposed North Elevation, p. 3-144, and Figure 3-68, AAU proposes new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue, a new building sign facing Upton Street, and landscaping and replacement of street curbs along McKinnon Avenue. To create the recreational uses <u>community facility</u>, gym flooring and a modular volleyball/basketball facility would be installed.</p> <p>As noted above, Figure 3-65 (page 15 above) is revised per Project sponsor revisions to the site plans for PS-6, 2225 Jerrold.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
3-151	<ul style="list-style-type: none"> • PS-6, 2225 Jerrold Avenue <p>> The recreational uses and any non-accessory office uses are not permitted uses under <i>Planning Code</i> Section 217(h), which prohibits any type of postsecondary institutional use in the PDR 2 zoning district. Prior to use approvals, a legislated change to the <i>Planning Code</i>, referred to as a text amendment, would be required to allow postsecondary educational uses or to allow athletic facilities associated with a postsecondary education use as either a permitted or conditional use. (The Planning Commission must review any proposed amendment to the <i>Planning Code</i> and the Board of Supervisors must approve it.)</p> <p>> <u>Change in use from industrial to community facility is permitted under Planning Code Section 2103; however, <i>Planning Code</i> Section 171 requires a building permit to change the <i>Planning Code</i> use category of a property (i.e., a “change of use” permit). A building permit application (application number 201211134022) was filed on November 13, 2012, for the commercial passenger vehicle storage and accessory office uses, and was updated on April 14, 2016, to include the community facility use.</u></p>
Chapter 4.1 – Plans and Policies	
4.1-27	<p>PS-6, 2225 Jerrold Avenue. The institutional <u>use</u> and recreational uses <u>community facility</u> proposed for PS-6 within the Oakinba Activity Node, including vehicle storage, storage warehouse, and accessory office uses, would not conflict with surrounding light industrial uses and, therefore, would not be inconsistent with BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. As discussed below under “San Francisco Planning Code (Zoning Ordinance),” p. 4.1.33, the proposed recreational uses at PS-6 would require a text amendment to the <i>Planning Code</i>. The AAU recreational <u>The community facility would be utilized principally by persons from the immediate neighborhood. AAU students and staff would use the community facility on an accessory basis up to one-third of total use, with use scheduled at limited times between the hours of 6:00 a.m. and 10:00 p.m. Therefore, the community facility use proposed for PS-6 would be</u> facilities are not proposed to be available for public uses and would potentially be inconsistent with the BVHP Plan. See Impact LU-2.2 in Section 4.2, Land Use, for a discussion of potential inconsistencies with the BVHP Plan. No other potential conflicts of the Proposed Project with the BVHP Plan have been identified.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.1-33	<p>PS-6, 2225 Jerrold Avenue. The AAU institutional <u>uses</u> and <u>community facility</u> recreational uses proposed in PS-6 within the Oakinba Activity Node, including vehicle storage, storage warehouse, and accessory office uses, would not conflict with surrounding light industrial uses and, therefore, would not be inconsistent with BVHP Redevelopment Plan policies intended to maintain or enhance industrial uses in this node. <u>The community facility would be utilized principally by persons from the immediate neighborhood. AAU students and staff would use the community facility on an accessory basis up to one-third of total use, with use scheduled at limited times between the hours of 6:00 a.m. and 10:00 p.m. Therefore, the community facility use proposed for PS-6 would be.</u> The AAU recreational facilities are not proposed to be available for public uses and would potentially be inconsistent with the BVHP Plan. See Impact LU-2.2 in Section 4.2, Land Use, for a discussion of potential inconsistencies with the BVHP Plan. As discussed below under “Zoning Districts,” the proposed recreational uses would not be permitted at PS-6. AAU is proposing to seek an amendment to the City’s Planning Code to allow these uses. Aside from the potential inconsistency identified above, nNo potential conflicts of the Proposed Project with the BVHP Plan have been identified.</p>
4.1-34	<p>Zoning Districts The use districts and study areas are identified in Figure 4.1 3, Existing Zoning Districts – Study Areas 1–4, p. 4.1-35, through Figure 4.1 8, Existing Zoning Districts – Project Sites 4–6, p. 4.1-40, and Table 4.1 3, Existing Zoning in Study Areas, p. 4.1-41. As noted earlier, AAU is a “Postsecondary Educational Institution,” as defined in the <i>Planning Code</i>. While specific AAU sites could be occupied for instructional, administrative, recreational, or residential purposes, all AAU uses, except for <u>community facility and</u> vehicle storage and storage warehouse uses, would be considered “institutional” (or “residential” for an institution) in the context of the <i>Planning Code</i>. Where Table 4.1-3 identifies a proposed AAU institutional or residential use as permitted within a particular zoning district, the AAU use would be considered consistent with the <i>Planning Code</i>. Table 4.1-3 also identifies where a proposed AAU use would be conditional within a particular zoning district. As discussed under the “Conditional Use Permit” bulleted item in Chapter 3, Project Description (Section 3.6.1, Proposed Project Approvals, p. 3-147), such uses would require review and determination of compatibility within that zoning district. If such determinations were made, the uses would be approvable and would be consistent with the <i>Planning Code</i>.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																												
4.1-42	Table 4.1-4 Project-Level Zoning Districts																												
	<table border="1"> <thead> <tr> <th></th> <th><i>PS-1, 2801 Leavenworth Street (The Cannery)</i></th> <th><i>PS-2, 700 Montgomery Street</i></th> <th><i>PS-3, 625 Polk Street</i></th> <th><i>PS-4, 150 Hayes Street</i></th> <th><i>PS-5, 121 Wisconsin Street</i></th> <th><i>PS-6 2225 Jerrold Avenue</i></th> </tr> </thead> <tbody> <tr> <td>Zoning District</td> <td>C-2</td> <td>C-2</td> <td>NC-3</td> <td>C-3-G</td> <td>UMU</td> <td>PDR-2</td> </tr> <tr> <td>AAU Use</td> <td>I (Office, Gallery, Instruction)</td> <td>I (Office, Instruction)</td> <td>I (Instruction)</td> <td>I (Office)</td> <td>I (Bus Storage)</td> <td>(Recreation Community Facility); Vehicle Storage, Storage Warehouse</td> </tr> <tr> <td>Permitted = P Conditional = C Not Permitted = NP Institutional = I</td> <td>P</td> <td>P</td> <td>P</td> <td>P</td> <td>NP^a</td> <td>NP-1 (Recreation); P: (Community Facility) Storage Uses^a</td> </tr> </tbody> </table>		<i>PS-1, 2801 Leavenworth Street (The Cannery)</i>	<i>PS-2, 700 Montgomery Street</i>	<i>PS-3, 625 Polk Street</i>	<i>PS-4, 150 Hayes Street</i>	<i>PS-5, 121 Wisconsin Street</i>	<i>PS-6 2225 Jerrold Avenue</i>	Zoning District	C-2	C-2	NC-3	C-3-G	UMU	PDR-2	AAU Use	I (Office, Gallery, Instruction)	I (Office, Instruction)	I (Instruction)	I (Office)	I (Bus Storage)	(Recreation Community Facility); Vehicle Storage, Storage Warehouse	Permitted = P Conditional = C Not Permitted = NP Institutional = I	P	P	P	P	NP ^a	NP-1 (Recreation); P: (Community Facility) Storage Uses ^a
		<i>PS-1, 2801 Leavenworth Street (The Cannery)</i>	<i>PS-2, 700 Montgomery Street</i>	<i>PS-3, 625 Polk Street</i>	<i>PS-4, 150 Hayes Street</i>	<i>PS-5, 121 Wisconsin Street</i>	<i>PS-6 2225 Jerrold Avenue</i>																						
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SOURCE: Atkins (2013).																													
a. Nonconforming use permitted by previous M-2 zoning.																													
b. AAU will seek a text amendment to allow recreation uses at this site.																													
4.1-41/ 42	<p>The zoning districts in SA-1 through SA-12 would all allow AAU institutional (including residential) activities as a permitted or conditional use. PDR-2 zoning does not permit <u>community facility institutional</u> uses.</p> <p>Table 4.1 4, Project-Level Zoning Districts, p. 4.1-42, lists the six project sites and identifies whether the proposed use would be a permitted use, conditionally permitted use, or not permitted in the zoning district. As shown in the table, AAU institutional uses would be permitted uses under the applicable <i>Planning Code</i> designations at:</p> <ul style="list-style-type: none"> • PS-1, 2801 Leavenworth Street (The Cannery) • PS-2, 700 Montgomery Street • PS-3, 625 Polk Street • PS-4, 150 Hayes Street <p>...</p> <p>PS-6, 2225 Jerrold Avenue. PS-6 is within a Core Production, Distribution, and Repair (PDR-2) zoning district. According to <i>Planning Code</i> Section 217(h)10.3, a “postsecondary educational institution for the purposes of academic, professional, business or fine arts education, which is required to submit an institutional master plan pursuant to Section 304.5 of this Code” is neither a permitted nor conditional use in a PDR 2 district. AAU recreational facilities T <u>the community facility</u> proposed at PS-6, would not be consistent with the <i>Planning Code</i>, <u>and would not require</u> without an amendment. As noted above, a text amendment to the <i>Planning Code</i> would be required to allow these proposed uses, following which such uses would be consistent with the <i>Planning Code</i>. Additionally, O other AAU uses proposed at PS-6, including vehicle storage, storage warehouse, and accessory office uses, would <u>also</u> be consistent with the <i>Planning Code</i> <u>and would not require</u> in the absence of any <i>Planning Code</i> amendments.</p>																												

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.2 – Land Use	
4.2-21	<p>The Proposed Project at PS-6 would add recreational uses <u>community facility uses</u> to storage and accessory office uses at PS-6. The addition of recreational <u>community facility</u> uses at this site would <u>require a “change of use” permit and would not require a text amendment to the <i>Planning Code</i>.</u></p> <p>These uses would differ from nearby industrial, warehouse, and large-scale retail uses in the nearby Bayview Hunters Point vicinity, but would not change the scale of development or have a substantial adverse effect on the existing character of the vicinity because this is a relatively small use within the project site and a small area compared to industrial uses in the vicinity. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU recreational uses <u>Community facility uses</u> would not be compatible with existing uses, however, they would be and small relative to the size of the building, could not occur without an amendment of the <i>Planning Code</i>; therefore, the Proposed Project at PS-6 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.</p> <p>...</p> <p>AAU would accommodate its growth through occupation and change of use of existing buildings for institutional uses, including instructional, administrative, student residential, or recreational <u>community facility</u> purposes within study areas and project sites. AAU would not demolish or replace existing buildings, or develop new buildings. The Proposed Project would not change the scale of development in the study areas and the vicinity. In general, institutional uses would be consistent with the existing character of development and range of existing uses in the study areas and at the project sites.</p>
4.2-26	<p>Impact LU-3.2: PS-6, 2225 Jerrold Avenue. The Proposed Project at PS-6, which would include AAU uses at PS-6 for proposed <u>community facility and institutional, storage, and recreational</u> uses, would change the activities at the site from warehouse and bus storage uses. As discussed in Section 4.1, Plans and Policies, PS-6 is within the Oakinba Activity Node of the Bayview Hunters Point Area Plan (BVHP Plan) and would not be responsive to BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. PS-6 is within a PDR-2 Core Production, Distribution, and Repair zoning district. According to <i>Planning Code</i> Section 217(h), a “post secondary educational institution for the purposes of academic, professional, business or fine arts education, which is required to submit an institutional master plan pursuant to Section 304.5 of this Code” are neither a permitted nor conditional use in a PDR-2 district. AAU uses, including the AAU recreational facilities proposed at PS-6, would not be consistent with the <i>Planning Code</i>, without the text amendment. A text amendment to the <i>Planning Code</i> would be required to allow these proposed uses, following which such uses would be consistent with the <i>Planning Code</i>. Other AAU uses proposed at PS-6, including <u>community facility</u>, vehicle storage, storage warehouse, and accessory office uses, would be consistent with the <i>Planning Code</i> in the absence of any <i>Planning Code</i> amendments. AAU use of PS-6 for recreational and institutional uses would be a land use policy issue, and not a conflict with regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Proposed Project at PS-6 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.2-27	<p>Impact LU-3.3. The Proposed Project, including the growth within the 12 study areas and at six project sites, would involve the occupation and change of use in existing buildings for the growth of AAU’s institutional, student residential, or <u>community recreational</u> facilities. The Proposed Project would not involve new construction, or demolition or major expansion of existing buildings. As discussed in Section 4.1, Plans and Policies, the Proposed Project would be generally consistent with the <i>General Plan</i>, including the Air Quality Element, Transportation Element, and Housing Element. The discussion of consistency with the <i>General Plan</i> Air Quality and Transportation Elements is discussed in Section 4.6, Transportation and Circulation; Section 4.8, Air Quality; and Section 4.9, Greenhouse Gas Emissions, which discuss the Proposed Project’s effects in relation to the Proposed Project’s future tenant improvements and operation activities. The Proposed Project’s would be generally consistency with the Housing Element; however, as discussed further in Section 4.4, Population, Housing, and Employment, the Proposed Project would create a substantial demand for housing. Because it is unknown at this time which buildings AAU would occupy within the 12 study areas, whether or not growth in the study areas would conflict with provisions of the <i>Planning Code</i> cannot be determined. The six project sites would generally not result in a conflict with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. AAU uses at of PS-6, 2225 Jerrold Avenue, for proposed institutional, storage, and recreational uses <u>community facility uses</u> would not be responsive to BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. PS-6 is within a PDR-2 Core Production, Distribution, and Repair zoning district, which does not permit institutional uses as either a permitted nor conditional use in a PDR-2 district. AAU uses, including the AAU <u>community facility recreational facilities</u> proposed at PS-6, would not be consistent with the <i>Planning Code</i>., without the text amendment. A text amendment to the <i>Planning Code</i> would be required to allow these proposed uses, following which such uses would be consistent with the <i>Planning Code</i>. AAU use of PS-6 for recreational <u>community facility</u> and institutional uses would be a land use policy issue, and not a conflict.</p>
Chapter 4.3 – Aesthetics	
4.3-48	<p>Impact AE-1.2: PS-6, 2225 Jerrold Avenue. The Proposed Project at PS-6 would result in a change in use from a corporation yard for AAU to a community facility for institutional recreation and office and storage use. Proposed AAU uses would include <u>community recreational facility</u> uses, <u>including recreation space for community and AAU use</u>, office uses, general storage (for AAU and the SFFD), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. As shown in Figure 3-68, 2225 Jerrold Avenue—Proposed South, East, and West Elevations, in Chapter 3, the Proposed Project at PS-6 would include new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue and a new building sign facing Upton Street. The installation of signage, and the replacement of the sidewalk, street curbs, and landscaping along McKinnon Avenue are the only proposed exterior alterations at PS-6.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.3-59	<p>Impact AE-3.2: PS-6, 2225 Jerrold Avenue. Under the Proposed Project, PS-6 would include recreational <u>community facility</u> and office uses, vehicle storage, and miscellaneous storage. Proposed changes would consist primarily of interior building alterations, and associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures. Therefore, AAU’s proposed occupation and change of use of the building at PS-6 would not result in a substantial increase in ambient and security lighting in and around the project site.</p>
<p>Chapter 4.4 – Population, Housing, and Employment</p>	
4.4-23	<p>Impact PH-1.2: PS-6, 2225 Jerrold. AAU plans to utilize PS-6 as a community facility institutional and recreational use. <u>Proposed community use would accommodate 110 users, consisting of community users, as well as AAU students, faculty, and staff.</u> Occupancy and use of PS-6 would not induce substantial population growth in the area. These students and faculty/staff are part of the 6,100 students and 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth and occupancy of this project site would not result in an additional increase in enrollment. Therefore, implementation of the Proposed Project at PS-6 would not substantially induce population growth, and this impact would be less than significant.</p> <p>...</p> <p>The Proposed Project would result in growth in the 12 study areas and at six project sites totaling 1,063,207 sf of institutional uses, 110,000 sf of residential uses, and 17,533 sf of recreational uses <u>community facility use</u>. The Proposed Project, including both program-level and project-level growth, would result in approximately 6,100 net new students and 1,220 net new faculty/staff, for a total of 7,320 net new people.</p>
4.4-30	<p>Impact PH-2.2: PS-6, 2225 Jerrold. PS-6 is a 125,581 sf site containing a 91,367 sf building that houses AAU office space (in the southeast corner of the building), storage areas for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes. In addition, 22,683 sf is being used by the San Francisco Fire Department (SFFD) for storage and office space for SFFD’s Toy Program. Under the Proposed Project, the SFFD Toy Program use would be anticipated to continue. The Proposed Project at PS-6 would include a change of use to accommodate recreational use <u>community facility use</u>. The use at the site would not otherwise change with AAU occupation. The site does not include any residential uses. Therefore, no displacement of persons or businesses would occur at the site, and there would be no impact.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.5 – Cultural and Paleontological Resources	
4.5-75 / 76	<p>Impact CP-1.2: PS-6, 2225 Jerrold. The Proposed Project at PS-6 would include the change of use of this site to recreational <u>community facility</u>, office, and storage uses. This would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue side of the site. PS-6 holds no local, state, or federal designation as a historical resource and substantial evidence does not support such a designation. Therefore, PS-6 is not considered a historical resource as defined by CEQA.</p> <p>Because PS-6 is not a historical resource for the purposes of CEQA, the Proposed Project at PS-6 has no potential to cause a substantial adverse change on historical resources, and there would be no impact.</p>
4.5-81	<p>Impact CP-2.2: PS-6, 2225 Jerrold. PS-6 is a 91,367 sf building that would be used for <u>community facility</u>, storage, <u>and</u> offices, and AAU recreational uses. Proposed Project changes at PS-6 would include installing AAU signs on the entrance doorway, interior construction associated with installation of recreational <u>community facility</u> uses, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site. No substantial ground disturbance would occur.</p> <p>According to the findings of the Preliminary Archeological Review conducted for the site in February 2013,¹ the Proposed Project at PS-6 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.</p>
4.5-84	<p>Impact CP-3.2: PS-6, 2225 Jerrold. The Proposed Project at PS-6 would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue side of the site. No substantial ground disturbance would take place. There are no improvements at PS-6 that would result in any substantial ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.</p>

¹ Preliminary Archeological Review (PAR), *ibid*.

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision														
Chapter 4.6 – Transportation and Circulation															
4.6-55	<p>Table 4.6-16, Comparison of Land Use by Option and Suboption. Table 4.6-16 is revised to show changes at PS-6 from recreational use to community facility.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">Table 4.6–16 Comparison of Land Use by Option and Sub Option</th> </tr> <tr> <th><i>Study Area/ Project Site</i></th> <th><i>Proposed Building Use (units)</i></th> </tr> </thead> <tbody> <tr> <td rowspan="2">PS-6, 2225 Jerrold Ave</td> <td>Recreational <u>Community facility</u> (sf)</td> </tr> <tr> <td>Institutional—office/storage (sf)</td> </tr> <tr> <td rowspan="2"><i>Project-Level Subtotal</i></td> <td>Institutional (sf)</td> </tr> <tr> <td>Recreational <u>Community facility</u>(sf)</td> </tr> <tr> <td rowspan="3"><i>Total</i></td> <td>Institutional (sf)</td> </tr> <tr> <td><u>Residential (rooms)^a</u></td> </tr> <tr> <td>Recreational <u>Community facility</u> (sf)</td> </tr> </tbody> </table>	Table 4.6–16 Comparison of Land Use by Option and Sub Option		<i>Study Area/ Project Site</i>	<i>Proposed Building Use (units)</i>	PS-6, 2225 Jerrold Ave	Recreational <u>Community facility</u> (sf)	Institutional—office/storage (sf)	<i>Project-Level Subtotal</i>	Institutional (sf)	Recreational <u>Community facility</u> (sf)	<i>Total</i>	Institutional (sf)	<u>Residential (rooms)^a</u>	Recreational <u>Community facility</u> (sf)
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<i>Total</i>	Institutional (sf)														
	<u>Residential (rooms)^a</u>														
	Recreational <u>Community facility</u> (sf)														
4.6-58	<p>For the recreational space <u>community facility use</u> at PS-6, project-related trips would primarily include trips generated by the new recreational <u>community facility</u> uses. As of 2010, 80,123 sf of the building at this project site was used for corporation yard storage and 11,244 sf for corporation yard-related office use.² Under the Project, AAU plans to maintain the office space (11,244 sf) and reduce the storage space to 62,590 sf over time, to provide 17,533 sf of new recreational <u>community facility</u> use at this site. Therefore, the trip generation estimate for PS-6 focuses on the trips associated with the new recreational <u>community facility</u> use (17,533 sf of this new use).</p>														

² CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2015).

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																			
4.6-59	<p>Table 4.6-17, AAU PM Peak Period Trip General Rates. Table 4.6-17 is revised to show changes at PS-6 from recreational use to community facility.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="5">Table 4.6-17 AAU PM Peak Period Trip Generation Rates</th> </tr> <tr> <th><i>Land Use</i></th> <th><i>Daily Person Trip Rate</i></th> <th><i>PM Peak-Hour Trip Rate</i></th> <th><i>% Inbound</i></th> <th><i>% Outbound</i></th> </tr> </thead> <tbody> <tr> <td>Residence Hall^a</td> <td>3.76 trips/student or 6.77 trips/room^b</td> <td>0.65 trips/student or 1.17 trips/room^b</td> <td>45%</td> <td>55%</td> </tr> <tr> <td>Academic / Administrative Building^a</td> <td>53.65 trips/ksf</td> <td>4.56 trips/ksf</td> <td>39%</td> <td>61%</td> </tr> <tr> <td>Office Building^c</td> <td>49.89 trips/ksf</td> <td>4.24 trips/ksf</td> <td>32%</td> <td>68%</td> </tr> <tr> <td>RecreationCommunity facility / Practice Facility^d</td> <td>57 trips/ksf</td> <td>5.99 trips/ksf</td> <td>62%^e</td> <td>38%^e</td> </tr> <tr> <td>Bus Yard^f</td> <td>100 trips/lot</td> <td>18 trips/lot</td> <td>50%</td> <td>50%</td> </tr> </tbody> </table> <p>SOURCE: CHS Consulting Group and Atkins, <i>Academy of Art University Transportation Impact Study</i>, Planning Department Case No. 2008.0586! (February 2015).</p> <ul style="list-style-type: none"> a. Trip generation rates and inbound/outbound split data were derived from actual counts of persons entering/exiting AAU residential and academic/administrative buildings conducted by Atkins in 2010, using AAU's security camera video tapes. b. A residential room occupancy factor of 1.8 was used to convert residential students to number of residential rooms. c. Office trip generation rates and the inbound/outbound split data were derived using academic/administrative rate (4.56 trips/ksf) as a base and then subtracting the estimated faculty and staff trips for AAU academic/administrative buildings from the base rate. d. Trip generation rates for the recreationcommunity facility/practice facility were derived from Table C-1 (Athletic Clubs) of the <i>SF Guidelines</i>. e. Inbound and outbound split ratios for the recreation/practice facility were developed using the "Athletic Club" category from the <i>ITE Trip Generation Manual</i>, Volume 2. f. A van carrying approximately nine passengers would make one round-trip to and from PS-5 (20,000 sf / 30-bus storage capacity) between 3:00 p.m. and 4:00 p.m. to provide relief for on-route shuttle drivers. Although prior to the PM peak hour, this was included in the analysis, and therefore, may be a higher PM peak hour trip rate than anticipated. 	Table 4.6-17 AAU PM Peak Period Trip Generation Rates					<i>Land Use</i>	<i>Daily Person Trip Rate</i>	<i>PM Peak-Hour Trip Rate</i>	<i>% Inbound</i>	<i>% Outbound</i>	Residence Hall ^a	3.76 trips/student or 6.77 trips/room ^b	0.65 trips/student or 1.17 trips/room ^b	45%	55%	Academic / Administrative Building ^a	53.65 trips/ksf	4.56 trips/ksf	39%	61%	Office Building ^c	49.89 trips/ksf	4.24 trips/ksf	32%	68%	Recreation Community facility / Practice Facility ^d	57 trips/ksf	5.99 trips/ksf	62% ^e	38% ^e	Bus Yard ^f	100 trips/lot	18 trips/lot	50%	50%
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4.6-106	<p>Impact TR-4.2. Between 50 and 85 AAU shuttle bus passenger trips would be generated at four of the six project sites; the remaining two project sites (PS-2 and PS-5) are not served by AAU shuttle buses. Two of these four project sites would propose an on-street shuttle zone (PS-1 and PS-3), with PS-4 and PS-6 proposing on-site shuttle stops. The addition of project-generated AAU shuttle bus passenger trips at these two project sites during the PM peak hour would generally be spread over the peak hour. The additional shuttle passengers at PS-1 and PS-3 would not cause sidewalk crowding at shuttle bus stops or on sidewalks providing access to the project sites. At PS-6, while the proposed recreational community facility use would not increase the number of pedestrian trips, most student trips would be made by AAU shuttle.</p>																																			

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.6-111 / 112	Impact TR-5.2. Planning Staff review of the AAU proposals at the six project sites indicated that converting the existing uses to the proposed institutional or other (recreational <u>community facility</u> , administrative office) uses would not increase the bicycle parking space requirements under the <i>Planning Code</i> . ³ As noted above, Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities, is recommended and would require AAU to add on- or off-street (or some combination thereof) of bicycle parking facilities at project sites (including the six project sites included with the Proposed Project). The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.
4.6-113	Impact TR-5.3. Planning Staff review of the AAU proposals at the six project sites indicated that converting the existing uses to the proposed institutional or other (recreational <u>community facility</u> , administrative office) uses would not increase the bicycle parking space requirements under the <i>Planning Code</i> .
4.6-116	Impact TR-6.2. Proposed Project development at the six project sites would generate a total of approximately 74 daily commercial truck trips, which equates to a loading demand of up to three average and four peak hour loading spaces. Three project sites (PS-2, PS-3, and PS-5) would result in a demand of less than one average and peak hour loading space due to the amount or type of use proposed. The Proposed Project at PS-1 and PS-4 would result in a demand for one average and one peak hour loading space each; PS-6, with its mix of office, recreational <u>community facility</u> , and warehouse use, would generate a demand for two average and two peak hour loading spaces. Planning Staff review of the AAU proposals at the project sites indicated that converting the existing uses to the proposed uses would not increase commercial loading space requirements under the <i>Planning Code</i> .

³ SF Planning Department Property Information Map, Zoning Administrator decision of February 3, 2014 in relation to Complaint No. 11493 for 625 Polk Street site, within Case No. 2008.0586 (accessed September 2014); SF Planning Department Review, *Planning Code* review for loading, vehicle parking, and bicycle parking requirements for the AAU project sites (except 625 Polk) (September 2014).

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.7 – Noise	
4.7-31	<p>Impact NO-1.2: PS-6, 2225 Jerrold. Proposed AAU uses at PS-6, 2225 Jerrold Avenue, would include continued office and storage uses, and the conversion of 17,533 sf to recreational <u>community facility</u> uses. The First Student School Bus Yard, Restaurant Depot, USPS distribution center, and various other industrial uses are located directly to the north. PS-6 is bounded by the San Francisco Wholesale Produce Market to the east. There is a mini storage company at the corner of Jerrold Avenue and Barneveld Street. Just south of the mini storage on Barneveld Street is Blood Centers of the Pacific. To the west are a power station, industrial uses, and various commercial uses. There are no noise-sensitive uses within the vicinity of PS-6.</p> <p>Tenant improvements at PS-6 would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along the McKinnon Avenue side of the site. As discussed under PS-1, 2801 Leavenworth Street (The Cannery), tenant improvement activities associated with the Proposed Project must comply with the San Francisco Noise Ordinance Sections 2907 and 2908. Additionally tenant improvement work would be of short duration, would not be expected to require heavy-duty equipment such as excavators, concrete mixers, or heavy trucks, and would be shielded from off-site receptors due to the work being conducted in the interior of existing buildings. The impact would be less than significant.</p>
4.7-44	<p>Impact NO-2.2: PS-6, 2225 Jerrold. AAU growth at PS-6 would include continued office and storage space, as well as the conversion of 17,533 sf of existing space to recreational <u>community facility</u> uses. <u>Proposed community use at PS-6 would accommodate 110 users, consisting of community users, as well as AAU students, faculty, and staff.</u> Shuttle service would be extended to PS-6. As shown in Table 4.7 3, Existing Ambient Noise Measurements, in Leq, p. 4.7-15, noise levels in the vicinity of PS-6 range from 73.8 to 77.4 dBA, indicating a noisy commercial environment. However, college land uses such as office, storage, and recreational <u>community facility space uses</u> are not considered a protected sensitive land use under the <i>San Francisco General Plan</i>.</p>
4.7-47	<p>Impact NO-3.1. Tenant Improvements. The Proposed Project as the six project sites would result in the change of use to institutional, recreational <u>community facility</u>, and bus yard uses. The tenant improvements at the six project sites would not require the use of heavy-duty equipment such as excavators, concrete mixers, and heavy trucks or impact tools that could result in vibration-related impacts.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.10 – Wind and Shadow	
4.10-7	<p>Impact WS-1.1. The Proposed Project includes AAU growth within 12 study areas, including occupation and change of use of existing buildings for residential, institutional, and recreational <u>community facility</u> uses. Construction activities related to changes in use would be limited to tenant improvements, including interior construction, fire sprinkler/alarm upgrades, seismic retrofit work, and/or the addition of exterior signage, awnings, windows, or lighting. Therefore, the Proposed Project would not involve any new development or additions that would change the height and bulk of existing structures and therefore, would not alter wind environments. Furthermore, any future improvements would be required to comply with all applicable policies and regulations, including <i>Planning Code</i> Section 148, intended to reduce wind impacts. Therefore, the Proposed Project, including growth in the 12 study areas, would not alter wind in a manner that substantially affects public areas, and no impact would occur.</p>
4.10-10	<p>The project site at PS-6 is located at the southeasterly portion of a trapezoidal block bounded by Jerrold Avenue to the north, Upton Street to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west in the Bayshore area. The Proposed Project at PS-6 would involve a change of use from 91,367 sf of offices and vehicle storage for AAU to include 17,533 sf of recreational <u>community facility</u> uses, including a basketball/volleyball court to be utilized <u>principally for recreation by persons from the immediate neighborhood</u>. AAU would use the community facility on an accessory basis, up to one-third of total use. by students and staff. Office and storage uses would continue.</p>
4.10-13	<p>Impact WS-1.2. PS-6, 2225 Jerrold. The Proposed Project at PS-6 consists of the change of use of a 91,367 sf warehouse to provide offices, as well as vehicle storage for AAU. Under the Proposed Project, office and storage uses would remain, and 17,533 sf of recreational <u>community facility</u> uses would be added. The Proposed Project at PS-6 would include new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue and a new building sign facing Upton Street, as well as replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue. No construction activities that would increase the height or bulk of the existing building would occur at PS-6. As the Proposed Project at PS-6 would not construct any new structures, it would not be subject to the requirements of Section 295. Therefore, the Proposed Project would result in no impact related to shadows.</p> <p>...</p> <p>The Proposed Project consists of AAU growth through change of use and occupancy of existing buildings within the 12 study areas and at the six project sites, including occupation and use of existing buildings for residential, institutional, and recreational <u>community facility</u> uses. Construction activities in the study areas and at the project sites would be limited to tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), fire sprinkler/fire alarm upgrades, seismic retrofit work, and/or addition of exterior signage, or other exterior improvements such as awnings, lighting, or windows, and would not involve any new development or major additions. Therefore, the Proposed Project would not involve construction of new above grade structures or construction activities that would change the height and bulk of existing structures, and would not alter shadows or be subject to the requirements of Section 295. Furthermore, any future improvements and/or change of use of existing buildings would comply with all applicable policies and regulations, including <i>Planning Code</i> Section 295, intended to reduce shadow impacts. Therefore, the Proposed Project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, and would result in no impact related to shadows.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.11 – Recreation	
4.11-14	<p>Impact RE-1.1. As demonstrated by Figure 4.11 1, Nearby Parks and Recreation Facilities within the Vicinity of the Proposed Project, p. 4.11-6, and Table 4.11 1, Parks and Recreational Facilities in the Vicinity of the 12 Study Areas and Six Project Sites, p. 4.11-3, which show and describe parks and other recreational facilities located within the vicinity of each of the 12 study areas, the areas identified for AAU growth currently are well-served by local recreational facilities. Additionally, as identified in Table 4.11 2, Existing Athletic Facilities Used by AAU, p. 4.11-7, AAU provides recreational facilities in the form of gymnasiums and related facilities open for use by students, faculty, and staff at 1069 Pine Street, 620 Sutter Street, and 601 Brannan Street. AAU also facilitates access for students, faculty, and staff at other nearby facilities, as listed in Table 4.11 2, where practice and game space is provided for various AAU athletic programs. The student housing facilities would be required to meet the open space requirements for student housing, as specified in <i>Planning Code</i> Section 135. AAU is also proposing a <u>recreational community facility uses</u> at PS-6, 2225 Jerrold Avenue, <u>which would be used on an accessory basis as recreational space for AAU</u>, that could decrease the demand over time for use of City-owned parks and recreational facilities by AAU students and staff. Proposed uses at PS-6 are discussed further below under the project-level analysis.</p>
4.11-18	<p>Impact RE-1.2: PS-6, 2225 Jerrold. Prior to publication of the 2010 NOP for this EIR, PS-6 was used as a corporation yard for AAU. Under the Proposed Project, uses at PS-6 would include 17,533 sf of new <u>recreational community facility uses</u>, 11,244 sf of office uses, and 62,590 sf of general storage, vehicle storage, and miscellaneous storage. <u>Proposed community use at PS-6</u> would accommodate 110 <u>users, consisting of community users, as well as AAU students, faculty, and staff</u>. As shown in Figure 4.11 1, Nearby Parks and Recreation Facilities within the Vicinity of the Proposed Project, p. 4.11-6, and Table 4.11 1, Parks and Recreational Facilities in the Vicinity of the 12 Study Areas and Six Project Sites, p. 4.11-3, PS-6 is not in the immediate vicinity of any park or recreational facility. PS-6 would not contribute to heavy use of existing local parks and recreational facilities in a way that would result in their deterioration or degradation since there are no nearby parks and the site is proposed, in part, for recreational uses. In fact, the 17,533 sf of <u>recreational community facility use</u> proposed at PS-6, <u>which would be used on an accessory basis as recreational space for AAU</u>, could decrease the demand over time for use of City-owned parks and recreational facilities by AAU student and staff.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.11-20	<p>Impact RE-1.3. As stated above, the Proposed Project, including growth in 12 study areas and six project sites would be limited to the occupation and change of use of existing buildings in already developed areas of the City and would not result in new development. The Proposed Project would include AAU growth in the 12 study areas combined with the growth at the six project sites, resulting in the addition of a total of 1,063,207 sf of institutional uses, 17,533 sf of recreational <u>community facility</u> uses, and 110,000 sf (or 400 beds) of residential uses. As described in Section 4.4, Population, Housing, and Employment, this growth would result in a net population increase of approximately 4,209 new student residents and approximately 1,191 (525 new faculty and staff and 666 of their families) nonstudent residents by 2020.⁴ Thus total AAU growth could result in a net population growth in the City of 5,400 new residents.</p> <p>This increase in population would likely result in a small increase in the use of local parks. However, growth within the 12 study areas and at the six project sites would occur gradually over time until the year 2020 and would be distributed throughout the City. A gradual increase of approximately 5,400 persons citywide over a 10-year period would not substantially contribute to the deterioration of nearby recreational resources, nor would such growth be substantial enough to necessitate the expansion or construction of new facilities.</p> <p>As noted above, and shown in Table 4.11 1, Parks and Recreational Facilities in the Vicinity of the 12 Study Areas and Six Project Sites, p. 4.11-3, the study areas and project sites are well served by local recreational facilities. Such facilities include a range of recreational resources, including, but not limited to, plazas, parks, and other open spaces, various types of ball courts and playfields, picnic areas, and play structures. Additionally, as identified in Table 4.11 2, Existing Athletic Facilities Used by AAU, p. 4.11-7, AAU provides recreational facilities in the form of gymnasiums and related facilities open for use by students, faculty, and staff at 1069 Pine Street, 620 Sutter Street, and 601 Brannan Street. AAU also facilitates access for students, staff, and faculty at other nearby facilities, as listed in Table 4.11-2 where practice and game space is provided for various AAU athletic programs. Additionally, future occupied AAU student housing facilities would be required to meet the open space requirements for new residential units specified in <i>Planning Code</i> Section 135. AAU is also proposing 17,533 sf of recreational uses <u>community facility use</u></p>

⁴ Generation factor is based on the historical trends that 69 percent of AAU students and 43 percent of faculty/staff are new residents to the City. For Faculty/Staff, this assumes that there would be an average household size of 2.27 pph. See Section 4.4, Population, Housing, and Employment for further discussion.

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
	<p>at PS-6, 2225 Jerrold Avenue, <u>which would be used on an accessory basis as recreational space for AAU. This additional community facility</u> which could decrease the demand over time for use of City-owned parks and recreational facilities. <u>Proposed community use at PS-6</u> would accommodate 110 <u>users, consisting of community users, as well as AAU students, and faculty, and staff.</u></p> <p>The proposed development of recreational facilities at PS-6 would construct the new recreational <u>community facility</u> facilities within the existing structure. Construction at PS-6 would be limited to laying down flooring for athletic courts (basketball/volleyball), renovation of bathrooms, creation of locker room facilities, and painting of the building and interior spaces. Internal utility upgrades, including electrical and plumbing, would be required to service the expanded use of the site. Structural improvements are not anticipated at this time. ADA accessibility would require improvements to pedestrian access points, bathroom facilities, and locker rooms.</p>
Chapter 4.12 – Utilities and Service Systems	
4.12-19	<p>Impact UT-2.2. The Proposed Project at the six project sites would involve the change of use to institutional use, recreational, <u>community facility,</u> and offices uses and would not substantially increase stormwater and wastewater generation because all of the project sites are completely covered with impervious surfaces and would remain so with implementation of the Proposed Project.</p>
4.12-20	<p>Impact UT-3.1. AAU would accommodate growth in the study areas through the occupancy and change in use of existing buildings served by the City’s solid waste collection system (Recology). Solid waste generation is estimated using generation rates from the California Department of Resources Recycling and Recovery (CalRecycle). For solid waste associated with residential uses, a disposal rate of approximately three pounds per resident per day is applied. For institutional and recreational uses a disposal rate of 0.007 pounds per sf per day is applied. As shown in Table 4.12 1, Estimated Range of Solid Waste Generation by AAU Study Areas, p. 4.12-21, shows the range of solid waste disposal that could be generated within each of the 12 program-level study areas. As explained below, it is important to note that the total solid waste generated by all program-level study areas should not be calculated by aggregating the individual study areas shown in Table 4.12 1. Rather, this is a range and maximum for each study area.</p>
Chapter 4.13 – Public Services	
4.13-30	<p>Impact PS-1.2: PS-6, 2225 Jerrold. Implementation of the Proposed Project at PS-6 would accommodate 110 <u>users, consisting of community users, as well as AAU students, faculty, and staff.</u> These students would be existing or future students using the <u>community facility proposed on the site, for recreation.</u> PS-6 is served by Fire Stations 9 (2245 Jerrold Avenue), and 37 (798 Wisconsin Street), and by the SFPD Bayview District Station (201 Williams Avenue). SFPD Station 9 is located approximately 135 feet from the project site, and Station 37 is located approximately 1.2 miles from the site. SFPD Bayview District Station is located approximately 1.7 miles from the site.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.14 – Biological Resources	
4.14-19	<p>Impact BI-1.2: PS-6, 2225 Jerrold. The project site at PS-6 is within the area of documented occurrence for the San Francisco owl’s clover, alkali milk-vetch, adobe sanicle, and fragrant fritillary. Of these listed plant species, only the San Francisco owl’s-clover and the fragrant fritillary are expected to exist today. However, even in the unlikely event that one of these species is present within the vicinity of the project site, site alterations related to AAU’s use of PS-6 would be limited to interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue. The project would not remove any existing trees. These types of activities would not adversely affect these listed plant species, nor would these activities result in any impacts to other biological resources that may be present in the vicinity of the project site or disturb any nesting birds.</p>
Chapter 4.15 – Geology and Soils	
4.15-30	<p>Impact GE-1.2: PS-6, 2225 Jerrold. The Proposed Project at PS-6 would include 91,367 sf of office uses, vehicle storage and miscellaneous storage, as well as 17,533 of proposed recreational <u>community facility</u> uses. Tenant improvements at this site would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site.</p>
Chapter 4.16 – Hydrology and Water Quality	
4.16-31	<p>Impact HY-1.2: PS-6, 2225 Jerrold. PS-6 would not substantially degrade water quality or contaminate a public water supply. The Proposed Project at PS-6 would convert 73,834 sf to AAU office uses, general storage (for AAU and the San Francisco Fire Department), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, San Francisco Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage, as well as 17,533 sf of new recreational <u>community facility</u> uses. The office uses that are proposed would include administrative offices for business and transportation operations, a security patrol office, an athletic personnel office, and the San Francisco Toy Program offices. Tenant improvements at this site would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along the McKinnon Avenue side of the site.</p>

Table RTC-1: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.17 – Hazards and Hazardous Materials	
4.17-28	At PS-6, 2225 Jerrold Avenue, office and storage uses would require general cleaning and maintenance products and anticipated recreational uses <u>community facility uses</u> would use similar items. In addition, hazardous wastes such as paint, light bulbs, ballast and solvents would be collected at and transported from 2225 Jerrold Avenue.
4.17-35	Impact HZ-1.2: PS-6, 2225 Jerrold Avenue (SA-17). Under the Proposed Project, AAU would use PS-6 for storage, office, and recreational <u>community facility</u> uses. The project site would use common types of hazardous materials, such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the site. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. In addition, hazardous waste such as paint, light bulbs, ballast and solvents would be collected at this site, and hauled away regularly by licensed hazardous waste haulers.
4.17-50	Impact HZ-3.2: PS-6, 2225 Jerrold. Tenant improvements would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site.
Chapter 4.18 – Mineral and Energy Resources	
4.18-15	Impact ME-1.2: PS-6, 2225 Jerrold. Proposed AAU uses at PS-6 include 11,244 sf of office uses, 62,590 sf of general storage, vehicle storage (both inside and outside of the yard) and miscellaneous storage, as well as 17,533 sf of new recreational space <u>community facility space</u> . Shuttle service would be provided at PS-6. Tenant improvements, including interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site, would not require large amounts of energy, fuel, or water and would not be atypical for normal renovation projects within the City of San Francisco.

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III. LIST OF PERSONS COMMENTING

This chapter presents the agencies, organizations, and individuals who submitted written comments during the public review period or spoke at the public hearing on the Draft EIR. **Table II-1** lists the commenters’ names, along with the corresponding commenter codes used in Chapter IV, Responses to Comments, to denote each set of comments, the comment format, and the comment date. This RTC document codes the comments in the following way:

- Comments from agencies are designated by “A-” and the acronym of the agency’s name.
- Comments from organizations are designated by “O-” and an acronym of the organization’s name. In cases where several commenters from the same organization provided comments, the acronym is followed by the commenter’s last name.
- Comments from individuals are designated by “I-” and the commenter’s last name.

Within each category, commenters are listed in alphabetical order. In the event of multiple commenters with the same last name, the last name is followed by the commenter’s first initial. In cases where commenters provided oral testimony at the public hearing and submitted written comments, or submitted more than one letter or email, comment codes end with a sequential number (e.g., comment codes O-LOS1, O-LOS2, O-LOS3, and LOS4 are used to denote multiple written and verbal comments submitted by the same organization). Comment letters and emails received are included as Attachment 1. The Planning Commission Hearing transcript is included as Attachment 2. The example below has been constructed to show a breakdown of the comment code components for the 4th comment received from Coalition for San Francisco Neighborhoods (CSFN), code O-CSFN4. In this example, the commenter submitted multiple comments.

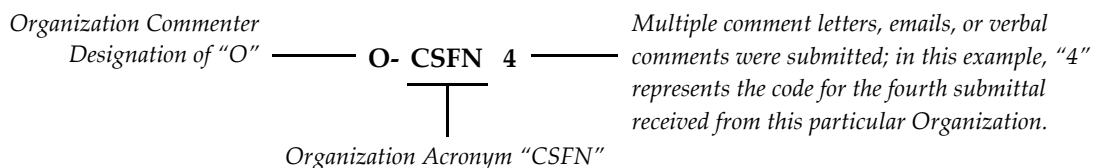


Table II-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
Federal, State, Regional and Local Agencies, Boards, and Commissions				
A-CPC-Hillis	Rich Hillis, Commissioner	San Francisco Planning Commission	Transcript	April 16, 2015
A-CPC-Johnson	Christine Johnson, Commissioner	San Francisco Planning Commission	Transcript	April 16, 2015
A-CPC-Moore1	Kathrin Moore, Commissioner	San Francisco Planning Commission	Transcript	April 16, 2015
A-CPC-Moore2	Kathrin Moore, Commissioner	San Francisco Planning Commission	Email	April 17, 2015
A-CPC-Richards	Dennis Richards, Commissioner	San Francisco Planning Commission	Transcript	April 16, 2015
A-CPC-Wu	Cindy Wu, Vice President	San Francisco Planning Commission	Transcript	April 16, 2015
A-DOT	Patricia Maurice, Acting District Branch Chief	Department of Transportation	Letter	April 27, 2015
A-DTSC	Harold Duke, PG	Department of Toxic Substances Control	Letter	April 24, 2015
A-SFFD	Joanne Hayes-White, Chief of Department	San Francisco Fire Department	Email	April 15, 2015
A-SFPD	Gregory P. Suhr, Chief of Police	San Francisco Police Department	Letter	April 10, 2015
A-SFRP	Alexander Wolk, Planner	San Francisco Recreation and Parks	Email	April 27, 2015
Organizations				
O-AH	Alec L. Lee, Executive Director	Aim High	Email	April 25, 2015
O-BCF	Jerry Brown, Executive Director; and Lola Fraknoi, Director of Community Programs	Bethany Center Foundation / Ruth's Table	Letter	April 22, 2015
O-BGCSF	Pat Zamora, Area Director	Boys & Girls Clubs of San Francisco	Letter	April 27, 2015
O-CCDC	Gen Fujiaka	Chinatown Community Development Center	Transcript	April 16, 2015
O-CCHO	Peter Cohen	Council of Community Housing Organizations	Transcript	April 16, 2015
O-CCSF	Diane Green, Fashion Department Chair	City College of San Francisco	Email	April 24, 2015
O-CFG	Emily Gogol, Garden Coordinator	Connecticut Friendship Garden	Letter	April 21, 2015
O-CSFN1	Judith Berkowitz, President	Coalition for San Francisco Neighborhoods	Letter	March 18, 2015
O-CSFN2	Rose Hillson, Member	Coalition for San Francisco Neighborhoods	Letter	April 15, 2015
O-CSFN3	Hiroshi Fukuda	Coalition for San Francisco Neighborhoods	Transcript	April 16, 2015
O-CSFN4	Mari Eliza	Coalition for San Francisco Neighborhoods	Transcript	April 16, 2015

Table II-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
O-FAYE	Crisanta Malig, Founder/President	Fashion Art & Youth Enterprises	Letter	April 23, 2015
O-FWCBD	Troy Campbell, Executive Director	Fisherman's Warf Community Benefit District	Letter	April 16, 2015
O-FWN	Marilyn Mondejar, Founder and CEO	Filipina Women's Network	Letter	April 27, 2015
O-HRCSF	Tommi Avicolti Mecca	Housing Rights Committee	Transcript	April 16, 2015
O-ICA	Sister Lilly Fitzpatrick O.P., Job Acquisitions Manager	Immaculate Conception Academy	Letter	April 14, 2015
O-INN	Maurice Woods, Founder and Executive Director	Inneract Project	Email	April 21, 2015
O-KIPP	Beth Sutkus Thompson, Executive Director	Kipp: Bay Area Schools	Letter	April 23, 2015
O-LSYS	Sherilyn Adams, Executive Director	Larkin Street Youth Services	Email	April 24, 2015
O-MMA1	Jody Breckenridge, Board Member	Marines Memorial Association	Letter	April 24, 2015
O-MMA2	Major General J. Michael Myatt USMC (Ret.), President and CEO	Marines Memorial Association	Letter	April 21, 2015
O-MOAD	Lovisa Brown, Senior Director of Education	Museum of African Diaspora	Letter	April 27, 2015
O-MSA	Annie Hartje, Office and Admissions Manager	Marin School of the Arts	Email	April 21, 2015
O-MSC	David and Todd Chritton, Owners	Microbiz Security Company	Letter	April 13, 2015
O-NMWF	Narada Michael Walden, President	Narada Michael Walden Foundation	Letter	April 21, 2015
O-OFFTA	Laurie Pitman, President of the Board of Directors	Oakland Fund for the Arts	Letter	April 23, 2015
O-PBNA	J.R. Eppler	Potrero Boosters Neighborhood Association	Transcript	April 16, 2015
O-PUSD	Dr. Janet Schulze, Ed.D, Superintendent	Pittsburg Unified School District	Letter	April 2015
O-RCA	Hiroshi Fukuda, President	Richmond Community Association	Letter	April 26, 2015
O-RHW	David Perry	Rainbow Honor Walk	Letter	April 24, 2015

Table II-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
O-RLN	Patricia Ris	Ridge Lane Neighbors	Email	April 23, 2015
O-SAVEMUNI	Howard Wong, AIA	Save Muni	Email	April 21, 2015
O-SBS	Rochelle O'Donnell	St. Brigid's School	Transcript	April 16, 2015
O-SFCC	Jim Lazarus, Senior Vice President of Public Policy	San Francisco Chamber of Commerce	Letter	April 15, 2015
O-SFFWA	Lewis W. Loeven III, Executive Director	San Francisco Fleet Week Association	Letter	April 23, 2015
O-SFMMSLC	James J. Lee, Chairman-Board of Directors	San Francisco Museum and Memorial Safety Learning Center	Letter	April 14, 2015
O-SFPA	Julia Brashares, Director	Street Parks, SF Parks Alliance	Letter	April 25, 2015
O-SFPOA	Martin Halloran, President	San Francisco Police Officers Association	Letter	April 13, 2015
O-SHC	Angel-Max Guerrero, Director of Student Support	Sacred Heart Cathedral Preparatory	Letter	April 24, 2015
O-SOMCAN	Angelica Cabande	South of Market Community Action Network	Transcript	April 16, 2015
O-TELHI	Nestor L. Fernandez II, Executive Director	Telegraph Hill Neighborhood Center	Letter	April 24, 2015
O-TGP	John Austin, Director of Education	The Garden Project	Email	April 24, 2015
O-THC	Randy Shaw, Executive Director	Tenderloin Housing Clinic	Letter	April 15, 2015
O-TNDC	Donald S. Falk, Chief Executive Officer	Tenderloin Neighborhood Development Corporation	Letter	April 16, 2015
O-TODCO1	John Elberling, President	TODCO Development	Letter	April 16, 2015
O-TODCO2	John Elberling, President	TODCO Development	Transcript	April 16, 2015
O-UHL2	Ian Lewis	Unite Here Local 2, The Hotel Workers' Union	Transcript	April 16, 2015
O-WBPMSC	Vivian Zalvidea Araullo, Executive Director	West Bay Pilipino Multi-Service Center	Email	April 24, 2015
O-WCCUSD	Finy Prak	West Contra Cost School District	Letter	April 24, 2015
O-YFPA	Rex Magadia, President	Your Filipino Professionals Association	Letter	April 24, 2015

Table II-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
Individuals				
I-Adelman	Stella Adelman		Transcript	April 16, 2015
I-Alioto	Angela A. Alioto, Esq.		Email	April 27, 2015
I-Allen	Andrea Allen		Email	April 10, 2015
I-Bagley	Christine A. Bagley		Email	March 30, 2015
I-Brown	Larry Brown		Email	March 8, 2015
I-Dubier	Pam Dubier		Email	February 26, 2015
I-Edwards	Jane Edwards		Transcript	April 16, 2015
I-Eliza	Mari Eliza		Email	April 15, 2015
I-Elliott	John W Elliot		Letter	April 23, 2015
I-Francis	Rob Francis		Transcript	April 16, 2015
I-Heller	Lee Heller		Letter	February 26, 2015
I-Hestor1	Sue Hestor		Email	March 8, 2015
I-Hestor2	Sue Hestor		Email	April 13, 2015
I-Hestor3	Sue Hestor		Email	April 14, 2015
I-Hestor4	Sue Hestor		Transcript	April 16, 2015
I-Hestor5	Sue Hestor		Letter	April 26, 2015
I-Hestor6	Sue Hestor		Letter	April 27, 2015
I-Hestor7	Sue Hestor		Letter	April 27, 2015
I-Holden	Joan Holden		Transcript	April 16, 2015
I-Inchauspe1	Maureen Inchauspe		Email	April 16, 2015
I-Inchauspe2	Maureen Inchauspe		Email	April 20, 2015
I-Ivanov	Rada Ivanov		Email	March 1, 2015
I-Jones1	Tom Jones		Transcript	April 16, 2015
I-Jones2	R. Thomas Jones		Letter	April 27, 2015
I-Ludwig	Ann Ludwig		Email	February 28, 2015
I-Martin1	Christopher Martin		Transcript	April 16, 2015
I-Martin2	Christopher Martin		Letter	April 26, 2015

Table II-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
I-McCann	Patrick McCann		Transcript	April 16, 2015
I-McGoldrick	Jake McGoldrick		Transcript	April 16, 2015
I-Meko	Jim Meko		Transcript	April 16, 2015
I-Miguel	Ron Miguel		Transcript	April 16, 2015
I-Mosier	Perlita Mosier		Email	March 11, 2015
I-Nogueraa	Gary Nogueraa		Email	April 2, 2015
I-Quan	Bill Quan		Email	April 30, 2015
I-Quinn	Phyllis Quinn		Email	April 16, 2015
I-Rae	Karen Rae		Email	March 31, 2015
I-Robinson	Jan Robinson		Email	March 9, 2015
I-Savery	Mark Savery		Email	March 1, 2015
I-Seiter1	Joseph Seiter		Transcript	April 16, 2015
I-Seiter2	Joseph Seiter		Letter	April 23, 2015
I-Shaw	Elizabeth S. Shaw		Email	April 15, 2015
I-Stinchfield	Allyson Stinchfield		Email	February 28, 2015
I-Wermer1	Paul Wermer		Email	March 28, 2015
I-Wermer2	Paul Wermer		Transcript	April 16, 2015
I-Wermer3	Paul Wermer		Email	April 27, 2015
I-Whitaker	Jamie Whitaker		Email	April 16, 2015
I-Wong	Siu-Mei Wong		Email	March 8, 2015

Source: LSA Associates, Inc., 2016.

IV. COMMENTS AND RESPONSES

This chapter of the Response to Comments (RTC) document summarizes the substantive environmental comments received on the Draft EIR and presents the responses to those comments. This chapter begins with a description of the overall organization of the RTC, followed by the comments and responses.

A. ORGANIZATION OF RESPONSES TO COMMENTS

The comments in this chapter are organized by environmental topic area and are presented in the same order as in the Draft EIR. General comments not related to substantive environmental issues, including comments pertaining to the Proposed Project's merits, are addressed in the concluding section of this chapter, the General Comments section. Prefixes relating to the abbreviated environmental topic areas are used to group responses as shown below.

MR	Master Responses	GG	Greenhouse Gas Emissions
PD	Project Description	RE	Recreation
PO	Plans and Policies	UT	Utilities
LU	Land Use	PS	Public Services
PH	Population, Housing, and Employment	BI	Biological Resources
CP	Cultural Resources	HZ	Hazards and Hazardous Materials
TR	Transportation and Circulation	OC	Other CEQA Considerations
NO	Noise	AL	Alternatives
AQ	Air Quality	GC	General Comments

Within each section of this chapter and under each topic area, similar comments are grouped together and numbered sequentially using the topic code prefix and sequential numbering for each subtopic. For example, comments on the Project Description [PD] are listed as [PD-1], [PD-2], [PD-3], and so on. Within each topic code and corresponding heading that introduces the subject are excerpted comments followed by the commenter's name, and the comment code that identifies the specific comment document (i.e., letter or transcript) and comment being addressed. A detailed explanation of the nomenclature used for comment coding can be found on page RTC-6 of this document. The comments are presented verbatim except for minor typographical corrections. Photos, figures, and other attachments submitted by commenters and references in individual comments are included in the applicable RTC attachment (Attachment A, Draft EIR Comment Letters or Emails or Attachment B, Draft EIR Public Hearing Transcript); they are not reproduced as part of the comments in this chapter.

Attachments A and B include comment matrices (Tables A-1 and B-1, respectively), that list all comments received and indicate multiple comment topics. Individual comments on separate topics from each commenter are bracketed and coded by topic; bracketed comments and corresponding comment codes are shown in the margins of the comments in Attachments A and B.

Following each comment or group of comments, a comprehensive response is provided to address issues raised in the comments and to clarify or augment information in the Draft EIR, as appropriate. Response numbers correspond to the topic code; for example, the response to the first group of comments on the Project Description (PD-1) is provided under **Response PD-1** on page 95. The responses may provide clarification of the Draft EIR text and include revisions or additions to the Draft EIR. Revisions to the Draft EIR are shown as indented text. New text is double-underlined; deleted material is shown with ~~striketrough text~~.

Corrections and/or clarifications to the Draft EIR are captured in the individual responses as well as in Chapter V, Draft EIR Revisions.

B. MASTER RESPONSES

Many of the comments received on the Draft EIR involve variations of several key issues. In order to consolidate responses to questions and comments related to these topics, and to address concerns comprehensively, two Master Responses have been prepared. Master Responses are included below for the following topics and are referenced in subsequent responses, as appropriate.

- MR-1: *Planning Code* Violations at Existing AAU Sites
- MR-2: AAU Impacts on Housing in San Francisco

COMMENT MR-1: PLANNING CODE VIOLATIONS AT EXISTING AAU SITES

This master response addresses comments from the commenters listed below, all of which relate to AAU's failure to obtain legalization approvals required by the San Francisco Planning Code (*Planning Code*) for prior changes in use and appearance at existing buildings; each comment on this topic is quoted in full below this list:

I-Dubier	I-Inchauspe2	I-Miguel	O-CSFN2
I-Eliza	I-Jones1	I-Savery	O-CSFN3
I-Heller	I-Jones2	I-Seiter1	O-CSFN4
I-Hestor4	I-Martin1	I-Whitaker	O-RCA
I-Hestor5	I-Martin2	O-CCDC	O-SAVEMUNI
I-Hestor6	I-McGoldrick	O-CSFN1	
I-Inchauspe1			

I am a San Francisco resident, and have lived here since 1982. During these years, I have seen Academy of Art takeover buildings ILLEGALLY using them for their own profit. Note your full page of existing Academy of Art sites without proper permits for use changes that they made. I know that they are powerful/wealthy people, but somebody in SF GOV should stand up to them. Please DO NOT allow further expansion of this "school" and DO NOT allow them to retroactively get permits. (Pam Dubier; Email; February 26, 2015 [I-Dubier])

AAU has obtained many buildings and transitioned them to classrooms and student housing without bothering to follow proper procedures. Many of their properties have been in noncompliance for over fifteen years. No plans should be approved until AAU corrects all their current code violations and pays all the fines associated with their misconduct.

...

The City Attorney chastised the Planning Department in December 2014 for unprecedented AAU special treatment for so many years, yet no further action has been taken by the city to collect fines or pursue enforcement of housing conversion laws. (*Mari Eliza; Email; April 15, 2015 [I-Eliza]*)

On page 2 of your announcement, you list 34 AAU sites with the headline: "The Proposed Project includes legalization of changes in use and/or appearance undertaken without benefit of permits prior to issuance of the NOP at 28 of AAU's 34 existing sites." This is a sign of an outrageous deal, allowing all of these AAU sites without permits. (*Lee Heller; Letter; February 26, 2015 [I-Heller]*)

The Academy of Art University continues to expand and acquire properties without regard to:

- An EIR being prepared on whether they should be able to expand their facilities
- An EIR being prepared to allow the City to decide whether to grant Conditional Uses and permits RETROACTIVELY for buildings acquired before the Notice of Preparation
- An EIR being prepared on whether to approve 4 buildings acquired after the NOP, "the project" analyzed in the EIR

...

Since the AAU has consistently and blatantly disregarded the Planning [Code] as well as other San Francisco codes, the President and other AAU officers must be asked to provide under oath a list of all properties owned by the AAU, an affiliated entity or any individual or entity that has a financial stake in the AAU, including the Stephens Institute, the Stephens Family Revocable Trust, Elisa Stephens, Scott Stephens or any affiliated individual.

The Planning Department and Commission have attempted to bring the AAU into compliance with the Institutional Master Plan law and the California Environmental Quality Act for 10 years and through representation by over 5 law firms. Waiting until 2016 for a final EIR before the Commission can consider any action allows the AAU to expand footprint of the AAU and accelerate enrollment growth. (*Sue Hestor; Letter; April 26, 2015 [I-Hestor5]*)

AAU UNWILLINGNESS TO COMPLY WITH THE PLANNING CODE FOR OVER 20 YEARS

...

Throughout the Draft EIR statements are made that the AAU will act in compliance with the law. This is contrary to AAU's continued, CONSCIOUS flaunting of the Planning Code and just about every other San Francisco Code. The AAU had to be dragged kicking, screaming, and resisting - if not actively misleading the City - to issue this DEIR. The DEIR is not based in the real world when it comes to the AAU. There are explicit statements throughout that ASSUME without any basis that the AAU will apply for permits BEFORE THEY CONVERT. That the AAU will seek approval from the Planning Commission before they decide on a course of expansion. That the AAU will comply with Planning Code Section 304.5 requiring them to file and maintain an ACCURATE, COMPLETE Institutional Master Plan.

...

Given the nature of the property, the history of AAU occupancy of THAT site, the AAU history of multiple, consistent violations of the Planning Code, ANY expectation that the AAU will not creep into use of the entire building appears unfounded. In reality this is a 20,000 sq ft use by the AAU and will remain so. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

As a resident of San Francisco, I strongly object to the Proposed Project's legalization of changes in use and/or appearance without benefit of permits prior to issuance of the NOP of AAU's 34 existing sites.

Laws exist for everyone in our community, including well-connected and wealthy members. Why should AAU get a free pass while other citizens are held to the letter of the law? (*Maureen Inchauspe; Email; April 16, 2015 [I-Inchauspe1]*)

As a 35-year San Francisco resident, I would like to know if penalties will be assessed against AAU for illegally making changes without permits, in other words, breaking the law? (*Maureen Inchauspe; Email; April 20, 2015 [I-Inchauspe2]*)

First of all, AAU now has 1.5 million square feet of real estate. That is the size of the Bank of America building. Most of that was acquired without conditional use permits. (*Tom Jones; Transcript; April 16, 2015 [I-Jones1]*)

The EIR notes in sections 4.4-8 through 4.4-11 that as of September 2012 an estimated 448-1131 beds of existing housing are in structures that are essentially not permitted, and cannot be given a CU by the Planning Department. The AAU suggests they would not replace these units if they were displaced but in section 4.4-12 AAU is quoted as "... seeking code amendments to the planning code" to address this issue. What is not stated is that the Planning Department is obligated to proceed to enforce Planning Code 317 and that public agencies cannot tailor their actions to the anticipation of future legislation.

...

In addition, in the EIR or accompanying memo, the department should outline the course of action required by the department or other city agencies to accelerate the resolution of continued unpermitted uses by AAU.

...

The terms of the agreement made by the Planning Department to suspend calculation and collection of penalties and fees against AAU in exchange for completion of the EIR.

...

It would appear that the City Planning Department does not need to complete the EIR to deny pending CU's for any of the housing units, which Article 317 would not allow the department to approve anyway. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

On another note, for over two years the public restrooms in the cannery have been inaccessible, requiring a card key for entry. This is a hardship for the visiting public and a violation of its current use as an office and retail complex. There should be enforcement of the building uses, including the public's access to circulation and public facilities until a change of use is considered and perhaps granted.

As noted in the Draft EIR, a number of years -- for a number of years the Academy has expanded its uses without applying for necessary construction or change of use permits.

...

It's time to bring the Academy to full compliance. (*Christopher Martin; Transcript; April 16, 2015 [I-Martin1]*)

As noted in the DEIR, for a number of years the AAU has expanded its uses without applying for construction or change of use permits. Its unbridled expansion has reduced the City's precious affordable housing stock. Undoubtedly, the Academy's practice of violating the law puts similar institutions that follow the law at an operational and economic disadvantage.

...

It is time bring the Academy into full compliance with the law and planning policies. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

... when I was on the Board 10 years ago they had over 57 violations, 58, 59, almost 60 violations. What's been done about all that? And they're still in violation. (*Jake McGoldrick; Transcript; April 16, 2015 [I-McGoldrick]*)

My history with the AAU goes back at least seven or eight years. When I was sitting up there as a Commissioner I referred to Elisa Stevens as a scofflaw. Nothing's changed. I hoped to make -- I had hoped to make a difference as a commissioner by having the department actually stand its ground and push the city attorney to prosecute. Nothing happened. Other than minor attempts at compliance, again, nothing's changed. They're still out of compliance. They're still scofflaws. (*Ron Miguel; Transcript; April 16, 2015 [I-Miguel]*)

The AAU has been untrustworthy, and has a repeated pattern of breaking the law. For years, the AAU has expanded itself without proper permits, and radically transformed neighborhoods with ZERO public input. In my neighborhood alone, there are eight properties that were illegally converted to student housing. That City Hall allowed this to happen in the first place is shocking. That it is being considered again is scandalous. (*Mark Savery; Email; March 1, 2015 [I-Savery]*)

Academy of Art University is and has for a long time now been in violation of the law. (*Joseph Seiter; Transcript; April 16, 2015 [I-Seiter1]*)

Their purchase of residential housing stock and conversion of such to part-time student housing has been devastating to my neighbors and my city, and their flagrant and continued violations of city housing codes is astonishing.

...

The City Attorney chastised the Planning Department in December 2014 for unprecedented AAU special treatment for so many years. We need an investigation especially around why the city has failed to collect fines and to pursue enforcement of housing conversion laws, which are not covered by the EIR. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

So we certainly join in the comments earlier that there should -- should be enforcement action with respects to the converted and illegally converted housing. (*Gen Fujiaka, Chinatown Community Development Center; Transcript; April 16, 2015 [O-CCDC]*)

Whereas, the Academy of Art University (AAU) has been in violation on numerous instances which affect neighborhoods; therefore be it

Resolved, the CSFN urges the Planning Commission to enforce all Planning Codes of which AAU has been in violation and to strictly enforce all penalties especially since some of the violations occurred after they were informed of the numerous Code violations. (*Judith Berkowitz, President, Coalition for San Francisco Neighborhoods; Letter; March 18, 2015 [O-CSFN1]*)

In the past, AAU has not been fined for building code violations, planning code violations, etc. The Planning Commission appeared to flex its muscles at a hearing to address the violations and made some gestures to get AAU to comply but AAU has not complied. What other large institutional entity is allowed to do as AAU has thus far? (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

“The CSFN urges the Planning Commission to enforce all planning codes which AAU has been in violation, and to strictly enforce all penalties, especially since some of the violations occurred after

they were informed of the numerous code violations.” Signed, “Judith Berkowitz, President.”
(*Hiroshi Fukuda, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN3]*)

It includes no new housing and only conversions. They’ve already obtained many buildings and transitioned them into classrooms and student housing without any compliance for the law. (*Mari Eliza, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN4]*)

The Academy of Art University continued to purchase properties even after they were informed that they violated numerous Planning Codes. They made no effort to correct the violations and continued to violate the same Planning Codes. The City has repeatedly failed to levy fines or fees against AAU for its persistent and continued violation of codes related to its illegal uses and building conditions, and has instead agreed to suspend collections of penalties if AAU would finally finish an Institutional Master Plan EIR by January 2013. This is rewarding scofflaw instead of punishing them. (*Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA]*)

AAU’s past projects should be clearly identified for code violations, illegal conversions, health/ safety issues, lack of permits, conditional use permits, planning approvals.... AAU’s past projects should be treated like those of other citizens--with the same penalties and concessions. (*Howard Wong, AIA, Save Muni; Email; April 21, 2015 [O-SAVEMUNI]*)

RESPONSE MR-1

The commenters expressed concerns in regards to three general categories. First, a number of commenters expressed general concern that AAU has repeatedly violated City law by acquiring and altering buildings without obtaining the required City permits, Conditional Use Authorizations, and

other approvals required. Second, other commenters stated that AAU be denied approval of their requests to retroactively legalize these previous violations. Third, many commenters asked the City to take enforcement actions and/or impose penalties against AAU for these past violations. These comments are addressed below.

AAU Violations

The Academy of Art University (AAU) was established in San Francisco in 1929 and, since that time, the school has expanded to 40 locations throughout the City. In occupying these sites, the school has typically changed the buildings' use and made tenant improvements without the benefit of building permits or entitlements such as Conditional Use Authorizations, Building Permits, or Certificates of Appropriateness. In total, 34 out of 40 AAU locations require discretionary City approvals.

In 2007, AAU began working with the Planning Department (Department), seeking to bring its then 34 existing sites into compliance with the *Planning Code* and to plan for proposed expansion. Since that time, the Department has conducted AAU enforcement, including inspection of all properties, correcting of life safety issues and removing unpermitted signs that could not be brought into compliance with the *Planning Code*. However, the change of use permits required by AAU have not been acted upon pending the completion of the EIR.

The Notice of Preparation (NOP), published in September, 2010 and the Draft EIR published on February 25, 2015 for a 60-day public review period, which ended on April 27, 2015, analyzed AAU's proposed expansion within 12 study areas and at six project sites. Due to the fact that projects are evaluated under CEQA from the existing conditions at the time of publication of the NOP, past actions, even if they occurred without attaining the necessary permits, are considered existing conditions. Therefore, the 34 locations occupied prior to the AAU NOP publication in 2010 are part of the baseline conditions for the Draft EIR. Since AAU had already changed uses at these sites prior to publication of the NOP, for CEQA purposes there is little or no physical change to analyze. Thus, the primary analysis of the prior unauthorized changes of use for purposes of the EIR is to describe the

required approvals to legalize these uses and the EIR will be used as the CEQA document for all approvals.

To provide information to the Planning Commission and the public about the environmental effects of AAU's unpermitted changes of use and ongoing operations at these 34 locations, the Planning Department prepared a separate informational document, called the Academy of Art University Project Existing Sties Technical Memorandum (ESTM). This memo, which is available on the San Francisco Planning Department website (<http://sf-planning.org/environmental-impact-reports-negative-declarations>), evaluates the environmental effects from the time of occupation of buildings by AAU in order to provide the Commission and the public with additional information to consider when deciding whether to authorize these uses after-the-fact. The Final ESTM may be used by the Planning Commission for information in considering all AAU applications to legalize past unauthorized changes and its ongoing operations. Unlike the EIR, the ESTM is not required to go through a certification process by the Planning Commission, and its recommendations to decision-makers are not binding until approval of the conditions as part of any entitlements for each AAU existing site. The ESTM recommends conditions of approval for all 28 existing sites that require discretionary approvals. Decision-makers can choose to adopt these recommended conditions of approval as proposed by the Planning Department, modify these conditions, or impose specific additional conditions of approval. These conditions of approval will be imposed upon adoption of the appropriate Conditional Use Authorizations, building permits, legislative amendments, and Permits to Alter or Certificates of Appropriateness from the Historic Preservation Commission.

The City will rely on the EIR and ESTM when considering AAU applications for legalization approvals. Due to the need to analyze the impacts, cumulative and otherwise, of the entire AAU Project, the City has not acted on any parts of the Project pending the completion of the EIR. Additionally, before any discretionary decision can be made regarding AAU entitlements that will rely upon this EIR, this EIR must be certified.

Legalization of Existing Uses

The City has not approved any of AAU's applications to legalize past violations at its 34 locations analyzed in the ESTM and EIR. Starting in 2007, AAU submitted applications to the City for all necessary approvals, including, where applicable, legislative changes, Conditional Use Authorizations, building permits, Certificates of Appropriateness, and Permits to Alter. The relevant City decision making bodies will exercise their discretion to approve, deny, or approve with conditions/modifications each of the applications submitted by AAU, taking into account the information presented in the EIR and ESTM.

City Enforcement Actions

Since 2007, the Department has conducted significant *Planning Code* and zoning enforcement activities on AAU, and has conducted inspection of all 40 properties, approving corrections of life safety issues, and removal of unpermitted signs. The remaining violations are largely use violations, which can be considered for approval after certification of the EIR.

In 2006, the Department's Code Enforcement Division issued a Notice of Violation to AAU for failure to submit an Institutional Master Plan (IMP) under *Planning Code* Section 304.5. AAU responded by submitting a draft IMP (Case No. 2006.07371) on June 8, 2006.

Starting in 2013, the Department initiated enforcement actions relating to 22 of the 34 properties occupied by AAU. The Zoning Administrator issued Notices of Violation against those 22 properties on January 17, 2013, staying enforcement of these Notices of Violation Penalties and tolling applicable compliance and appeal periods so long as AAU adhered to terms enumerated in the written decision pending completion of the Draft EIR. On February 25, 2015, the Planning Department published the Draft EIR.

On March 31, April 7, and April 14, 2016, the Zoning Administrator issued Notices of Violation Penalty Decisions (NOVPD) for 22 AAU properties. The NOVPDs state that penalties for each property will begin to accrue on July 2, 2016 if the Response to Comments (RTC) for the EIR and Existing Sites Technical Memorandum (ESTM) are not published by July 1, 2016. If the RTC and ESTM are published by July 1, 2016, the Zoning Administrator may issue a subsequent determination that further modifies the penalty accrual terms for the NOVPDs to ensure timely compliance with the *Planning Code*. In addition, if prior to July 1, 2016, it is determined that AAU has failed to diligently pursue completion of the EIR and ESTM processes or has not acted in good faith to ensure compliance with *Planning Code* requirements, the Zoning Administrator reserves discretion to reconsider whether penalties will begin accruing at an earlier date.

After the Zoning Administrator issued the NOVPDs, the San Francisco City Attorney filed a lawsuit against AAU and its related entities entitled *People of the State of California, ex rel. Dennis J. Herrera, et al. v. Stephens Institute, d/b/a Academy Of Art University, et al.* in San Francisco Superior Court on May 6, 2016 (Lawsuit). City Attorney Herrera's lawsuit alleges three causes of action against the AAU defendants: for "unlawful, unfair or fraudulent business practices" in violation of California's Unfair Competition Law; for general public nuisances under California's Civil Code and Code of Civil Procedure; and, for an array of violations under San Francisco's *Planning Code*. The lawsuit seeks civil adjudication for 23 of the AAU properties, at: 1916 Octavia Street; 1153 Bush Street; 2209 Van Ness Avenue; 1080 Bush Street; 1055 Pine Street; 860 Sutter Street; 2211 Van Ness Avenue; 601 Brannan Street; 2340 Stockton Street; 1849 Van Ness Avenue; 1069-1077 Pine Street; 58-60 Federal Street; 491 Post Street; 2295 Taylor Street; 466 Townsend Street; 620 Sutter Street; 2151 Van Ness Avenue; 817-831 Sutter Street; 1727 Lombard Street; 2225 Jerrold Avenue; 460 Townsend Street; 930-950 Van Ness Avenue; and 2801 Leavenworth Street. Other AAU properties with illegal uses or modifications remain under review by the City Attorney's office.

The lawsuit seeks a permanent injunction compelling AAU to restore units that AAU unlawfully displaced from San Francisco's affordable housing stock; to abate all violations and cease all unfair and unlawful business practices; penalties of no less than \$200 per day for each violation of the San

Francisco *Planning Code*; civil penalties of up to \$2,500 for each act of unfair or unlawful business under the California Business and Professions Code; and attorneys’ fees and costs of pursuing the civil action. Therefore, the City has conducted *Planning Code* enforcement on all AAU properties dating back to 2007, and the completion of the EIR is a critical step in the completion of the Department’s code enforcement activities. Following certification of the EIR, the Department can act upon all outstanding land use violations. Additionally, the concerns raised in these comments will be transmitted to City decision-makers, who will consider all public comments as part of the Proposed Project approval process.

COMMENT MR-2: AAU IMPACTS ON HOUSING IN SAN FRANCISCO

This master response addresses comments from the commenters listed below, each of which relates to direct or indirect housing impacts associated with the Proposed Project; each comment on this topic is quoted in full below this list:

A-CPC-Hillis	I-Hestor4	I-Miguel	O-CSFN3
A-CPC-Johnson	I-Hestor6	I-Savery	O-HRCSF
A-CPC-Richards	I-Hestor7	I-Seiter2	O-RCA
I-Adelman	I-Holden	I-Wermer2	O-SOMCAN
I-Allen	I-Jones1	I-Whitaker	O-TNDC
I-Brown	I-Jones2	O-CCDC	O-TODCO1
I-Eliza	I-Martin1	O-CCHO	O-TODCO2
I-Francis	I-Martin2	O-CSFN2	O-UHL2
I-Heller			

So I just want to echo some of the comments about housing demands that were raised on this EIR. And hopefully they’ll be addressed in the -- in the future document. I mean, one, they are not addressing their entire housing demand in the project itself. And I guess my question is -- is why? And we’re kind of having this -- the EIR quotes existing vacancy levels. And I think in their 2010 numbers that seemed outdated, you know, that there isn’t the existing vacancy in this city to house the demand for housing that will come from the student population.

And then again in the EIR there's kind of a simple statement about how the housing is going to be -- how the -- how the demand is -- how the housing will be acquired for the 400 units through -- through acquisition of kind of residential or hotel units. And again, it seems like perhaps an unlikely proposition that those are available in the -- in the districts that are called out. So it would be good to have a more robust description of how they could meet, both the housing included in the project as well as the demand called for.

And again, I agree with -- I think it was John Elberling who called out that, that the EIR talks about there's no mitigation to the housing demand, yet they could build or acquire additional hotel units or whatever, whenever, to meet some of that hotel -- to meet some of that housing demand. So I do think it's a little bit -- that assumption that you can't mitigate the housing demand seems incorrect to me. So it would be good to explore that more because I do believe that you could build to meet the housing demand or potentially to have an alternative where their population growth for the students is tied to new housing being acquired or built in the city. So it would be good to explore those -- those options. *(Richard Hillis, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Hillis])*

So my first comment is on the first impact and mitigation for population and housing. I find it not -- not really plausible that a growth of 6,000 students over 5 years and a growth of employees of 4,000 over that same period of time doesn't produce a significant impact. I think we need to look at that, or at least if that's going to be the determination, provide more detail over what area we're talking about significant impact. Is it citywide? Is it just by project area? Is it just by the program sites? I find that number overall pretty significant and I'd like to understand how that determination was made. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson])*

And I think one of the ways we can have a fresh start is if the AAU does consider its operating model, not that they have to build housing for their students, but they could actually lease housing for their students. I was at a project review meeting at the housing action coalition and we were reviewing a project on 16th Street. And I asked what the point of the project was and they said it was going to be for student housing.

And I said, "For who?"

And they said, "California College of Arts."

And I said, "Oh, they're going to -- they're the project sponsor?"

They said, "No. They're just going to lease the building. They didn't want to be the developer."

So I thought to myself, I came home and I said, well, you know Academy of Art is kind of a scrappy university. CCA is much more established, probably bigger. I consulted the book of lists that the Business Times puts out and I looked at the top five institutions in the Bay Area. And you have UC Berkeley, one. San Francisco State, two. Stanford, Three. CSU East Bay, four. And then AAU, five. Down underneath is USF, UCSF, and CCA way down at number ten. And if I actually took the amount of students times the tuition that's listed here, this is the full-time equivalent students in 2013-14, the revenue of CCA was only \$75 million. The revenue of AAU is \$215 million. It begs the question for me as to, well, why -- why not, you know, be able to build housing? Why not lease housing? I mean, you're -- it's time to grow up. And this is -- I think part of growing up is being responsible and making sure that the demand that you're creating for the housing is met through your own actions. And I don't think taking housing off the market is what I would call part of a good fresh start. (*Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Richards]*)

I'm concerned about how AAU growth will displace a substantial number of people, including working artists.

...

The housing crisis, as we all know, is huge in San Francisco, and this project will only exacerbate it.

...

And so I urge that the Academy of Art University be made to build student housing, which it currently refuses to do, rather than gobble up what little housing is left. *(Stella Adelman; Transcript; April 16, 2015 [I-Adelman])*

As for the student housing, they look empty half the year while people who want to stay living in the city are getting kicked out of apartments/storefronts left and right around them for lack of funds for elevated rents and fighting the influx of people moving here. *(Andrea Allen; Email; April 10, 2015 [I-Allen])*

In this insane housing market do we really need a monster university gobbling up more living space? *(Larry Brown; Email; March 8, 2015 [I-Brown])*

In 2012, the City adopted legislation forbidding for-profit higher education institutions, such as AAU, from converting existing rental housing to student housing, providing no grandfathering for past acquisitions (Planning Code sections 102.36 and 317). If enforced AAU would have to cease renting these buildings only to their students. The EIR notes that the AAU proposal is to "seek amendments to change that law" and if forced to displace (divest themselves of) these units they are not proposing to replace them. *(Mari Eliza; Email; April 15, 2015 [I-Eliza])*

I'm asking the Planning Department to study the following: Impacts to local traffic; impacts to highway access; impacts to emergency response time; the cumulative impacts with other projects that are coming online in the future; impacts to housing in the area, and I don't have that written down but that was most important; and alternatives to the expansion plan, including the addition of a parking garage or parking garages for their students.

The current plan to expand the campus will have huge irreversible impacts on traffic, housing, open space, and local residents' quality of life. (*Rob Francis; Transcript; April 16, 2015 [I-Francis]*)

This native San Franciscan, lifelong San Francisco tenant, San Francisco voter and taxpayer and member of the labor force of San Francisco without whom we have no city as labor creates all wealth, was surprised to receive in today's mail your long overdue Notice of Public Hearing on the destroyers of affordable housing in San Francisco, the private profit Academy of Art University (AAU).

We have no affordable housing in San Francisco for those of us who make less than \$100,000 a year, the entire working class. Yet, the filthy rich AAU's 16,002 students, who pay \$24,600 a year to learn to draw pictures according to the 2015 World Almanac, page 402, are allowed to take over all of our apartments because they can pay anything, sit in these apartments for just 1 year and then move, so that the landlord can rent to other rich AAU students at outrageously high prices since we have no vacancy control, thereby subverting rent control. The AAU has a 33% graduation rate, which means attending this private school is just a rich students' fling. Only with serious rent control can the labor force of San Francisco afford to live here. The AAU students are aiding in the subversion of rent control because the AAU does not build dormitories; it takes over working class apartments for these filthy rich students.

We do not need the AAU; we need affordable housing for the working class, those of us who sell our labor for less than \$80,000 a year, so that we pay no more than one-fourth our net income in rent, and if we have no income, the apartments must be paid for by the City of San Francisco as that is what our tax dollars are for.

...

Further, the AAU must be required to build new dormitory buildings to house all of their students who want to live in San Francisco. That will immediately make affordable housing in San Francisco available and we can then finally house the homeless, which must be your top priority. It is our labor,

not the consumer spending of students that makes our city possible. There is no nowhere for the labor force to live in San Francisco. San Francisco is now a suburb, not a city. (*Lee Heller; Letter; February 26, 2015 [I-Heller]*)

You have to tell them you must build student housing. (*Sue Hestor; Transcript; April 16, 2015 [I-Hestor4]*)

- In light of the shortage of affordable housing, and policies that housing be built by those creating the demand for housing (20,000 projected students, faculty and staff in 2020), can the AAU just REFUSE to build housing for it population and continue to plunder SF housing stock?
- Why does AAU have the right to an unlimited student population when institutions with a "campus" such as USF have a IMP imposed limit on increases in enrollment AND are required to build housing for that new population? DEIR 3-3

...

The trend of increased SF housing costs on 3-25 appears in need of updating. Table 3-7 already shows that the AAU has put and will put a stress on existing housing unless AAU is required to build housing for its students, and add to the supply of housing for its increased staff. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

Code Amendment for AAU Housing - DEIR 4.4-12. Because future acquisition of housing buildings by the AAU to allow expansion of their enrollment violates the Planning Code and the conversion of previously acquired housing to student housing, AAU is seeking to change the Planning Code. It would be inconsistent for the Planning Department to propose such a change. From whom is AAU seeking sponsorship of this Code Amendment? From Mayor Lee? From an individual Supervisor? Does the AAU seek to change the law by initiative ordinance?

...

Population Generation - DEIR 5-2. The discussion of SF population growth as it is affected by increase in AAU on-site student population is confusing. Please explain in plain language the sentence which is the subject of [footnote] 575. Does it mean to say that the growth in demand for residential space - for the increased 5,000 on-site AAU student population - could be easily accommodated? If that is the case, the assumption is incorrect unless (a) the AAU BUILDS student housing, or (b) an equivalent number of low and moderate income San Francisco residents will be pushed out of their housing, many by activities of loud, active young students in their building or immediate neighborhood. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

I want to talk about the disproportionate effect any squeeze on housing has on working artists in this city.

I've been a playwright in -- I've made my living as a playwright and theater producer in the city since the late '60s. I'm only here because there was a moment around 1970, in the late '70s when it was briefly cheaper to buy a house on [B]ernal Heights in Potrero Hill than to rent an apartment anywhere in the city. So you will find in our community a population of people my age, artists, low-income by definition, who own houses. And you will not find a single homeowner-artist younger than 50. Most of our community is being driven out of the city at an enormously rapid rate.

...

Please make the Academy of Art build housing. (*Joan Holden; Transcript; April 16, 2015 [I-Holden]*)

Finally, I think there are a lot of other issues I'll put in writing, but again I think the EIR spells it out very nakedly. There's a deficiency of new housing that they're asking to be accepted as part of the project, and no alternative showing more housing, higher concentration in a smaller area, or growth cap-to-housing was actually evaluated in the EIR. (*Tom Jones; Transcript; April 16, 2015 [I-Jones1]*)

The EIR clearly identifies the negative impact of the project on housing, yet the EIR is likely underestimating the housing demand generated by the proposed student and employee growth of the project. The EIR in section 5.4-17 states that in 2010 69% of AAU students moved into San Francisco to enroll in AAU. In recent years the AAU has expanded student recruitment outside of the Bay area and outside the US. This suggests the percentage of students enrolling at AAU who are not already Bay Area residents will increase and the figure used in the EIR on past trends may be low. The EIR continues to refer to the AAU project as providing 400 housing units, yet the actual proposal is not to build a single new unit of housing. The EIR also fails to analyze the student housing impact in terms of the competition for low and moderate income housing units by students. The EIR should also take into account the addition of approximately 75,000 new jobs to San Francisco from 2010-2014, and the impact of that phenomenon on the price of housing. Despite the large number of rental units that opened in San Francisco in 2014, the period of time covered by the EIR must look at the actual production of net new housing units prior to 2014, and the distribution of those by income group level, as well as projections from 2014 forward.

...

In particular the failure of the city and the region to produce the ABAG targeted housing, especially low and moderate income housing, suggests more difficulty in both the city and region for the new students and workforce at the AAU to secure housing. The EIR also fails to consider the pipeline of proposed commercial projects and the changing intensity of office uses that suggest very strong demand for new housing for the next decades in excess of the net new housing units gained. All these factors combined suggest the EIR fails to look at the AAU growth scenario in the context of current and projected the San Francisco housing market, and the probably percentage of new units that would be taken up by those who are not working or attending schools in San Francisco.

It would assist the public and decision makers to indicate what percentage of available new housing units not occupied by non-working or out-commuting workers would have to be used to house net new AAU students and employees.

...

The City Attorney must also be consulted on what terms the Planning Department on behalf of the City can agree to on the disposition of the non-complying housing units given the mandate of Article 317. *(R. Thomas Jones; Letter; April 27, 2015 [I-Jones2])*

Its unbridled expansion has reduced the city's precious housing stock. *(Christopher Martin; Transcript; April 16, 2015 [I-Martin1]; Christopher Martin; Letter; April 26, 2015 [I-Martin2])*

Instead of building code-compliant student housing, they continue to buy up low-income and affordable residential properties and illegally convert them to house students. Seventeen buildings have taken up nearly 1,800 affordable beds from actual San Francisco residents, using them for temporary short-term students who are not part of our local workforce which is in desperate need of these units. *(Ron Miguel; Transcript; April 16, 2015 [I-Miguel])*

More housing inventory taken for students. In a time when San Francisco is facing perhaps its largest housing crisis ever, I find it completely irresponsible that precious real estate would be diverted to anything that doesn't directly benefit residents of the City. Bringing more out-of-City students into San Francisco so that the AAU can make more money is an unacceptable use of San Francisco's limited real estate inventory. *(Mark Savery; Email; March 1, 2015 [I-Savery])*

Their purchase of residential housing stock and conversion of such to part-time student housing has been devastating to my neighbors and my city, and their flagrant and continued violations of city housing codes is astonishing. *(Joseph Seiter; Letter; April 23, 2015 [I-Seiter2])*

Some interesting thoughts came to mind as I was listening to the housing report earlier. I believe it was about 3,500 new units this past year. And if you look at the projected growth of AAU, by 2020 we're talking about 6,100 new students, plus faculty, say 1,500 units to provide housing for them. That's, you know, nearly 50 percent of the housing we built this year. That to me is something -- again, the context that numbers should be looking at. *(Paul Wermer; Transcript; April 16, 2015 [I-Wermer2])*

The EIR fails to note that students and staff at AAU are likely to seek low to moderate income housing, not just market rate housing, and fails to look at the demand placed on those resources.

The City does not need an approved EIR to immediately proceed to take ACTION against the AAU for illegal conversion of former rental housing, and the City Attorney's Office should be asked to start proceedings aimed at divestment of those units or payment of sufficient mitigations funds to construct replacement units considering today's costs of \$500k-\$750 per unit in the downtown areas AAU touched. Student housing uses are disruptive because of the nature of turnover of those residents versus regular housing that may serve as homes for multiple generations for many years -- folks who will invest their lives in making the community better. *(Jamie Whitaker; Email; April 16, 2015 [I-Whitaker])*

One of the things we've seen is that over the -- over the past period we've seen increasing numbers of SRO units exclusively marketed to students. So what formally used to be SRO units that were available to seniors and immigrant families, we see them listed on Craigslist specifically for students. We've seen buildings being converted to be SRO, buildings that are being converted and repurposed for student housing. *(Gen Fujiaka, Chinatown Community Development Center; Transcript; April 16, 2015 [O-CCDC])*

You know, we have 23 member organizations that all do housing work. And you know, we're supposed to be building housing or providing more housing supply and serving the populations. I feel like we're running in place, maybe even backwards these days. We're losing more housing than we're gaining, and that's very troublesome. Whether it be from a large private institution like AAU, or whether it be the short-term rental hosts that seem to be cannibalizing our housing stock, or whatever else it might be, we're just not able to gain enough units to take care of our needs.

The irony of this conversation, thinking back to the previous element -- item on the housing inventory, you saw that of our, you know, 2007 to 2014 period we were dramatically under-supplied on moderate- and low-income housing. We barely hit 50 percent of the need on low- and moderate-income housing.

And to point, the student and faculty population generated by this institution are low- and moderate-income. These are not folks who are going to be getting market-rate housing. I'm sorry, the supply-side argument isn't going to work for this demand. So you're basically adding 6,000 students and 1,200 faculty into a demand situation that's already only being half met by our new production, which just simply puts all the pressure on existing supply. *(Peter Cohen, Council of Community Housing Organizations; Transcript; April 16, 2015 [O-CCHO])*

Page 4.4-13 (Population, Housing, and Employment): The DEIR states, "...AAU would not be permitted to convert any existing residential units, or change occupancy of any existing dwelling units, group housing, or SRO to student housing. In addition, AAU has 448 to 1,131 beds or 164 to 399 rooms that do not comply with Planning code Section 317 and currently cannot be legalized. To legalize these units, AAU is seeking a Code Amendment to the Planning Code."

With the many violations to Building, Health, Planning Codes that AAU has racked up, besides having the Planning Code change to redefine "student housing" in particular zoning areas, size and conversion when certain conditions are met, there is another Planning Code amendment being

sought by AAU so it can further continue its expansion for rooms that do not comply with Planning Code Section 317? What is the city gaining from allowing one developer to expand and get allowances other institutions do not get? The community benefits should be large based on trying to legalize units when the AAU has for years been noncompliant. Tucking an additional 4,209 student residents (Page 4.4-17) and 1,191 faculty and family members as new residents will put a lot of pressure on communities where housing is too expensive and fewer units are now available since AAU purchased so many more buildings (older and in need of renovation = lower rent) vs. building new buildings (higher rent). *(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])*

Page 6-75 (Table 6-3, "Comparison of Proposed Project and Project Alternatives: Impacts"). Under "Population, Housing, and Employment," the DEIR states, "Impact PH-2.1 The Proposed Project, including growth in the 12 study areas, would displace substantial numbers of people, or existing housing units, or create demand for additional housing elsewhere, or displace a substantial number of businesses or employees. (SU)."

The city should do a report on the number of units of affordable housing that have been taken away with units going to AAU. I do not see hard data on this. AAU will have pawned off on other developers to solve the diminishing "affordable housing" units by purchasing buildings most suitable for affordable residential use vs. institutional/student/faculty use. The consequence of AAU's purchasing of such older buildings to renovate will drive housing for very low and low and middle income people to look for scarcer lower rent places to live. *(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])*

Future housing impacts for the new faculty and students, it was, I think, Paul Wermer who mentioned so many thousand units would be available. Well, if you look further into that, those several thousand units of housing, that's total housing. That's not affordable housing that these

students who will be likely to try to live in. So that's -- that's more of an impact. (*Hiroshi Fukuda, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN3]*)

We may all disagree on exactly how we solve our housing crisis. But I think that most people would agree that preserving our current rental stock, especially our rent controlled rental stock, has to be a priority in solving this crisis. The rent controlled stock is our largest stock of affordable housing in the city, there's no question about that. The preservation of this stock should be a part of any EIR. Housing is a part of our environment. And the impact on this housing, especially the rent controlled supply, should be considered seriously in this EIR.

AAU, unfortunately and very alarmingly, has been swallowing up rent controlled buildings, 17 of them from what I understand. That's far too many units for us to lose at any time in our history, but especially right now.

I feel that this swallowing up of these rent controlled units is also counter to the Mayor's Directive 1301 that directs city departments to preserve housing units. So it seems to me that it's incumbent upon you to consider this and to make preserving our rental units a priority and, therefore, reject AAU's plans to swallow up more.

The AAU is doing the opposite of what the mayor is proposing. It's cannibalizing our rent controlled buildings for its illegal dorms. The AAU reduces our precious housing stock which we cannot afford to do.

...

San Francisco cannot afford to lose any more rental units. In fact, it's insanity to even consider the idea of losing rent controlled rental units at this moment in time.

...

The apartments that the AAU has already acquired should be returned to rent controlled units. And if the Academy is going to be forced to build new construction for its students I think those -- those

units should be affordable units for the students and not market rate. *(Tommi Aviccolli Mecca, Housing Rights Committee; Transcript; April 16, 2015 [O-HRCSF])*

AAU 10 year growth plans to add 1,220 more faculty and staff and more than 6,100 students by 2020, total of 17,282 students. This would require 1,678 units of housing, not the 200 rooms proposed by AAU. The City should not approve any new AAU plans until AAU has a plan that would accommodate all the new faculty, staff, and students.

...

The EIR fails to understand that the new staff and students housing would require primarily low income or moderate income units. This is a huge problem because the City is woefully lagging in the number of affordable units, and in building affordable units. *(Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA])*

In addition, AAU has not built one unit of housing to accommodate student growth, choosing instead to buy up to 17 existing rental housing, hotel, and live-work properties and remove them from the general housing stock to make them student housing.

I don't have to repeat to you the housing crisis that we are in. And recently we just passed a housing balance to make sure that there is a balance of San Francisco of what kind of housing we're building. And we also need to protect those existing housing that are -- that is being removed by AAU.

So with that I hope the -- the EIR fails to note that students and staff at AAU are likely to seek low to - low- to moderate-income housing, not just market-rate housing. If city workers are already saying they cannot afford to live in market-rate housing, what -- how can we say those students and staff can actually afford to also live there?

Also, the city does not need an approved EIR to immediately proceed to take action against the AAU for illegal conversion of former rental housing. And the city attorney's office should be asked to start proceeding in that -- the investments of these units or payment of sufficient mitigation funds to construct some replacement units. (*Angelica Cabande, South of Market Community Action Network; Transcript; April 16, 2015 [O-SOMCAN]*)

On behalf of Tenderloin Neighborhood Development Corporation (TNDC), I am writing in order to comment on the draft Environmental Impact Report for the Academy of Art University.

TNDC owns, manages and services over 2500 homes for low income individuals and households, and we operate a variety of social service programs, in the Tenderloin and throughout San Francisco.

As managers of affordable housing, we see first-hand every day the impact of San Francisco's housing crisis. Operating in areas that will be impacted by the proposed project, we are concerned that the plan does not accurately anticipate the increased number of newly-resident low and moderate income households who will compete for the limited existing supply of affordable housing in San Francisco, further driving up rents to the detriment of people with modest incomes in our communities. We urge you to analyze carefully the number of new students and staff and where they will live. Based on that analysis, we urge you to consider how the proposed project will impact San Francisco's housing market, with particular attention to the effect on low income residents, and respond with measures that will not exacerbate the severe dearth of affordable housing in San Francisco. (*Donald S. Falk, Chief Executive Officer, Tenderloin Neighborhood Development Corporation; Letter; April 16, 2015 [O-TNDC]*)

DEIR Claim Academy's Housing Impact Mitigation "Not Feasible" = Bald-Faced Lie.

...

Due to the City's extreme housing affordability crisis, the AAU's impacts on the City's housing supply must in particular be fully mitigated as a condition of the approval of its Institutional Master Plan. Otherwise the Academy's IMP's must be rejected.

...

According to Table 4.4-6, about 782 existing dwelling units of various kinds have been acquired by the Academy to date and converted to about 1,785 "beds" of student housing that the Academy rents to its students. This Table must also indicate which of these existing residential buildings were subject to the City's Rent Control Ordinance at the time of their purchase by the Academy or an affiliate, officer, etc. According to the DEIR, DPC estimates the conversion of 164 to 399 "rooms" (units?) of these buildings to student housing by the Academy was/is illegal.

The DEIR only calculates the housing demand in the City generated by the Academy's proposed future growth. This is legally inadequate since the impacts of the Academy's existing student workforce population has never been fully evaluated by any EIR to date. The projected growth of 6,100 students equals 55% of the 2010 existing Baseline of 11,182 students. The projected growth of 1,220 faculty/staff equals 53% of the 2010 existing Baseline of 2,291 faculty staff. Thus applying the same assumptions as the DEIR, the total of Academy student residents of the City @ 69% will be 11,925, and the total of faculty/staff residents of the City@ 43% will be 1,510 households. Applying the same assumptions, the Academy's total student housing demand in the City will be 5,253 dwelling units, and the Academy's total faculty/staff housing demand in the City will be 1,510 dwelling units. But to address this housing impact the Academy proposes to provide only 400 new student beds, the equivalent of 176 dwelling units, plus to maintain its 782 dwelling units of student housing, for a total of only 958 dwelling units for occupancy by 2, 185 students (= "beds").

Even ignoring the substantial City housing demand generated by the Academy's faculty/staff, it is utterly inadequate for the Academy to provide student housing for only 18% of its students who reside in the City. Therefore no further expansion of the Academy can be allowed unless and until the Academy itself develops sufficient new student housing to meet the demand it generates. This must be a mandatory mitigation measure for any approval of the IMP. Furthermore, this student housing

must be newly constructed, since further acquisition of existing housing by the Academy directly reduces the housing supply available for all other City residents. The Academy must also legally bind itself to cease any further acquisitions of existing City housing as another mandatory mitigation measure.

The DEIR then concludes (Impact PH-2.1) that the Academy's (understated) impact on the City's housing demand/supply per above is indeed "significant" but that "No feasible mitigation is available". This is a Bald-Faced Lie:

- The obvious first mitigation available is for the Academy to cease expansion of its student population immediately, so as not to make its housing impacts worse.
- The obvious second mitigation available is for the Academy to build much more new student housing in the City in addition to the 400 "beds" now proposed on its properties that are zoned for such development.
- The third mitigation available is for the Academy to also sell to the City at its cost the housing units it has acquired that were subject to the City's Rent Control ordinance, so that the City can then convert them to permanently affordable housing to address the Academy's specific impacts on the City's affordable housing by its faculty/staff.

...

The time has come for the Academy of Art University to cease once and for all its predatory conversion of desperately needed City housing for its own profit-motivated institution, and instead provide the student housing necessary for its rapid expansion of recent years, and any future expansion. Until that is legally committed, including binding Mitigation Measures of this Project EIR, its Institutional Master Plan must not be approved. (*John Elberling, President, TODCO Development; Letter; April 16, 2015 [O-TODCO1]*)

We learned from the EIR that in 2010 there were about 11,000 students, and they hope to add 6,000 more, and that's a total of 17,000, of which 69 percent would live in the city. And that cranks out,

according to the EIR's own methodology, to over 5,000 dwelling units being needed to house those 17,000. The workforce in 2010, well, total with the expansion, 2,300. And by the methodology another 1,520 units are needed for the workforce and faculty in this city. So when you add it up you're looking at 6,700.

Now the Academy, as we know, as taken about 700-some housing units that are already existing and converted them to student housing. But of course, that is not adding new supply and does nothing to mitigate any of those housing impacts, nothing, absolutely nothing.

The second fatal flaw of the EIR is the bold-faced lie that no feasible mitigation is available to deal with these housing impacts. That's just bull. The Academy can build housing. They're clearly real estate wizards. They clearly have the working capital. They need to build housing for their own students and their own workers.

The mitigations that you need to incorporate in the EIR is, first, if they don't do that do not approve the Institutional Master Plan, do not approve any expansion whatsoever. Second, they need to build much more housing 8 throughout the city in addition to the 400 beds they propose 9 for both students and faculty. And third, they should 10 return the rent controlled units they acquired back to the 11 city at their cost to sell as affordable housing to offset 12 their workforce demands. (*John Elberling, President, TODCO Development; Transcript; April 16, 2015 [O-TODCO2]*)

AAU is project 17,000 students by 2020, five years from now, with thousands of units of housing, I think frankly underestimated in this EIR given the number of -- the degree to which they're recruiting more and more overseas' students. The idea that there is no mitigation for that -- that demand on housing is ridiculous. As Mr. Elberling said earlier, they can do what every [one] else seems to be doing right now and build units. But the idea that we should count the units that result from illegal conversions would be an outrageous precedent. Are we really thinking, just a few months after Airbnb, are we really thinking of rewarding yet another giant corporation for brazenly

flouting the laws of this city? (*Ian Lewis, Unite Here Local 2, The Hotel Workers' Union; Transcript; April 16, 2015 [O-UHL2]*)

RESPONSE MR-2

A number of commenters expressed general concern that the Draft EIR does not adequately address the housing demand generated by the Proposed Project in that it understates the impact on the City's housing supply. In particular, several commenters noted that the analysis fails to consider projected student housing demand in the context of projected job growth and the associated demand for moderate and low income housing in San Francisco. Some commenters also specified that the analysis of housing impacts should have explored additional mitigation and/or a Project alternative that would require AAU to build or lease student housing to meet the Proposed Project housing demand. Other commenters stated that no AAU growth should be allowed to occur until AAU housing is built. Other commenters requested a more robust discussion of where student housing could be located within the City as well as where within the City housing impacts would occur (citywide or just in the study areas). Commenters also expressed concern that the Proposed Project would exacerbate the existing housing crisis in San Francisco by displacing existing residents, especially those who rely on affordable housing, such as working artists. Commenters also state that some of this displacement has resulted directly from illegal conversions of affordable rental properties, including SROs, to student housing, that conversion of such units is counter to the Mayor's Housing Directive 1301, and that AAU should be held accountable for such illegal conversions. Commenters also stated that certain data included in the Draft EIR, such as housing vacancy rates, housing costs, and rates of new AAU students moving into the City from outside the Bay Area, are not correct. Commenters also noted that of the existing 17 AAU buildings providing 1,785 beds, 164-399 beds require a legislative amendment to legalize.

In response to these comments, the following discussion generally describes the Proposed Project, as it relates to AAU's existing and proposed housing, its objectives, and the Draft EIR's approach to the analysis of Project related housing impacts. This response also includes a discussion of affordable housing as it relates to housing demand generated by the Proposed Project. A detailed discussion is also included in response to commenters who suggested that given the housing demand that would result from the Proposed Project, AAU should be required by the City to construct housing to accommodate the demand. Lastly, a discussion of the adequacy of the Draft EIR analysis of housing impacts, as well as a discussion of Proposed Project alternatives proposed and analyzed to reduce housing impacts, are provided. This response concludes by stating that the Draft EIR adequately analyzed the impacts of AAU's housing demand.

Proposed Project

As described on page 3-22 in Chapter 3, Project Description, of the Draft EIR, the Proposed Project would include future AAU growth within the 12 study areas and at six project sites. Future AAU growth would consist of 1,063,207 square feet (sf) of institutional use, 17,533 sf of community facility use¹, and 110,000 (or 400 beds) of residential use. This growth, which would be accomplished through AAU's occupation and change of use of existing buildings, would accommodate 6,100 new students and 1,220 new faculty/staff. This would result in a total projected on-site enrollment of 17,282 AAU students and a total of 3,511 AAU faculty and staff by 2020. Section 4.4, Population, Housing, and Employment, of the Draft EIR analyzed impacts related to Proposed Project-generated population and employment growth and associated housing demand. As described on page 4.4-17 of the Draft

¹ The Draft EIR Proposed Project included 17,533 sf of recreational use. As described in Chapter 2 of this RTC, subsequent to publication of the Draft EIR, the Proposed Project was revised to include 17,533 sf of community facility use. This would include recreational space for community members and AAU students and staff/faculty, office, and storage.

EIR, it is assumed that up to 69 percent² of the 6,100 new AAU students likely would be new residents to the City, and that approximately 43 percent³ of 1,200 new faculty/staff would be new City residents. As such, the Draft EIR estimates that the Proposed Project would add approximately 5,400 new residents to the City overall. Additionally, the construction or addition of more housing units is outside the scope of the Proposed Project, as it is defined by the Project sponsor.

The commenters are correct that approximately 164 to 399 beds out of the 1,785 beds that AAU provides at 17 of its existing buildings would require a legislative amendment to legalize. As noted on page 4.4-8 of the Draft EIR, the Planning Department estimates that approximately 448 to 1,131 beds, or 164 to 399 rooms, of AAU residential use would be displaced as a result of this legislation. According to the Project sponsor, if these units were displaced, AAU is not proposing to replace these units and students would seek out their own housing.⁴ The No Project Alternative analyzed the impacts of the vacation of these 164-399 rooms.

Project Objectives

The Proposed Project is intended to support the following objectives, as identified by the Project Sponsor (see pages 3-3 and 3-5 of the Draft EIR):

- Operate in an urban context, where academic programs can contribute to and draw from the cultural wealth of the local communities.

² Approximately 69 percent of AAU students enrolled in 2010 moved into San Francisco from locations outside of the City upon enrolling at AAU. These students comprised 1,653 out of 2,401 new on-site students in 2010. The EIR assumes that a similar proportion would move to the City in the future which is a high estimate (conservative) as housing prices rise presumably the number of students moving to San Francisco would decrease. This 69% does not include students that would move from out of the region and would live in surrounding cities and communities outside of San Francisco.

³ The percentage reflects data for active employees as of June 7, 2013.

⁴ Letter from Elisa Stephens, AAU President (February 17, 2015).

- Create opportunities for students to interact with the urban community by maintaining facilities throughout the City.
- Offer AAU student housing for new full-time students who desire to live in AAU housing.
- Consolidate administrative and classroom functions for each academic discipline in the same buildings so that students and faculty do not have to travel from building to building unnecessarily.
- Manage facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs.
- Enable long-range programs and service planning to meet the needs of the AAU community.
- Occupy and use space in buildings and properties near existing AAU facilities, where possible.
- Locate future facilities to:
 - Provide proximity between buildings so students can walk between classes.
 - Provide a sense of campus unity while still maintaining the benefits of a dispersed urban campus as the learning environment for AAU students.
 - Locate AAU facilities so that they are easily accessible to all AAU students and faculty/staff, allowing professors to teach and work in close proximity to students' daily activities.
- Locate future facilities in proximity to existing AAU shuttle stops or public transit to discourage use of private automobiles.
- Occupy and utilize space in existing historic or culturally interesting buildings in need of renovation and/or revitalization.

As discussed on pages 3-3 and 3-5 in Section 3.2, Project Objectives, the Proposed Project objectives are intended to facilitate AAU's expansion of its academic programs through 2020. More specifically, the Proposed Project is intended primarily to respond to student demand for additional and more varied programming; the growth of arts employers in various fields (especially in digital arts and media); and AAU's desire to adapt to changing markets, as well as guarantee admission to all qualified students.

As noted above, one of the sponsor's objectives is to offer AAU student housing for new full-time students who desire to live in AAU housing. To accommodate this demand, 110,000 sf of residential uses are included as part of the Proposed Project. Residential uses would be provided in the form of approximately 220 apartment-style dwelling units or rooms that are anticipated to accommodate 400 students. If AAU were to satisfy the Project-generated demand for student housing through new construction, as some commenters have suggested, some of the other Proposed Project objectives AAU has identified, such as occupying and using space near existing AAU facilities, in existing space in existing historic or culturally interesting buildings, or within close proximity to transit and/or existing AAU shuttle stops, would be difficult to achieve. Additionally, including new construction as part of the Proposed Project would preclude the change of use of existing buildings, thus fundamentally altering the Proposed Project.

Project Impacts

The Draft EIR analyzed the impacts of the Proposed Project as identified by the Project sponsor and as elaborated in the Project sponsor's objectives. As discussed on page 4.4-16 of the Draft EIR, projected growth in student on-site population includes all students who physically use AAU facilities (excluding online students who attend classes through the use of the Internet or conferencing services). As noted above, the Draft EIR analysis of impacts related to population growth and associated housing demand assumes that a majority, approximately 69 percent, of new AAU students (4,209 students) would move to San Francisco to attend AAU. This would include new students relocating from other parts of the Bay Area or the U.S., as well as international students.

Additionally, given the assumption that approximately 43 percent of new AAU faculty and staff would become new San Francisco residents, approximately 525 new AAU faculty and staff would be assumed to move to San Francisco. Therefore, as outlined in Table 4.4-9 on page 4.4-18 of the Draft EIR, a total of 5,400 new San Francisco residents would be generated as a result of the Proposed Project.

This population growth represents about 8.7 percent (with student population representing about 5.4 percent and faculty/staff population representing about 3.3 percent) of the total ABAG-projected San Francisco population growth by 2020. As discussed in the analysis of Impacts PH-1.1 (program-level housing demand), PH-1.2 (project-level housing demand), and PH-1.3 (combined program- and project-level housing demand), Proposed Project-generated population growth would be anticipated and accommodated by local and regional plans and would not result in any substantial increases in population or employment. However, as discussed under the analysis of Impact PH-2.1 on page 4.4-25 of the Draft EIR, the Proposed Project would create a substantial demand for housing that would constitute a significant and unavoidable impact. Further, while the Proposed Project would not directly displace existing residents, the increased demand for housing could lead to indirect displacement as the availability of housing diminishes with increased demand. Housing demand and population growth associated with AAU uses at its 34 existing sites was addressed in the Existing Sites Technical Memorandum (ESTM), which is discussed below and addressed in further detail in **Response OC-1** on page 287.

As noted within the discussion of Impact PH-2.1 (program-level housing demand), Impact PH-2.2 (project-level housing demand), and Impact PH-2.3 (combined program- and project-level impacts), the Proposed Project would be expected to result in a net demand for approximately 2,203 housing units to accommodate the 6,100 new students and 1,220 new faculty and staff that would be generated by the Proposed Project. The Proposed Project would include 110,000 sf of housing or 400 beds to accommodate some of this demand. However, given that this increase in housing demand would represent approximately 8.5 percent of the City's anticipated increase in households by 2020, and no feasible mitigation was identified in the Draft EIR to avoid or reduce the impact related to this

increase in demand, the Proposed Project's effect on housing demand was identified as a significant and unavoidable impact, both individually and cumulatively. The Draft EIR's analysis of cumulative housing impacts accounts for other large-scale projects within the City and County of San Francisco that would generate a substantial number of new jobs and associated demand for housing; such projects include the California Pacific Medical Center Long Range Development Plan (CPMC LRDP), the Moscone Center Expansion Project, the Rincon Hill Plan, and the Central SoMa Plan (see Table 4-1, Cumulative Projects, on pages 4-10 through 4-14 of the Draft EIR for a complete list of cumulative projects). As such, the housing demand impact of the Proposed Project, in combination with other projects anticipated in the Proposed Project vicinity, was found to have a considerable contribution to a cumulative impact on housing, and this impact was determined to be significant and unavoidable. As identified in the ESTM, as a result of the 34 AAU existing sites, 7,876 San Francisco residents in 2016 required 2,673 dwelling units. Additionally, in 2010, the baseline year for this EIR, 5,913 San Francisco residents required 3,599 dwelling units for a combined housing demand of 5,802 housing units. Therefore, AAU's combined demand for dwelling units in 2016 with the Proposed Project's future demand described in the Draft EIR would total 4,876 dwelling units Citywide; however, the actual dwelling unit demand would be lower than this total because AAU enrollment and employment in 2016 includes users of all 40 AAU sites (the 34 existing sites plus the six Proposed Project sites).

As discussed on page 4.4-26 of the Draft EIR, and as noted above, the addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to minimize housing demand would fundamentally alter the Proposed Project in that it would substantially change the Proposed Project and could limit AAU's ability to achieve its Project Objectives, as outlined on page 3-3 of the Draft EIR, such as enabling long-range programs and service planning to meet the needs of the AAU community and locating future facilities in proximity to existing AAU shuttle stops or public transit. Further, if the construction of residential uses would involve demolition and replacement of existing buildings, this could cause new or greater physical environmental impacts as compared to the Proposed Project that were not analyzed in the Draft EIR. The potential for Proposed Project alternatives to avoid or minimize the impact to housing demand is discussed below.

Section 4.4, Population, Housing, and Employment, of the Draft EIR also analyzes Proposed Project impacts on the displacement of existing City residents and employees, and concludes that AAU uses would not displace substantial numbers of people or existing housing units. As noted on page 4.4-27 of the Draft EIR, AAU would occupy existing non-residential uses such as tourist motels/hotels to accommodate the need for student housing generated by the Proposed Project. Therefore, the Proposed Project would not directly displace existing residents to provide student housing. *Planning Code* Section 317 prohibits AAU growth in the study areas to convert any existing residential units including group housing, to student housing. While the Proposed Project would not directly displace existing residents, AAU growth in the study areas would create a substantial demand for new housing, which could lead to indirect displacement as the availability of housing, including SROs, diminishes with increased demand. AAU is currently seeking a Code Amendment to the *Planning Code* to legalize its existing non-compliant student housing units.⁵ The Planning Department will be proposing an alternative amendment for the Commission's consideration. Please see **Response MR-1** on page 54 for further discussion of *Planning Code* compliance at existing AAU sites.

The Draft EIR also found that while displacement of employees could occur if AAU were to occupy non-vacant buildings, any displaced employees would be likely to find jobs in other locations within the City or region, given ABAG's projection that regional employment will increase by approximately 14 percent (or 78,460 jobs) by 2020. As shown in Table 4.4-8, 2020 Proposed AAU Population, on page 4.4-16 of the Draft EIR, implementation of the Proposed Project (program-level plus project-level growth) would provide an additional approximately 1,220 permanent jobs by 2020, along with some temporary renovation-related jobs.

The Draft EIR discussion of impacts related to housing displacement does not include impacts related to the displacement of residents caused by the AAU's illegal conversion of its existing sites into student housing. These impacts are also analyzed in the ESTM. As described above in **Response**

⁵ Planning Department Case No. 2016-000559PCA.

MR-1 on page 54, the ESTM evaluates the environmental effects from the time of occupation of a building by AAU in order to provide the Planning Commission and the public with additional information to consider when deciding whether to authorize changes in use after-the-fact.

Affordable Housing

With respect to commenters' concerns regarding the Proposed Project's impact on affordable housing, the Draft EIR (page 4.4-11) acknowledges that San Francisco faces a continuing shortage of affordable housing. This shortage likely would be exacerbated by additional demand for housing as a result of the Proposed Project. As noted above, the Draft EIR's analysis of housing impacts concludes that the demand for an additional 2,203 households generated by Proposed Project-related population growth would result in significant and unavoidable housing demand impacts at program-, project- and cumulative levels. The additional housing demand generated by the Proposed Project includes additional demand for affordable housing, which, according to the 2014 Housing Element Regional Housing Needs Assessment (RHNA), would need to account for a substantial proportion of San Francisco's housing production.⁶ As discussed in Section 4.4, Population, Housing and Employment, of the Draft EIR, the City's housing allocation is expressed not only as an overall housing production target to alleviate constrained housing market conditions and reduce long-distance commuting, but also as separate targets for production of housing affordable to various household income categories. The RHNA is also reflected in the City's *General Plan* Housing Element, which describes housing needs and identifies the capacity for new housing in the City based on land supply and development capacity.

The Housing Element establishes goals for housing production as well as policies and objectives related to mitigating the impacts of growth on the housing market that are relevant to evaluation of

⁶ The 2014 Housing Element Regional Housing Needs Assessment estimates that 57 percent of the production should be affordable to moderate-, low-, and very-low-income households.

the Proposed Project. For instance, the Housing Element quantifies housing needs and production goals for all income levels and identifies pipeline housing development projects slated to meet those needs. As part of the assessment of housing needs and the establishment of goals for production, this element focuses in particular on the City's critical need for affordable housing by identifying opportunity sites to meet the projected housing needs. Housing Element policies and objectives related to mitigating the impacts of growth on the housing market are intended to address the following specific issues: 1) Adequate Sites; 2) Preserve and Improve Existing Stock; 3) Equal Housing Opportunities; 4) Facilitate Permanently Affordable Housing; 5) Remove Constraints to the Construction and Rehabilitation of Housing; 6) Maintain the Unique and Diverse Character of San Francisco's Neighborhoods; 7) Balance Housing Construction and Community Infrastructure; and 8) Prioritizing Sustainable Development.

As noted in Section 4.1, Plans and Policies, of the Draft EIR, if AAU residential uses were to displace affordable housing or residential hotel uses, the Proposed Project would not be consistent with *Planning Code* section 317 that prohibits conversion of existing residential uses to student housing. In addition, if AAU did not meet housing demand generated by its growth, the Proposed Project would not be consistent with Housing Element policies and objectives, including Objective 1, Policy 1.9 and Objective 3, Policies 3.1 and 3.5 (see page 4.1-4 of the Draft EIR), requiring the provision of such housing. Based on the analysis presented in Section 4.4, Population, Housing and Employment, of the Draft EIR, and its conclusion that the Proposed Project would result in a significant and unavoidable impact related to housing demand, the Proposed Project might not be consistent with these policies. This will be considered by decision-makers as part of the Project approval process. As this was found to be a significant and unavoidable impact, the Draft EIR acknowledges potential physical impacts due to inconsistencies with some Housing Element policies.

However, as discussed on page 4.1-1 of the Draft EIR, any conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, constitute significant environmental impacts. Where inconsistencies are identified that could result in physical effects on the environment, the reader is directed to the analysis of those effects in Chapter 4, Environmental Setting and Impacts,

of the Draft EIR. Decision-makers will consider the consistency of the AAU occupancy and use of existing buildings as part of AAU's future growth with applicable plans and policies that do not directly relate to physical environmental issues when they determine whether to approve or disapprove those project proposals. However, the concerns raised in these comments will be considered by decision-makers who will consider the consistency of the AAU occupancy and use of existing structures as part of AAU's future growth with applicable plans and policies that do not directly relate to physical environmental issues when they determine whether to approve or deny those authorizations, including the Proposed Project-specific sites reviewed in the Draft EIR.

Development of a Student Housing/Housing Construction Alternative

Several commenters suggested that given the housing demand that would result from the Proposed Project, AAU should be required by the City to construct housing to accommodate the demand it would generate for 1,678 dwelling units for student housing (excluding the 400 beds to be provided as part of the Proposed Project) and 525 dwelling units for faculty housing. Some commenters implied that new housing construction should have been included as part of the Proposed Project, while others stated that housing construction should have been analyzed in the Draft EIR as an Alternative to the Proposed Project.

As discussed above in this response, including student housing development as part of the Proposed Project would fundamentally change the nature of the Proposed Project. While AAU may work with a housing developer to provide student housing to accommodate demand associated with future growth, any such project would be subject to separate environmental review and it would not be analyzed in the Draft EIR. Modifications to the Proposed Project could also be made by decision-makers as part of the Proposed Project approval process. However, the Draft EIR did not analyze the construction of new student housing, as this is not part of the Proposed Project, as described in Chapter 3 of the Draft EIR.

With respect to comments related to the location of Proposed Project-generated student housing within existing buildings, Chapter 3, Project Description, of the Draft EIR includes detailed, program-level growth assumptions that include proposed maximum growth, by use, in each of the 12 study areas. As shown in Table 3-10, EIR Program-Level Growth Assumptions, 2011-2020 – Study Areas (page 3-40), future AAU residential growth, which would total 110,000 sf (or 400 beds), would be concentrated within Study Areas 1 (SA-1), 2 (SA-2), 3 (SA-3), 4 (SA-4), 5 (SA-5), and 12 (SA-12). As described in the Draft EIR, these study areas constitute geographic areas within the City that AAU and the Planning Department have identified specifically because there is capacity to locate new AAU uses in those areas. AAU's growth within these study areas is analyzed at a program-level rather than project-level because specific locations within these geographic areas have not yet been identified. Beyond the 400 beds proposed to be provided by AAU as part of the Proposed Project, the total Project-generated demand of 2,203 housing units could be located anywhere within the City where students would be able to obtain housing.

Alternatives to Minimize Housing Impact

In response to the finding of significant and unavoidable housing demand impacts, the Draft EIR does specifically consider an alternative to the Proposed Project that would require AAU to construct new housing. Chapter 6, Alternatives, includes a discussion of a Building Construction Growth Alternative (pages 6-10 and 6-11). This alternative was eliminated from further consideration because it would increase construction and operation impacts as compared to the Proposed Project, and would not eliminate any of the Proposed Project impacts identified in the Draft EIR as significant and unavoidable.

More specifically, because this alternative could involve demolition and replacement of existing buildings, it could cause greater impacts to archaeological resources, historical architectural resources, and human remains; result in increased generation of toxic air contaminants, criteria air pollutant emissions and greenhouse gases; and increase releases of hazardous building materials into the environment compared to the Proposed Project. Depending on location, potentially significant

but mitigable air quality impacts associated with being located within an Air Pollution Exposure Zone or use of generators or boilers could be either greater or less than under the Proposed Project. Further, new development would not avoid or substantially lessen the significant cumulative transit impacts of the Proposed Project. If this alternative were expanded to include more housing to reduce the Proposed Project's significant and unavoidable impact on housing demand, the construction of these additional new housing units would potentially create new or greater physical impacts that were not analyzed in the Draft EIR as compared to the Proposed Project.

As noted on page 4.4-26, an alternative incorporating reduced institutional growth to address housing demand was evaluated in detail in the Draft EIR (Alternative 4: Reduced Institutional Growth Alternative), and was found to substantially reduce the Proposed Project's significant and unavoidable cumulative impact to housing demand compared to the Proposed Project. However, this alternative would not meet any of the Proposed Project's primary objectives related to occupying new buildings to provide flexibility in programming. Please see **Response AL-1** on page 300 for further discussion of comments related to Proposed Project alternatives.

Adequacy of the EIR Analysis

Per CEQA Guidelines §15126(a), an EIR shall assess the environmental effects of a proposed project by examining project-related changes to the existing (baseline) physical conditions in the affected areas as they exist at the time the notice of preparation of the EIR is published. Therefore, as with all of the other topics of analysis in the Draft EIR, Proposed Project-related population and housing impacts were assessed assuming a baseline year of 2010, when the Notice of Preparation of the Draft EIR was issued. The Draft EIR relies on the best available information regarding 2010 conditions as the basis for assessing the effects of Proposed Project-related growth.⁷ Furthermore, as described in

⁷ Where appropriate and available, the EIR includes more recent data for informational purposes; however, for the purposes of impact analysis, the baseline year is assumed throughout to be 2010.

Section 4.0, Introduction to the Analysis (page 4-5), the analysis of all topics (including housing impacts) assumes that AAU's expansion would consist of occupation of existing, vacant buildings in order to present the most conservative analysis of the potential impacts of AAU growth in the study areas and at the Proposed Project sites. Because it is likely that some of the buildings AAU occupies have been recently or were previously occupied, this approach yields a conservative analysis.

As required by §15151 of the CEQA Guidelines, the Draft EIR analyzed the impacts of the Proposed Project, as proposed by AAU, "with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences," and identified mitigation measures to avoid or minimize impacts where feasible. As noted above, including housing construction as part of the Proposed Project would fundamentally change the nature of the Proposed Project and would be inconsistent with a number of the Proposed Project objectives, as defined by the Project sponsor. Further, as discussed above, construction and operation of residential uses would potentially cause new or greater physical impacts as compared to the Proposed Project.

C. PROJECT DESCRIPTION

The comments and corresponding responses in this section cover topics in Chapter 3, Project Description, of the Draft EIR. These include topics related to:

- PD-1: Addition of 2550 Van Ness to Draft EIR Project Description
- PD-2: Additional Properties Not Occupied by AAU
- PD-3: Institutional Master Plan
- PD-4: Program and Project-Level Analysis in the Draft EIR
- PD-5: Projected AAU Student Enrollment
- PD-6: Project Site and Study Area Characteristics
- PD-7: Existing AAU Site Characteristics
- PD-8: Legal Use of 121 Wisconsin
- PD-9: Construction Assumptions for AAU Tenant Improvements

COMMENT PD-1: ADDITION OF 2550 VAN NESS TO DRAFT EIR PROJECT DESCRIPTION

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Moore	I-Hestor6	I-Robinson
I-Hestor1	I-McCann	I-Wong
I-Hestor3	I-Quan	O-CSFN2

My third question is, and somebody might have talked about it and I searched the web this morning, what explains the discrepancy in the DEIR and buildings that AAU lists as residential uses, like 2550 Van Ness? That is a former 136-room Vagabond Motel which has been renamed to da Vinci Inn or something like that. In their documents it is listed as a residential use. However, when you go on the web, and I think they changed that designation, it is now vaguely advertised as a motel at a room rate of \$176 a night per bed.

I am asking, what happened that the DEIR did not list this particular building? And if so, how would we amend that this particular facility would fall under evaluations that you have made? (*Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Moore]*)

My former St Brigid's clients - whose complaint triggered the whole issue of the AAU failure to comply with the requirements of the Institutional Master Plan - sent me their initial comment to Env Rev on the lack of DaVinci student housing on the list of AAU housing as well as the link to this AAU site which describes each of their facilit[ies] (buildings and sports) - <http://www.academyart.edu/students/facilities>.

It is fairly clear from the AAU site that their students are housed at the motel at 2550 Van Ness.

This is the description on that site on the AAU website:

The Academy of Art University has partnered with local hotels to house residents if demand for housing exceeds our supply. Da Vinci Villa is located in the Marina district a few blocks away from the heart of the marina and Fort Mason. The Marina is known for its restaurants, shopping, and beautiful parks.

Cable, Wi-Fi, and onsite refrigerator, microwave, and community room are available for student use. Residents enjoy the onsite pool, gym, and restaurant. Program activities are geared toward co-ed residents of all ages.

The AAU has had a pattern of taking over entire buildings. I request that the AAU be required to provide EACH ROOM NUMBER occupied by their students so that notice of the DEIR can be mailed to each room in the motel. The omission of yet another building occupied by the AAU (beyond the Concordia Club purchase) is a bit much.

The AAU must be asked DIRECTLY - WHAT other hotels are partners or potential partners with the AAU? (*Sue Hestor; Email; March 8, 2015 [I-Hestor1]*)

I am not sure that your office has this report which includes on page 6 a list of housing facilities. Note that it includes 2550 Van Ness which is neither disclosed nor analyzed in AAU EIR.

The AAU removed 2550 Van Ness from AAU website after your office informed AAU was housing students at 2550. AAU stated on that site that AAU had agreements with various motels/hotels to provide housing for AAU students if enrollment required more housing. (*Sue Hestor; Email; April 14, 2015 [I-Hestor3]*)

2550 Van Ness which is being used for AAU student housing right now is in this area. Does anyone associated with the AAU own this site? What arrangements does AAU have with the owner to house students at 2550 Van Ness? How many students have resided here over the past year? During any period between 2010 NOP and today? What other motels or apartment buildings is AAU trying to acquire? Are there any other arrangements to buy or lease any other property. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

I want to submit a report to the Federal Government that lists 2550 Van Ness and the recreational uses of the AAU. AAU fails to disclose in the EIR the 2550 Van Ness. 2550 residents was taken off the AAU website when the planning was notified. The AAU annual campus safety report to the Federal Government lists 2550 Van Ness on page six. (*Patrick McCann; Transcript; April 16, 2015 [I-McCann]*)

This is to follow up on our phone conversation yesterday. I got the "Notice of Public Hearing", but I think it might have arrived after the hearing date, April 16th. Anyways, I manage the building at 2526 Van Ness Ave, which is next door to the Da Vinci Villa at 2550 Van Ness Ave. We certainly would have concerns if the Da Vinci was turned into another Academy of Art site- I understand that there is no specific proposal to do this. *(Bill Quan; Email; April 30, 2015 [I-Quan])*

As a concerned resident of the Van Ness Corridor, I noticed that one of the AAU's properties, 2550 Van Ness (Da Vinci Villa) seems to have been left off of the DEIR. This was formerly a hotel, but is now being used for student housing.

Please make sure that the Planning Department includes it with the other properties, in order to have a full and complete review.

Thank you for your consideration of this request. *(Jan Robinson; Email; March 9, 2015 [I-Robinson])*

Please see the Academy of Art University's website on Facilities for Students (<http://www.academyart.edu/students/facilities>), there are two sites that are not mentioned in the draft EIR:

-Da Vinci Villa, 2550 Van Ness. This site is being use for student housing, which means that most time of the year, the location would be to house students instead of for tourist lodgings. This is very similar to AAU buying the Star Motel on Lombard Street and turned it into student housing. AAU should be hold responsible for this site's change of use.

(Siu-Mei Wong; Email; March 8, 2015 [I-Wong])

It appears that around April 10, 2015, an updated AAU DEIR notification was posted to add a new site in SA-2 at 2550 Van Ness Avenue.

Why was 2550 Van Ness Avenue as a new proposal left off the initial DEIR? Was this site not known while the DEIR was being written? Does Planning not look at property owner records to confirm the property holdings existing and planned before putting out the DEIR?

Will there be an addendum recirculated to the DEIR?

Will there be further analysis done to all categories in the existing DEIR after this site is taken into account?

When would the comments on that portion after the public gets the staff analysis done in environmental review be expected by the Commission/Planning Department?

(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])

RESPONSE PD-1

The commenters express concerns that a property located at 2550 Van Ness Avenue was not listed in the Draft EIR as a residential property occupied by AAU, and noted that AAU's website listed the location as housing for AAU students. Commenters also expressed concerns in regards to any proposals to use this site for AAU uses and questioned whether there would be further analysis conducted with respect to the site. Additionally, one commenter inquired as to whether Planning had confirmed existing and planned future AAU occupied properties before publishing the DEIR.

Regarding 2550 Van Ness Avenue, in response to comments on the Draft EIR, the Planning Department opened a code enforcement action (Enforcement Case 2015-003440ENF) on March 19,

2015, with regard to AAU's use of 2550 Van Ness Avenue as a residential site not in compliance with the legal use of the site as a 136-room tourist hotel.

Subsequently, on April 8, 2015, the Planning Department distributed revised notices of availability of the Draft EIR, published revised notification of its availability in a newspaper of general circulation in San Francisco, posted the revised notice of availability at the San Francisco County Clerk's office, and posted revised notices at locations near the 2550 Van Ness Ave site, and mailed notices to a 300-foot radius around 2550 Van Ness Avenue to address this identified site. The notices were revised to address a specific site in Study Area 2 (Lombard/Van Ness Avenue) at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021). This site was identified as being within the proposed identified uses (up to 220 rooms or 400 beds) in Study Area 2 in the Draft EIR.

AAU has since vacated the site and the code enforcement case was closed. Due to the vacation of this site, 2550 Van Ness Avenue is not evaluated as a specific project site in the Draft EIR. If AAU proposes to use this site for housing in the future, they would be required to apply for all necessary permits and approvals, and such use would be required to undergo environmental review pursuant to CEQA. The Planning Department has confirmed that AAU has not reoccupied the property at 2550 Van Ness for group housing purposes since the code enforcement case was closed.

To clarify AAU's previous use of 2550 Van Ness Avenue, the following text is added to page 3-78 of the Draft EIR (see also Chapter 2, Project Description and Chapter 5, Draft EIR Analysis Revisions, of this RTC):

Additional Identified AAU Sites

The site located at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021) has been identified as a site previously occupied by AAU and is located within Study Area 2 (Lombard/Van Ness Avenue). As of February 2015, this site had been occupied for student housing by AAU without receiving the appropriate permits. However, this site has since been vacated by AAU.

and no AAU uses are currently proposed at this site. Therefore, 2550 Van Ness is not included as a specific project site under the Proposed Project. This site is within the proposed identified uses in Study Area 2 of up to 220 rooms or 400 beds. However, because no specific use is currently proposed at this site, potential use is analyzed as part of the program-level analysis in this EIR. If AAU proposes to use this site for student housing in the future, they would need to apply for all necessary permits and approvals, and such use would be required to undergo environmental review pursuant to CEQA.

COMMENT PD-2: ADDITIONAL PROPERTIES NOT OCCUPIED BY AAU

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Moore2	I-Jones2
I-Hestor5	I-McCann
I-Hestor6	I-Miguel
I-Hestor7	I-Wermer3

AAU acquired the former [Ahrens] Bakery in the 1900 block of Van Ness, at the SE corner of Van Ness/Jackson about 6 months ago: this large 1/4 block property should be added to the project discussion in what is considered an expansion area that lies outside the boundaries of SA -2 and SA-5, identified the DEIR for the Academy of Art

It is spelled AHRENS and is the 1946 Van Ness address.

(Kathrin Moore, Commissioner, San Francisco Planning Commission; Email; April 17, 2015 [A-CPC-Moore2])

The following page lists each building owned or controlled by the AAU with year of acquisition. The buildings are keyed to EIR Figure 3-2 which maps each building and to Figure 3-4 which shows the location of the 4 buildings acquired AFTER the NOP was issued 9/29/2010.

In addition to buildings mapped in the DEIR, the AAU or Stephens family has acquired or leased:

- 2013 1946 Van Ness - recorded as bought by Stephens Institute
- 2014 930 Van Ness (Concordia Club - Van Ness & Post) - 12/31/14 newspaper reports
- 2014 2550 Van Ness - student housing leases (Da Vinci Villa)- report on security
- 2014 178 Bluxome - student housing leases - testimony at DEIR hearing

None of these buildings are listed in the DEIR. The four buildings bought in 2011 were acquired with full knowledge that an EIR was being written to lay the legal basis for future acquisitions. 1946 Van Ness was neither disclosed in the 2010 NOP or included in any EIR study area. There may be, and probably are, other buildings that have been acquired of which I have no knowledge.

...

The Planning Commission had the first of many sessions on the need for AAU compliance on 5/25/06. At the time the NOP was issued 9/29/10 the AAU owned 34 buildings which became the existing project for the EIR. The facts on the ground. It did not matter under CEQA that most lacked legal use as a post-secondary institution or as student housing.

Immediately after the 2010 NOP the AAU went on a binge and bought four substantial buildings which were added to the EIR as the "project" to be considered after the FEIR - 2801 Leavenworth (The Cannery), 625 Polk, 700 Montgomery, the former 150 Hayes CSAA facility with garage. This flagrant evasion of required disclosure has been going on 25 years and appears to be accelerating. (*Sue Hestor; Letter; April 26, 2015 [I-Hestor5]*)

Provide a list of ALL leases for space - institutional, residential, recreational. The uses, the number of rooms or other capacity, and with whom is the lease? For existing leased space and for space that may be required for future uses.

Until it was taken down after the DEIR was released, the AAU website stated that, in conjunction with student housing provided at the motel at 2550 Van Ness (DaVinci Villas), the AAU had arrangements with various hotels and motels to provide student housing when it was needed. The EIR authors - or the City Attorney - should request information UNDER OATH on any such arrangements AAU has with any hotel, motel or other housing resource.

Please note these on a map that expands on Figure 3-2 and list them in the text.

...

168 Bluxome was built as a 48 unit live/work building. The listing here is for 61 units. Which means that the 178 Bluxome building is being used for student housing WITHOUT BEING CALLED OUT at that address - including for notices. 168 and 178 Bluxome were constructed with a single connected parking "ground floor." The AAU patrols go through BOTH of them. Lease arrangements with the owner or owners of 168 and 178 need to be set out. Testimony at the 4/16 hearing shed light on AAU practices. The AAU (or entities affiliated with it) buy up existing residential buildings, then the AAU housing office leases beds in units in that building, and student activity forces out existing residents. The students are often 18-25 and away from home for the first time.

...

Study Area - 1 Lombard Street - DEIR 3-41. What if any arrangement does AAU have with motel owners in this area - designated for up to 55 rooms?

...

Study Area - 3 Mid Van Ness - DEIR 3-47

...

This is supposedly an area for RESIDENTIAL HOUSING to be acquired. Is the CONCORDIA CLUB consistent with THAT use? Does it have 220 rooms for student housing?

...

Study Area - 10 - 5th/Brannan - DEIR 3-68. This area includes the Flower Mart on the north side of Brannan. The AAU has made one attempt to acquire this site. Does the AAU have ANY arrangement with ANYONE with ownership or potential development of the Flower Mart site to acquire or lease facilities for AAU purposes?

See prior comment about illegal rent of units in 178 Bluxome as student housing under "168 Bluxome." (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

I request that the DEIR incorporate language from the Zoning Administrator and Enforcement regarding the conditions that THEY found. That THEY review section 3.5 for total accuracy. The consistent scofflaw attitude of AAU is the real condition that will be encountered as the AAU barrels along. Were EACH of the four buildings acquired AFTER the EIR began, then used as the EIR PROJECT, included in the 29 sites inspected?

...

SA-3 Mid Van Ness - DEIR 4.2-14. Purchase of the Concordia Club in SA-3 is inconsistent with the stated purpose to ONLY acquire housing in this area. Is there a hotel, motel or other housing in this area that AAU wishes to acquire as well? (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

In addition, the list of sites acquired since the start of the EIR omits the former Condordia Club, acquired December 31, 2014. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

There is also another motel AAU seems to be using as student housing. (*Patrick McCann; Transcript; April 16, 2015 [I-McCann]*)

This EIR which started back in 2010 is virtually meaningless. All of AAU's real estate acquisitions are not included. At least six buildings are not analyzed. And there's other deficiencies that you'll hear about later. *(Ron Miguel; Transcript; April 16, 2015 [I-Miguel])*

It is also a matter of concern that it appears there are more recent AAU property acquisitions that have not been captured by this DEIR. *(Paul Wermer; Email; April 27, 2015 [I-Wermer3])*

RESPONSE PD-2

The comments generally relate to whether the Draft EIR has accounted for all AAU uses, including those sites acquired and/or occupied since publication of the 2010 NOP, and whether those buildings that have been identified are properly characterized. More specifically, one commenter identifies the following sites as buildings occupied by AAU that should have been identified and analyzed in the Draft EIR: 1946 Van Ness Avenue; 930 Van Ness Avenue; 2550 Van Ness Avenue; and 178 Bluxome Avenue. Other commenters identify additional sites, including Concordia Club, located at 1142 Van Ness Avenue, and the Flower Mart, located in Study Area 10 (SA-10), they believe should have been analyzed in the Draft EIR. Commenters also site AAU's lack of compliance when acquiring new buildings. Another commenter requests that all existing AAU space be listed in the Draft EIR, and that additional information be provided regarding "additional arrangements" AAU has with local hotels, motels, and other housing sites. One commenter also notes that the location of the Star Motel (1727 Lombard Street) is listed incorrectly on Draft EIR Figure 3-8 of the Draft EIR.

Regarding whether all AAU sites were accounted for in the Draft EIR, all existing AAU sites occupied by AAU for any purpose are listed in Tables 3-1, 3-2, and 3-3 of the Draft EIR (pages 3-8 to 3-11), and AAU's existing uses are described in the project description and accounted for throughout the Draft EIR analysis. The six project sites proposed for AAU use are also described in the Draft EIR project description. Proposed uses at these sites are summarized in Table 3-8 on page 3-26 of the Draft EIR

and are described in detail in Section 3.4.4 on pages 3-77 through 3-146. Additional potential opportunities to provide housing for AAU students are not being proposed by the Project Sponsor, and are thus not listed or analyzed in the Draft EIR.

AAU currently occupies 17 residential facilities, including 168 Bluxome Street, and these facilities are described on page 3-10 of the Draft EIR. The building at 178 Bluxome is located within Study Area 10; however, it is not a site of existing or proposed AAU housing, and therefore is not included in the Draft EIR. As described in the Draft EIR, AAU estimates the need for an additional 220 residential/dormitory rooms to accommodate 400 students. However, because specific locations for these proposed residential uses have not yet been identified, these uses are analyzed at a program level (Draft EIR page 3-24).

The three properties on Van Ness Avenue (1946 Van Ness Avenue, 930 Van Ness Avenue, and 2550 Van Ness Avenue) that were identified by the commenters are not presently occupied by AAU and there are no proposals for these sites. Therefore, these sites are not addressed in this Draft EIR. (See **Response PD-1** on page 95 for a discussion of 2550 Van Ness Avenue, which AAU vacated in June 2015). One commenter also notes that AAU occupied four “substantial” buildings after publication of the NOP in 2010: 2801 Leavenworth (The Cannery); 700 Montgomery; 625 Polk; and 150 Hayes. These sites are analyzed in the Draft EIR as PS-1, PS-2, PS-3, and PS-4, respectively.

Other commenters note specific sites they believe should have been included in the Draft EIR, including the Concordia Club, located at 1142 Van Ness Avenue, and the Flower Mart, located in Study Area 10 (SA-10). These properties are not presently occupied by AAU. There are no currently proposed AAU uses for the sites and the sites are not part of the Proposed Project. Therefore, these sites are not analyzed in the Draft EIR. If AAU wishes to use these sites in the future, it would be subject to permitting requirements and environmental review pursuant to CEQA, as applicable.

Figure 3-8 on page 3-46 of the Draft EIR is revised to show the correct location of the Star Motel at 1727 Lombard Street, which the commenter correctly notes was shown on the wrong side of Lombard

Street. This correction is included in Chapter V, Draft EIR Revisions, of this RTC document (page 356).

See **Response MR-1** on page 54 regarding questions about AAU compliance with the City's *Planning Code*. Any future proposed use or occupation of any building by AAU would be subject to project specific environmental review at such a time that it is proposed. Regarding the analysis of additional tourist-hotel arrangements, as referenced by one commenter, that AAU has with local hotels, motels, and other housing resources, AAU has stated that there are no such additional arrangements.

COMMENT PD-3: INSTITUTIONAL MASTER PLAN

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Moore	I-Jones2	O-RCA
I-Hestor4	I-McCann	O-SAVEMUNI
I-Hestor5	I-McGoldrick	O-SOMCAN
I-Hestor6	I-Whitaker	O-TODCO1
I-Hestor7	I-Wong	O-UHL2

I have stated all along and I will say it again, the Institutional Master Plan of this (inaudible) institution fails to be acceptable for me as an Institutional Master Plan remotely comparable to what all other institutions in this city are bringing regularly to this Commission and showing the citizens what they're intending to do and balancing their operations, as the former supervisor indicated, by managing growth, managing adding new facilities, managing to address shortages and recreation, open space and housing, etcetera, etcetera, and minimizing negative impacts on the community.

Having said that, I believe that the Institutional Master Plan which is -- provides data for this EIR, provides substantive information or enough information with a level of clarity that -- that gives us realistic data and expectations for growth, when and where.

I agree with one of the speakers saying that the establishment of study areas, of which there are 12, provides more than a layout territory to buy buildings. Twelve study areas exceed the number of 11 supervisorial districts in the city. We have 11 supervisors and here we have 12 study areas. We better increase our planning staff and have them specialized in tracking these 12 areas. Because as these areas a very close to each other, myself happen to live between three of -- three of them. When I look at this particularly diagram I see that the Institutional Master Plan basically claims more than the size of the C-3 District. I'm not quite sure how the supervisors feel about it. They will have to sort out a lot of things. Because if you over impose supervisorial districts over this there will be a lot of concerns of how individual districts are effected, not just the study area districts.

...

Since the Academy, other than any other institution who is in front of us, does not build new buildings, why are their changes of use not equivalent to the impacts of what new buildings and facilities do when they are being considered in other Institutional Master Plan and applications in front of this Commission?

The second one is: How can multiple environmental impacts on transportation, on housing, recreation, air, noise, etcetera, be quantified when the growth of the institution has been and continues to be a moving target? Within four-and-a-half years we are to accept that the institution will grow by an additional 6,100 students and 1,200 faculty members. The Institutional Master Plan is vague on this growth. And I do not believe that any of the facilities needed for the institution to be self-sufficient could even be realized in that short of a timeframe.

I consider their institutional growth random and uncontrolled. And I think we need to find metrics by which their growth is comparable or kept in measure with what other institutions are doing, for example USF restricting their growth to one percent, or something which is comparable to the impact they will have on facilities which they will not build on their own. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Moore])*

My handouts are the list of properties acquired by the AAU and when they acquired them. The list shows clearly that they were required to have an Institutional Master Plan in 1991. According to my calculations that's 24 years ago. So you need to find out what their enrollment was in 1991 and provide that information.

Oh, my name is Sue Hestor.

I am asking that the Commission do what you can do legally to accelerate this process. You don't have to have a final EIR to do the next round on the Institutional Master Plan, and you should do it. You have, pardon me, a very inadequate IMP. You have more information in this document, particular how they're going to grow.

Set the first hearing on the IMP right now. You can set hearings today. You don't have to wait for the -- for later. Set a hearing, I'm asking May 14th, probably you could consult your secretary, to seriously consider telling them what an Institutional Master Plan is designed to do. You can't go there. You can't go there. *(Sue Hestor; Transcript; April 16, 2015 [I-Hestor4])*

Partial on-site enrollment information is provided at DEIR 4.4-7. No enrollment information is provided for 1991 when AAU facilities reached the acre threshold requiring them to comply with Planning Code 304.5 and file an Institutional Master Plan. That would publically disclose their plans for expansion and enrollment and give Planning and the public the opportunity to respond. Please provide 1991 data.

1991 on-site enrollment - ? AAU required to file an Institutional Master Plan

2000 on-site enrollment - 5,995

2005 on-site enrollment - 6,816 - AAU confronted with need to file IMP by St Brigid parishioners

2006 on-site enrollment - 7,456 - first involvement of Planning Commission

2009 on-site enrollment - 10,138 - per Notice of Preparation

2010 on-site enrollment - 11,182 - Notice of Preparation of EIR and public meeting

2014 on-site enrollment - ?

2020 on-site enrollment - 15,768 in 2010 NOP for EIR

2020 on-site enrollment - 17,282 in 2015 DEIR

...

With the 1991 acquisition of 2340 Stockton the AAU was required to file an Institutional Master Plan. THEY DID NOT. The AAU was informed of that obligation in a 2/9/05 meeting involving 2 Supervisors, Elise Stephens of the AAU, her attorneys, parishioners of St Brigid's and myself. (*Sue Hestor; Letter; April 26, 2015 [I-Hestor5]*)

Throughout the Draft EIR statements are made that the AAU will act in compliance with the law. This is contrary to AAU's continued, CONSCIOUS flaunting of the Planning Code and just about every other San Francisco Code. The AAU had to be dragged kicking, screaming, and resisting - if not actively misleading the City - to issue this DEIR. The DEIR is not based in the real world when it comes to the AAU. There are explicit statements throughout that ASSUME without any basis that the AAU will apply for permits BEFORE THEY CONVERT; That the AAU will seek approval from the Planning Commission before they decide on a course of expansion; That the AAU will comply with Planning Code Section 304.5 requiring them to file and maintain an ACCURATE, COMPLETE Institutional Master Plan.

The DEIR assumes, against available evidence, that the AAU will be honest and forthcoming in its dealings with the Planning Department and Commission. Instead the AAU has used the FOUR YEAR DELAY in issuing the DEIR after the September 2010 Notice of EIR preparation - delay which the AAU created - to buy up FOUR buildings that became the "project" in the EIR. DEIR 2-7. Then buy or lease even more buildings through entities which the members of the family which own the PRIVATE FOR-PROFIT AAU.

FAILURE TO BUILD HOUSING, CENTRALIZE THE CAMPUS, LIMIT GROWTH

The manipulation of the Institutional Master Plan process by the AAU has deprived the Commission and the public of the opportunity to set the direction given to every other post-secondary institution and hospital which honestly participates in the IMP disclosure and hearing process. The AAU simply ignores that there is a San Francisco Planning Code with an Institutional Master Plan process. They assert consistently (e.g. 3-1) that they will not build anything. Only buy and convert to their own use.

...

This failure is not addressed by including a Reduced Growth Alternative in the DEIR because Alternative fails to grapple with these more basic questions. An alternative should be provided setting the allowable on-site population at the on-site enrollment level in 1991 - the year that AAU was required by its acquisition of 2340 Stockton to FILE AN INSTITUTIONAL MASTER PLAN.

In the face of decades of consistent AAU failure to comply with SF law and get LEGAL approval for each building, does (DEIR 2-3) CEQA require that no disapproval action may be taken by the Planning Commission on any aspect of the AAU? Does CEQA prohibit review by the Planning Commission of the current AAU Institutional Master Plan until after the FEIR is certified in 2016? May AAU continue its illegal building occupancy, buy up ever more sites, and expand its student body and its demand for housing - without ANY voice from the Planning Commission and the public? Please explain the statement on 2-3 re relation of THIS EIR and ANY action regarding the AAU. Is the Commission prohibited from using its INSTITUTIONAL MASTER PLAN POWERS to demand that housing be built? That on-site enrollment be capped? That the campus be concentrated in a defined location or locations?

...

There must be a Commission hearing on ALL of the AAU residential buildings initially in the IMP. The legalizations approval cannot be given per "BP" designation in the Table because the Planning Code has changed regarding conversion of student housing. Provisions at DEIR 3-21 re[garding] prohibition of conversion to Student Housing needs to be factored into Table. There needs to be a thorough hearing on the AAU IMP in this regard. The assumption in the DEIR that (a) all that is needed is that these buildings continue to operate - with NO NEW HOUSING CONSTRUCTED, and

(b) that is appropriate for non-AAU student San Francisco residents to occupy these buildings is presumptuous.

...

The opportunity for the Planning Commission to set an enrollment cap AND instruct that HOUSING BE BUILT instead of acquired is an important function of an IMP. The public information available does NOT support the last column - legalization approval required - in this table.

Table 3-11 – Recreational Facilities

Please explain why PUBLIC institutions and other private institutions like USF are expected to AND DO BUILD basketball courts, soccer fields, volley ball, baseball, softball fields, tennis courts but the FOR PROFIT PRIVATE AAU does not have the capacity. The listed facilities include many PUBLIC recreation facilities, e.g. Crocker-Amazon Playground, Kezar Pavilion, Gene Friend Recreation Center, etc. What exact arrangements - with WHOM - does the AAU have to reserve these PUBLIC recreation facilities paid for by public taxes? This should be explained as part of the IMP because the AAU appears to be asking the Planning Commission to accept as a "given" this poaching on public athletic facilities. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

On page 2 of my second comment letter I asked whether evaluation of the AAU using provisions of the Institutional Master Plan Ordinance must be delayed until 2016 when this EIR will be certified. Does the Planning Commission retain the power under CEQA to say NO to any part of the 6 Projects in the EIR, or must the Commission and City allow the AAU to continue in its illegal occupancy of the four buildings, expand its student enrollment and two sites for a FIFTH year?

Does the Planning Commission retain its power under the Institutional Master Plan Ordinance - which does NOT require an EIR - to set limits on on-site student enrollment, to delineate acceptable areas for the existing AAU "campus" and for expansion, to require that housing be BUILT to

accommodate the student population. Does the Planning Commission retain its powers independent of the EIR process?

...

Future Approvals - DEIR 3-154. The manner in which an acquisition is to be approved and converted depends on the system set up when the Commission finally considers the Institutional Master Plan. Given the DECADES of the AAU ignoring the Institutional Master Plan law, it is reasonable to assume that the Commission will establish strict protocols for the acquisition and conversion of any site. Including requirements as to taking out and following all permit requirements. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

The premise of the project is an AAU "Institutional Master Plan" posted on the Department website in 2011 that fails to meet the expectations for Institutional Master Plans for comparable institutions and has itself never been given a public hearing. The plan makes no attempt to define a balanced institutional growth that establishes an educational mission and mission-driven need to add students in various disciplines. It furthermore fails to outline how to accommodate the needed facilities and new housing necessary to support this educational vision in a manner that provides for a compact campus that allows students of various majors to take classes easily with other disciplines, and that provides new student housing to accommodate enrollment growth. The Institutional Master Plan departs from those of most colleges and universities which in the current era note that student academic success is demonstrably greater for students living in university provided housing, where a combined life and learning environment can be controlled and fostered through student life and leadership programs provided in the residences, complimented by centrally administered and visible student support services. The project goes against the widely charted trend of most institutions of higher learning that are attempting to house a greater percentage of their students so as to improve their educational experience, as well as reduce the impact of student's seeking private housing on surrounding neighborhoods.

The EIR should note in its introductory pages that the Planning Commission and Department have not endorsed or even reviewed the AAU Institutional Master Plan.

...

The EIR should clearly state that the city and the department have not “accepted” the current posted AAU Institutional Master Plan, and also outline how the public and the department intend to review, comment upon, and require modifications of the Plan so that it is in compliance with major city policies, and identifies a growth trajectory that is consistent with the growth plans and community consultation processes followed by other large institutions, especially educational institutions. In its current state the AAU Plan establishes a precedent for large geographic expansion and for student enrollment growth without providing housing that no other educational institution has been permitted, which should be noted in the EIR. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

And I think anybody else that would come into this city that would need an Institutional Master Plan would be heavily hit with anything that they would need for their expansion, where they’re going, what they’re doing, to bring it up to par to all the city requisitions. (*Patrick McCann; Transcript; April 16, 2015 [I-McCann]*)

You need to call for an Institutional Master Plan and nail this down.

...

Please do what you know you need to do. Get an Institutional Master Plan.

(*Jake McGoldrick; Transcript; April 16, 2015 [I-McGoldrick]*)

An Institutional Master Plan for AAU needs to include athletic facilities to accommodate the school's recreational needs so that my South of Market community is not trying to compete and outbid this for-profit school to get exercise, build camaraderie, improve community member relationships, and

the other benefits that come from neighbors instead of outsiders using Gene Friend Recreation Center. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

These additional sites are of great significance in the consideration of AAU's environmental impact. Planning Department should require AAU to submit a coherent comprehensive Institutional Master Plan. (*Siu-Mei Wong; Email; March 8, 2015 [I-Wong]*)

Academy of Art University Institutional Master Plan Future Compliance states: The University is not simply looking to correct any past missteps but has also instituted a mechanism for ensuring compliance with all local laws and regulations going forward. The University's compliance department, which currently is responsible for maintaining compliance with standards established as part of the university accreditation system, will also take over responsibility for compliance with local land use laws. Working in conjunction with outside counsel, the compliance office will institute a systematic review of all potential new facilities prior to purchase to determine whether any discretionary permits or authorization would be required for the desired use. In addition, the department will ensure that this IMP is supplemented as appropriate and updated every two years as required by the Planning Code. NOTE: The Academy of Art University is not in compliance with its own Institutional Master Plan. (*Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA]*)

The Draft Environmental Impact Report should require an Institutional Master Plan, legally required for colleges and universities, prior to purchase and development of property.

The Institutional Master Plan should take a comprehensive view of past and future development. The educational interests of students should be the priority---recently reaffirmed by federal actions against other institutions. Development should be predicated on data of AAU's educational

standards, graduation rates, student test scores and student job placement. (*Howard Wong, AIA, Save Muni; Email; April 21, 2015 [O-SAVEMUNI]*)

AAU has to date never adopted a city mandated Institutional Master Plan that would define a geographic area of primary concentration and guide future growth planning, and that's something that we really -- that I hope this body would include. (*Angelica Cabande, South of Market Community Action Network; Transcript; April 16, 2015 [O-SOMCAN]*)

Due to the City's extreme housing affordability crisis, the AAU's impacts on the City's housing supply must in particular be fully mitigated as a condition of the approval of its Institutional Master Plan. Otherwise the Academy's IMP's must be rejected. (*John Elberling, President, TODCO Development; Letter; April 16, 2015 [O-TODCO1]*)

We don't have to wait for this EIR to be finalized in order to dispense with this nonsense. Schedule a hearing on the Institutional Master Plan, schedule a series of hearings on the projects, hold them to the city laws as they exist today, you can do that now. You can move forward and dismiss the ones that don't comply with the laws.

If not, be straight with us, be clear with us. What is the threshold? How -- just how big a corporation do you have to be to be rewarded for violating our city's laws. You would never allow the individual homeowners of this city or tenants of this city to get away with this kind of behavior. Don't selectively enforce the law of this city. Hold AAU accountable. (*Ian Lewis, Unite Here Local 2, The Hotel Workers' Union; Transcript; April 16, 2015 [O-UHL2]*)

RESPONSE PD-3

Commenters stated that AAU's IMP is inadequate as a source of information for accurately assessing the effects of AAU growth in the City, and that the IMP should be updated to specifically and accurately reflect ongoing and planned expansion by AAU. One commenter noted that since AAU has been required to prepare an IMP since 1991, enrollment data for that year should be provided in the Draft EIR. Commenters also recommended that the IMP be used as a basis for holding AAU accountable to City requirements, and questioned whether the Planning Commission, under the IMP Ordinance, retains the power to deny portions of the Proposed Project. With regard to the Draft EIR, commenters questioned how the environmental review process described in the Draft EIR relates to the IMP, and recommended that the Draft EIR note that the Planning Commission and Planning Department have not endorsed or reviewed the IMP and should describe how AAU will be required to revise the document. Commenters also asked why AAU's changes in use are not considered the equivalent of new buildings for the purposes of analysis, and questioned more generally how impacts can be accurately assessed when the IMP is based on vague and/or outdated growth projections and does not account for all of its needs, such as recreational facilities. Commenters also noted that AAU should be required to build housing.

As described in Section 3.3.4 of Chapter 3, Project Description, *San Francisco Planning Code* Section 304.5 requires postsecondary schools and universities to have a current Institutional Master Plan (IMP) on file with the Planning Department and requires the IMP to be updated every two years. An IMP is an informational document that describes existing and anticipated institutional development. It is subject to adoption, not approval, by the Planning Department or Planning Commission. With certain minor exceptions, no building permit or Conditional Use authorization may be approved for institutions that are out of compliance with applicable IMP requirements. AAU's IMP lists and discusses AAU's vision, mission statement, and values, and provides an overview of its existing and proposed facilities, statistical information about current and future enrollment, and information on faculty and staff in compliance with Section 304.5.

Additionally, a commenter noted AAU should have filed an IMP with the Planning Department in the year 1991 when AAU facilities reached the acre threshold. Per the IMP Ordinance (Ordinance No. 174-76) and *Planning Code* Section 304.5, AAU has been subject to the IMP requirement since the adoption of the IMP Ordinance in 1976 when IMP's were determined to be required for all post-secondary educational institution or a fine arts institutions. AAU existed at the time the IMP requirement was adopted in 1976 and would have been subject to an abbreviated IMP requirement because it is a fine arts institution. When AAU submitted an IMP in 2006, a full IMP was required by the Planning Commission and Planning Department.

AAU prepared an IMP, which was presented at a public hearing before the Planning Commission on November 17, 2011. Public comments were received at this hearing, and subsequently, the IMP was accepted by the Planning Commission. Because the Planning Commission does not take any action for IMPs, CEQA review is not required. Rather, an IMP is reviewed to determine whether *Planning Code* Section 304.5 requirements are satisfied. At the November 17, 2011, hearing, the Planning Commission determined that the *Planning Code* Section 304.5 requirements were met, and the Planning Commission accepted the IMP. The IMP is required to be updated every two years, and AAU complied by submitting its updated IMP in November 2013 and November 2015 to the Planning Department.⁸ The 2013 IMP Update, dated November 8, 2013, as well as the November 2015 IMP Update, dated November 17, 2015, are available on the City's website.⁹ The most recent IMP update submitted to the City was reviewed by the Planning Commission on March 17, 2016. At the time the next IMP update is submitted to the City, the document would be available to the public and would be reviewed by the Planning Commission to determine its adequacy per *Planning Code* requirements.

⁸ No public hearing was required for this update. However, the document is available for public review under Case No. 2006.0737 at 1650 Mission Street, Suite 400, San Francisco, CA, 94103.

⁹ Marchese Company, *2013 Update to the Academy of Art University Institutional Master Plan*. Available online at: http://zasfplan.sfplanning.org/IMP/IMP_docs/AAU_2013_11_8.pdf, November 2013.

AAU's 2011 IMP identified the future need by AAU for approximately 110,000 sf of residential uses to house about 400 students; 625,000 sf of institutional space; and, 100,000 sf of recreational and other common area space for its future growth plan. In addition, the 2011 IMP identified existing institutional uses at five project sites (PS-1, PS-2, PS-3, PS-5, and PS-6, as presented in the Draft EIR) that had not been included in the September 2010 NOP. AAU's 2013 IMP update noted that the expansion of recreational space would be reduced from the 2011 IMP projection of 100,000 sf to the projected need for 50,000 sf. While these projections were used as the basis for the future program- and project-level growth assumptions contained in the Draft EIR, the IMP is not the equivalent of the Proposed Project (as proposed by the Project Sponsor and evaluated in the Draft EIR), and is not the subject of the environmental analysis in the Draft EIR.

Previous iterations of the AAU IMP had been prepared prior to the 2011 IMP, and were not accepted by the Planning Commission. These prior versions are referenced in the Draft EIR, and historical data contained in those documents was utilized in the Draft EIR to characterize AAU's growth over time. However, the contents of such documents are not the subject of the analysis contained in the Draft EIR, as they are not a part of the Proposed Project; nor do they provide appropriate baseline data for the purpose of analyzing Proposed Project impacts. Data from 2000 to 2013 obtained from previous IMP's was used to project the rate of growth of AAU enrollment. Further, because IMP's are not analyzed for environmental effects pursuant to CEQA, the language on page 2-3 of the Draft EIR regarding CEQA's requirement that an EIR must be prepared by a Lead Agency before a discretionary decision can be made (as referenced by the commenter) does not apply to the adequacy of AAU's IMP.

The IMP also notes the projected need for approximately 110,000 sf (or 400 beds) of student housing to accommodate future AAU growth. Requirements such as building housing cannot be imposed as part of the IMP review process to correct perceived past or present IMP deficiencies.

For a further discussion of AAU's compliance with *Planning Code* requirements, see **Response MR-1** (page 54), *Planning Code* Violations at Existing AAU Sites. For a discussion of whether or not AAU is

obligated to construct housing to meet its projected future growth, see **Response MR-2** (page 77), AAU Impacts on Housing in San Francisco.

COMMENT PD-4: PROGRAM AND PROJECT-LEVEL ANALYSIS IN THE DRAFT EIR

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Hestor2

But the email I sent below notes that there are no 500' radius zones mapped around the sites given Project-Level Analysis - incl 150 Hayes.

...

Thank you for forwarding these maps.

I am puzzled by the lack of 500' rings around the PROJECT SITES in the EIR. Those are the projects for which Project-Level Analysis is performed in the AAU Draft EIR.

From what I see in the mapping, only the exact boundaries of the 12 Planning areas are used. A 500' radius extends out from each of the sites of (what appear to be) the 34 existing facilities.

Is there a map that also went to Planning Commissioners that included those sites?

The project sites are:

- 2801 Leavenworth - former The Cannery
- 700 Montgomery
- 121 Wisconsin bus yard
- 2226 Jerrold - recreation site
- 150 Hayes - former CSAA testing site and garage
- 625 Polk Street - California Hall

I appreciate that any letter that went from the City Attorney to Commissioners may be protected attorney-client communications, but do not believe that this extends to the mapping. Is there a map, or some other disclosable document that explains why the 6 PROJECTS analyzed in the EIR under Project-Level Analysis do not have a radius shown around them? (*Sue Hestor; Email; April 13, 2015 [I-Hestor2]*)

RESPONSE PD-4

The commenter questions the mapping concerning Proposed Project sites, study areas, and existing AAU facilities. More specifically, the commenter notes that there are no figures in the Draft EIR showing a 500 foot radius around the project sites or the study areas. Figure 3-4, Study Areas and Project Sites, in Chapter 3, Project Description, shows the locations and boundaries of the 12 study areas and six project sites (PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue) that are considered in the Draft EIR. As described on page 3-39, the study areas consist of geographic areas where AAU could occupy existing buildings to accommodate program-level growth. The project sites include six specific locations that were either occupied, identified, or otherwise changed by AAU since publication of the 2010 NOP. Where the operational and construction effects associated with AAU's occupation and use of buildings could result in direct physical impacts at or around the sites, impacts are quantified (e.g., traffic, air quality, noise). For topics for which impacts are driven by increased enrollment and the associated demand for housing or services (e.g., population/housing, public services, recreation) project-specific impacts are assumed to be accounted for within the analysis of overall, program-level impacts resulting from AAU's population growth.

To assess the potential impacts of the Proposed Project on areas immediately surrounding the study areas and project sites, the Traffic/Transportation analysis (Section 4.6, Transportation and Circulation) estimated the Proposed Project's contribution to adjacent roadways, intersections, and

transit routes. The analysis also considered the effects of the proposed expansion of the AAU shuttle system. This analysis was not based on the effects of the Proposed Project within identified 500' radii around the Proposed Project sites, and no graphic depiction of such radii was included in the Draft EIR. For the Air Quality analysis (Section 4.8, Air Quality), construction emissions were determined based on the type and extent of proposed building improvements, and source emissions were based on total proposed square footage of AAU-occupied space. Similarly, the Noise analysis (Section 4.7, Noise) did not rely on any defined radii around the study areas or Proposed Project sites; rather it analyzed potential noise impacts based on data from San Francisco Department of Public Health (DPH) transportation noise maps that was validated with specific noise measurements at 28 locations within and adjacent to the Proposed Project study areas and project sites. The noise measurement locations are shown on Figure 4.7-7, Noise Measurement Locations, on page 4.7-14 of the Draft EIR, and listed in Table 4.7-3, Existing Ambient Noise Measurements, in L_{eq} , on pages 4.7-15 and 4.7-16 of the Draft EIR. Therefore, varying radii around the project sites and study areas were used for different environmental topics in the Draft EIR.

While the Draft EIR includes the existing AAU sites as part of baseline conditions, it does not provide analysis of the physical environmental change, if any, caused by prior unauthorized changes of use or tenant improvements undertaken at existing properties. The locations of these sites are shown in Figure 3-2, Existing AAU Campus Sites. However, no graphical depiction of 500' radii around these sites is provided in the Draft EIR.

The distribution of the Notice of Preparation (NOP) of the Draft EIR and circulation of the Draft EIR did rely upon the establishment of radii around the study areas, project sites, and existing AAU sites to develop mailing lists. However, these areas were not utilized in the analysis of Proposed Project impacts, nor were maps depicting the extent of these areas included in the Draft EIR.

COMMENT PD-5: PROJECTED AAU STUDENT ENROLLMENT

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Hestor6
I-Martin1

The Academy of Art University Project for this EIR is the accelerated enrollment that the AAU President wants given her policy of recruiting and enrolling everyone who can pay the AAU tuition for this FOR PROFIT family-run institution. Between the 2010 NOP and the 2015 DEIR the projected enrollment in 2020 INCREASED from 15,768 on-site students to 17,282. The 2020 year for EIR analysis remained the SAME. But projected enrollment increased about 1,500. WHY? (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

The EIR should evaluate capping student enrollment at the Academy to its 1991 enrollment level (*Christopher Martin; Transcript; April 16, 2015 [I-Martin1]*)

RESPONSE PD-5

One commenter states that the growth in AAU enrollment assumed in the Draft EIR represents AAU's desired accelerated enrollment and notes that the projected 2020 student population increase is greater in the Draft EIR than it was in the 2010 NOP. Another commenter notes that the Draft EIR should evaluate capping AAU enrollment at its 1991 level.

The projected student enrollment evaluated in the Draft EIR was 17,282 on-site students by 2020, which assumes an increase of 6,100 students resulting from Proposed Project-related growth. This projection differs from what was included in the 2010 NOP (15,758 on-site students by 2020) because

the Draft EIR uses a 2010 baseline of 11,182 on-site students (as opposed to the 2009 baseline of 10,138 on-site students called out in the NOP) and projects AAU growth between 2010 and 2020 based on assumptions included in the Draft EIR related to AAU's annual rate of growth. As described on pages 4.4-7 and 4.4-8 of the Draft EIR, as of fall 2010, the baseline year for the Draft EIR as established by publication of the NOP, AAU had an enrollment of 17,711 students. This included 11,182 on-site students and 6,529 on-line students. The Draft EIR anticipates that AAU's on-site student population will grow from 11,182 to 17,282 between 2010 and 2020. This is an approximately 50 percent increase over 10 years, assuming an annualized growth rate of five percent. The Draft EIR considers student growth and increased enrollment at AAU's projected rate of five percent as a reasonable assumption given flat or negative growth between 2010 and 2013. As noted on page 4.4-7 of the Draft EIR, actual on-site enrollment growth from 2000 to 2013 was 80 percent, at a six percent annual growth rate. See Table 4.4-5, Historic AAU Growth (2000-2013) for an illustration of AAU's student and faculty/staff population over time.

With regard to capping enrollment at the 1991 level, the Draft EIR Chapter 6, Alternatives, did analyze a No-Project Alternative, as well as two additional alternatives that would limit AAU's future growth (Alternative 3: Reduced Growth Alternative and Alternative 4: Reduced Institutional Growth Alternative). Under the No-Project Alternative, AAU would not expand or add institutional or residential uses within the study areas and three of the Proposed Project sites would be vacated. The Draft EIR did not identify or analyze an alternative that would cap AAU enrollment at the 1991 level of 1,767 students.¹⁰ Such an alternative would not meet the objectives of the Proposed Project. Further, the City has determined that the range of alternatives analyzed in the Draft EIR is adequate to satisfy the requirements of CEQA and to provide information to decision-makers on the relative merits of alternative proposals.

¹⁰ This represents the number of on-site students enrolled in 1990, the year for which data was available from AAU.

To substantially reduce its student enrollment in San Francisco, AAU would likely be required to relocate many of its facilities outside of San Francisco. The effects of capping enrollment would be similar to the effect of requiring AAU to locate its facilities outside of the City, which is discussed in Chapter 6, Alternatives, on page 6-8 of the Draft EIR. This alternative was eliminated from further consideration because it would not meet most of the Proposed Project objectives, would not avoid or substantially lessen many of the impacts identified for the Proposed Project and would likely increase vehicle miles traveled because AAU would be spread across multiple campuses.

COMMENT PD-6: PROJECT SITE AND STUDY AREA CHARACTERISTICS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Johnson	I-Jones1
I-Hestor2	I-Jones2
I-Hestor6	I-Martin2
I-Hestor7	

The second was there was an assumption or rather a fact from AAU that was given to the environmental team that was stated in the EIR, that the assumption was that of all the sites that AAU would have, at least the project sites, and I'm assuming also for the sites under the program level growth, that AAU would be the 100 percent full occupant of those sites in the future, even if they aren't currently. And I'd like to understand how that assumption was made. And even if it's just a statement from AAU, then I'd like that to be delineated that that's how we came to that.

Because I think that there are some significant down-the-line thoughts that we can have about AAU's growth and impact on the city if they're fully occupying all of their buildings versus if there are certain buildings, particularly office space where they're only a partial occupant and there's ability

for other occupants to be in the space. (*Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson]*)

When I wrote my email, I did not realize that FOR PURPOSES OF THE EIR, 150 Hayes seems to be the official address of the AAU. Making things even more weird. (*Sue Hestor; Email; April 13, 2015 [I-Hestor2]*)

Changed building use - DEIR 3-13.

Uses for AAU acquired CHURCHES and motels and the YWCA are not the same. Reword this section.

...

There has been substantial approval and construction activity in this area in last 3-4 years. Please explain. The area is also undergoing a plan for changes in Second Street itself.

...

700 Montgomery - DEIR 3-92

The isolation of this site from the rest of AAU activity, a Project under CEQA, seems out of place. There is nothing around it. Is it being used to "brand" Montgomery and Columbus for the AAU?

A ground-floor restaurant for AAU people makes no sense. A CU for AAU use fails to meet CU standards. Like Van Ness Columbus needs active pedestrian traffic.

Continuous editing issues

150 Hayes - California State Automobile Association

The former use/owner of 150 Hayes was the CALIFORNIA State Automobile Association, CSAA for short. They are part of the American Automobile Association but only the Northern California part. That is the name by which the buildings were known. Use of AAA and AAU for use of the same site

is confusing. [Their] membership cards and magazines ALL use CSAA. Please substitute CSAA throughout. *(Sue Hestor; Letter; April 27, 2015 [I-Hestor6])*

Growth at 150 Hayes St - DEIR 4.2-17.

Pursuant to the Market/Octavia Plan the immediate area around 150 Hayes has been changed from office use to housing. Including the TWO other CSAA buildings. Continued occupancy by office use makes 150 Hayes a physical divider of an established community which is rapidly changing to HOUSING. *(Sue Hestor; Letter; April 27, 2015 [I-Hestor7])*

And a third issue it restricted the areas in which the project sponsor wants to proceed. I think it would help the Commission and the EIR to combine your maps to show where they are now and where they want to go. About two-thirds of the areas they want to go, they're not there now. *(Tom Jones; Transcript; April 16, 2015 [I-Jones1])*

The project essentially establishes for the AAU a "right to purchase and use" existing buildings for a combination of educational, administrative, and housing uses within 12 widely detached areas of the city whose aggregate area is approximately 310 acres. The distances between some of these areas are 1-2 miles. For comparative purposes, this is an area greater than the redevelopment area of Mission Bay north and south combined, and bigger than the C-3-0 downtown office district. The Draft EIR should include both maps and narrative description that shows the distances from the original core campuses of the AAU at the time of application to the proposed new areas in miles if walked, time if walked, and time if public transportation is used.

The map on the cover of volume 1 indicates the areas of the proposed project, but should be enhanced to show comparable institutional boundaries for the other major educational institutions in San Francisco, and radius circles showing comparable distances away from their core campuses. Of

particular note, the proposal to include areas of SA-5 west of Polk Street overlap with the areas established by the Conservatory of Music for their campus, the site at PS-5 is within 3 blocks of the California College of Arts Campus.

In addition the map shown in Figure 3-2: Existing AAU Campus Sites and the map shown in Figure 3-5: Study Areas and Project Sites, should be augmented with a third map that merges the information on both to better illustrate the expansionary nature of the project especially related to proposed study areas SA-1, SA-2, SA-7, SA-8, SA-9, SA-12, and much of SA-5. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

Table 3-11 on Page 3-77. Line one of the table describes PS-I (The Cannery) as being 133,675 square feet with the Academy of Art University (herein AAU) occupying 80,908 square feet with plans to use/occupy 133,675 square feet The DEIR should note that the total leasable area of the building (including restaurant, retail, office, restaurant and storage area) is approximately 105,945 square feet. The DEIR is not accurately describing The Cannery (PS-1111).

...

Page 3-79. Existing Project Site Characteristics. The first paragraph describes The Cannery (PS-1) as having 133,675 square feet in use by tenants. The DEIR fails to accurately describe the Project Site. In 2007, when The Cannery was sold to Patson-Vomado, the total leasable area for retail, office, restaurant and storage space was approximately 105,945 square feet.

Page 3-80. Proposed Uses. The DEIR states that in May 2011, non-AAU tenants (offices, retail stores, restaurants) occupied approximately 52,767 square feet of area in The Cannery (PS-1), and AAU occupied approximately 80,908 square feet of area for offices, classrooms, retail (gallery), and multi/event space. The total of the non-AAU occupied and AAU occupied area at The Cannery as stated in the DEIR amounts to 133,675 square feet. This is clearly not accurate because the total leasable area for tenants in The Cannery is approximately 105,945 square feet.

Page 3-81. Proposed Uses. Again the DEIR states that at full occupancy by the AAU, a total of 133,675 square feet will be utilized. The DEIR is not accurately describing the square footage uses at The Cannery (PS-1).

...

Page 4.4-29. The DEIR states that the AAU proposes 133,675 square feet of institutional space at The Cannery (PS-1). This is an inaccurate representation of The Cannery's leasable area.

...

Page 4.5-36. Description of Past Alterations. The DEIR again incorrectly states that The Cannery (PS-1) has 135,000 square feet of retail space. The DEIR fails to mention substantial seismic and building improvements that were made during the years 2000-01. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

RESPONSE PD-6

Commenters questioned the assumption made in the Draft EIR that AAU would fully occupy the buildings where future growth would occur. Commenters also had various concerns regarding both the Draft EIR's written characterization and its graphic depiction of the existing AAU sites and Proposed Project sites and study areas, including PS-1, 2801 Leavenworth (The Cannery), PS-2, 700 Montgomery, and PS-4, 150 Hayes Street. More specifically, commenters suggested that PS-1 was inaccurately described in the Draft EIR; that the location of PS-2, 700 Montgomery, makes the site isolated from AAU's other sites; and that PS-4, 150 Hayes Street, is incorrectly named in the Draft EIR and physically divides an existing community. One commenter also notes that Draft EIR fails to mention substantial seismic and building improvements at PS-1, 2801 Leavenworth, that were made during the years 2000-01. With respect to the spatial relationship of AAU's existing sites to the Proposed Project, commenters requested additional graphic depiction of the relationship of AAU's existing sites to the Proposed Project study areas and project sites, as well as maps and a narrative description demonstrating the distances from AAU's existing sites to the proposed new study areas.

As noted above, commenters also questioned whether AAU would fully occupy the buildings where future growth would occur, an assumption that is made in the Draft EIR.

Specifically, commenters noted that in characterizing AAU's occupation of PS-1, 2801 Leavenworth (The Cannery), the Draft EIR should note the building's total leasable space. Table 3-11 on page 3-77 of the Draft EIR identifies the total building gross square footage and AAU-occupied square footage for each project site. The commenter is correct that the Draft EIR describes The Cannery as having a total of 133,675 gross square feet, all of which AAU is proposing to occupy under the Proposed Project. However, including information regarding the total leasable space for PS-1, 2801 Leavenworth Street (The Cannery), as requested by the commenter, would not provide any additional information for the purposes of assessing environmental impacts of the Proposed Project at PS-1. The convention of providing a building's total gross square footage and the square footage attributable to AAU uses is used consistently throughout the Draft EIR. Further, the description of Leavenworth Street as a Collector Street included in the Draft EIR Project Description, page 3-79, is consistent with the City's designation of the roadway.

With respect to seismic upgrades at PS-1, Section 4.5, Cultural and Paleontological Resources describes the renovations undertaken at PS-1 between 1965 and 1967, which included arcades, bridges, and walkways. Subsequent minor alterations, such as new doors and windows, corrugated metal awnings, new glazing, brick planters, and new signage, were made post-1970s. The last known seismic upgrades to have been completed at the site were in 1967/68 and not in 2000-2001, as the commenter stated.

Regarding the comments specific to 150 Hayes Street, for the purposes of the Draft EIR, this site is identified as Project Site 4 (PS-4), which would be used as institutional office space under the Proposed Project. AAU's main administrative office was previously located at 79 New Montgomery Street. While office use is the legal use of this site, institutional use, as proposed under the Proposed Project is a permitted use for the site under the *Planning Code*, subject to a building permit for change of use.

The commenter is correct that a California branch of the American Automobile Association (AAA) was the prior user of 150 Hayes Street; however, since this was a branch of the larger, national organization, AAA is the correct acronym. Additionally, as described by the commenter, this project site is located within the Market & Octavia Plan Area. As described on page 3-116 of the Draft EIR Project Description, the area around PS-4, 150 Hayes Street, includes a mix of offices, off-street parking lots, entertainment uses, government offices, and civic uses. While there are residential uses being constructed in the vicinity, the Proposed Project at PS-4 would not demolish the existing structure or build a new structure that would have the potential to physically divide an existing community.

With regard to the special relationship between AAU's existing sites and the Proposed Project study areas and project sites, Chapter 3, Project Description, of the Draft EIR provides both a description in the text and a graphic depiction of the study area and project site boundaries in relation to AAU's existing sites (see pgs. 3-40 through 3-146) in order to show the relationship and distances of the Proposed Project to the existing setting. Because no specific sites have been selected within the study areas, and existing AAU facilities are not consolidated into one area of the City, it would be speculative to provide distances between "original core campuses" and proposed AAU sites. The map on the cover of the Draft EIR was intended to provide a general depiction of the location of the Project study areas, not to be used as a tool for impact analysis. The distance between study areas and project sites varies and in general, the study areas are located between .25 miles and four miles apart. For example, Study Area 5 (SA-5) and Study Area 6 (SA-6) are located directly adjacent to one another, while Study Area 1 (SA-1) and Study Area 10 (SA-10) are located approximately 4 miles apart. Distances between the project sites and study areas vary as well. For instance, PS-3, 625 Polk Street, and PS-4, 150 Hayes Street, are located approximately 0.3 miles apart and within two blocks of Study Area 2 (SA-2), while PS-1, 2801 Leavenworth, and PS-6, 2225 Jerrold, are located approximately 5 miles apart, and PS-6 is located approximately 3.5 miles from SA-10.

The commenter is correct that the EIR includes no single map showing all existing AAU sites, Proposed Project study areas, and Proposed Project sites. However, the relationships of existing and

proposed sites are, as noted above, graphically depicted together in other figures in the Draft EIR. For example, the figures in Section 3.4.3, Study Areas (Program-Level Analysis) of Chapter 3, Project Description, which depict the boundaries of each study area, also show the locations of AAU's existing sites and the Proposed project sites within the vicinity of the study areas (see Figures 3-7 through 3-18 of the Draft EIR on pages 3-43 through 3-76). For instance, Figure 3-9, Study Area 2 (Mid Van Ness Avenue) Location on page 3-49 of the Draft EIR shows the location of existing AAU sites, existing AAU shuttle stops, and PS-3, 625 Polk Street in relation to the boundaries of Study Area 3 (SA-3). Additionally, in response to this comment, a new figure has been created to show the location of AAU's existing sites relative to the location of the Proposed Project study areas and project sites. This figure, 3-4a, Proposed Project and Existing AAU Sites, is included in Chapter 2, Project Description and Draft EIR Analysis Revisions and Chapter 5, Draft EIR Revisions, of this RTC. The following text change will also be inserted on page 3-22 of the Draft EIR:

Figure 3-4, Study Areas and Project Sites, p. 3-23, illustrates the 12 study areas and six project sites analyzed in this EIR, and Table 3-6, Summary of Existing and Proposed AAU Facilities, summarizes AAU's existing sites, project-level growth, and program-level growth. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational uses. The Proposed Project does not include the construction of new buildings, because AAU occupies and generally changes the use of existing buildings. Therefore, this EIR evaluates the change of use at existing buildings. Figure 3-4a, Proposed Project and Existing AAU Sites, illustrates the location of the Proposed Project study areas relative to the AAU's existing 34 sites.

Any future use of existing buildings within the study areas would be subject to further environmental review. The extent to which AAU proposes to occupy a building partially or in its entirety is indicated in the Draft EIR Project Description. Existing conditions within the study areas and at the project sites are described according to the best available information provided by AAU and otherwise available to the City at the time the Draft EIR was published.

COMMENT PD-7: EXISTING AAU SITE CHARACTERISTICS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Hestor6

I-Hestor7

2295 Taylor is listed as 20,000 square feet. That is the REAL size of the property. The AAU has recently represented that it will keep its occupancy of that building to under the size limit for the North Beach Commercial District. Given the nature of the property, the history of AAU occupancy of THAT site, the AAU history of multiple, consistent violations of the Planning Code, ANY expectation that the AAU will not creep into use of the entire building appears unfounded. In reality this is a 20,000 sq ft use by the AAU and will remain so.

...

950 Van Ness is called a classic vehicle museum and storage facility. It is NOT a museum by any normal use of the term. It is not a public museum - it is a collection of cars owned by Scott Stephens. Occasionally AAU students take trips to sketch the cars.

...

950 Van Ness along with 930 Van Ness and 963 O'Farrell are NOT a museum.

...

Study Area - 2 Van Ness/Lombard - DEIR 3-44.

The Star Motel at 1727 Lombard is mapped on the wrong side of Lombard. Please correct.

...

Study Area - 3 Mid Van Ness - DEIR 3-47.

Please see comments on ability of Van Ness to sustain pedestrian traffic and active ground floor uses with the inclusion of CPMC and associated medical office buildings in this area. Also remarks re 950 Van Ness car collection - which is NOT a museum.

...

The AAU facility on Federal Street is on an isolated site surrounded by housing AND with extremely difficult access by street. This site is NOT readily accessed by the "shuttle" and current operations appear to be illegally conducted outside the property.

...

168 Bluxome was constructed as live/work housing. One of the requirements of EACH UNIT is that an active business license be maintained EACH YEAR FOR EACH UNIT. There is no evidence that the units fulfill that requirement. There is supposed to be an ACTIVE BUSINESS operating under the Business License for EACH UNIT. Students do not operate active businesses. The terms of student loans are that the housing be student housing - not for a place where the student operates a business.

What businesses are being conducted PURSUANT TO A BUSINESS LICENSE in unit? Is the operation of a BUSINESS in the unit compatible with the student loan for the student so occupying the unit?

Please provide data showing an active business license for EACH unit, for EACH year that 168 Bluxome has been occupied. Similarly provide it for the units been rented at 178 Bluxome. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

1727 Lombard - must meet code requirements for the residential portion and the NC portion. How does this project comply with 2012 Student Housing law?

2211 and 2209 Van Ness - violate Student Housing law - dwelling units proposed to be converted to student housing.

1849 Van Ness Avenue - a furniture store before AAU acquisition. How was it automotive sales?

1916 Octavia - violates Student Housing law - units are proposed to be converted to student housing.

950 Van Ness - see prior comments, purported car museum not open to public on a part of Van Ness designed for heavy pedestrian traffic. HOW is this a post-secondary educational institutional use?

1153 and 1080 Bush - violates Student Housing law - units proposed to be converted to student housing.

860 and 817 Sutter - violates Student Housing law - units proposed to be converted to student housing.

1055 Pine - violates the Student Housing law - units proposed to be converted to student housing.

58-60 Federal - requires an office allocation. Also possibly 601 Brannan, 460 Townsend, 466 Townsend

...

The assumption that the uses would not change at the existing 34 AAU sites - MOST OF WHICH WERE ILLEGALLY ACQUIRED BECAUSE AAU FAILED TO COMPLY WITH THE INSTITUTIONAL MASTER PLAN ORDINANCE - makes a mockery of the Planning Code provision. Justify the statement "there would be no change in land uses." These sites may be baseline conditions for purpose of drafting the EIR, but that is extent of it. Please reword this section to deal with an institution that consistently failed to follow the Code.

...

SA-3 CPMC Long-Range Development Plan - under emphasis of balancing regarding ACTIVE pedestrian traffic and use for this stretch of Van Ness which includes multiple AAU sites. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

RESPONSE PD-7

Commenters requested clarification of information provided in the Draft EIR regarding some of AAU's 34 existing sites, including: 2295 Taylor Street; 950 Van Ness Avenue; 58-60 Federal Street; 963 O'Farrell Street; 1727 Lombard Street; 168 Bluxome Avenue; 2211 Van Ness Avenue; 2209 Van Ness Avenue; 1849 Van Ness Avenue; 1916 Octavia Street; 1153 Bush Street; 1080 Bush Street; 860 Sutter Street; 817 Sutter Street; 1055 Pine Street; 601 Brannan Street; 460 Townsend Street; and 466 Townsend Street. The following briefly summarizes the issues raised by the commenters regarding these sites:

- 2295 Taylor: Given the size and nature of the property, it should be assumed that AAU will take over this whole property;
- 950 Van Ness Avenue and 963 O'Farrell Street: This site is not being used as car museum;
- 58-60 Federal Street: The facility on Federal is isolated and difficult to access;
- 1727 Lombard Street: This site is incorrectly mapped;
- 168 Bluxome Avenue: This site was constructed as live/work housing; a business license must be maintained for each unit of the building, and this data should be provided;
- 2211 and 2209 Van Ness Avenue; 1916 Octavia Street; 860 and 817 Sutter Streets; 1153 and 1080 Bush Streets; and 1055 Pine Street: These sites violate Student Housing Legislation;
- 1849 Van Ness Avenue: This was a furniture store before AAU acquisition, not automotive;
- 601 Brannan Street, 460 Townsend Street and 466 Townsend Street: These sites require an office allocation under Proposition M, *Planning Code* section 321.

AAU's use of 2295 Taylor Street was 20,000 square feet as of 2010, the time of publication of the Notice of Preparation of the Draft EIR. Information regarding all existing sites listed in Tables 3-1 through 3-4 (Project Description pages. 3-8 to 3-13) reflects this 2010 Draft EIR baseline. The information contained in Table 3-2, Existing Institutional Facilities, on page 3-9 of the Draft EIR, which shows the uses at each of AAU's existing sites, reflects the best available information at the time the 2010 NOP was published. Additionally, information about these sites including project description information and required entitlements is provided in the Existing Sites Technical

Memorandum (ESTM). As noted in the ESTM, 950 Van Ness Avenue (also known as 963 O'Farrell Street) is used by AAU as a classic vehicle museum, which is open to the public by appointment only, and for classic car storage.

As described in Section 4.0, Introduction to the Analysis, at 28 of its existing 34 sites, AAU changed the use of properties and/or made physical alterations to buildings without first obtaining the appropriate permits. Thus, retroactive Conditional Uses Authorizations, Building Permits, and/or Permits to Alter or Certificates of Appropriateness would be required to bring all of these properties into compliance (page 4-14). Required approvals at these 28 sites are listed beginning on page 3-151 of the Draft EIR.

As noted on page 3-153, the existing AAU site at 58-60 Federal Street requires a building permit for a change in use from office to educational service within a MUO (Mixed-Use Office) zoning district. Shuttle service to the site is addressed in the ESTM, which, as described on page 4-14 of the Draft EIR, was prepared as part of a retroactive compliance process to present an analysis of environmental effects that have resulted from previous unpermitted changes in the use and associated tenant improvements at AAU's existing properties. See **Response TR-2** on page 191 for further discussion of shuttle service at this site.

The ESTM includes an assessments of whether AAU is in violation of the Student Housing Legislation at any of its existing sites, including 2211 and 2209 Van Ness Avenue, 1916 Octavia, 1153 and 1080 Bush Street, 860 Sutter Street, and 1055 Pine Street. The Draft EIR states that the Planning Department estimates that approximately 448 to 1,131 beds, or 164 to 399 rooms, would be displaced as a result of the Student Housing Legislation and states that AAU would seek to legalize these existing units through a text amendment to the *Planning Code* Section 102.36 (Ordinance 188-12)]. See page 3-21 of the Draft EIR, which describes the Student Housing Legislative amendment that AAU proposes to legalize these existing units. The AAU ESTM further clarifies that the Student Housing Legislative amendment would be sought for 158 group-housing rooms at the seven sites identified above.

Regarding the comment that 601 Brannan Street, 460 Townsend Street, and 460 Townsend Street require office allocations, these sites would not be subject to Proposition M, which sets annual limits on office development in the City, because these are institutional uses. As such, these uses are not subject to office allocation requirements under Proposition M.

The ESTM will assess the environmental effects of AAU's past unpermitted changes in use and physical alterations, as well as recommend Conditions of Approval to lessen any identified effects. The ESTM will not assess the validity of business licenses at any of AAU's facilities as this is not a physical environmental effect. See **Response OC-1** on page 287 for further discussion of the ESTM.

See also **Response MR-1** on page 54 for a detailed discussion of AAU's past *Planning Code* violations, and **Response TR-8** on page 226 regarding pedestrian impacts.

Figure 3-8, Study Area 2 (Lombard Street-Van Ness Avenue) Location, on page 3-36 of the Draft EIR is revised to show the correct location of 1727 Lombard Avenue and is included on page 356 of this RTC document.

COMMENT PD-8: LEGAL USE OF 121 WISCONSIN

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Johnson
I-Hestor6
I-Hestor7
O-PBNA

It's on 121 Wisconsin. We heard from the gentleman from Potrero Hill Boosters an extremely good argument for why that site may not be considered for grandfathering and used as a bus yard. And I think that if that is the decision that's made I think there needs to be something in the DEIR about an

alternative to the shuttle plan, and also to the land use for that site. (*Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson]*)

121 Wisconsin Street. The project has a PENDING request for legitimization as to the legality of the former use under the *Planning Code*. The continued Draft EIR assertion that AAU use as an open air bus yard, which is contrary to the Eastern Neighborhoods Plan, appears to the reader as though there was a final determination. There is NONE because it is awaiting Planning Commission action on the AAU itself, as well as ZA action on the legitimization. This was confirmed to me in March by Corey Teague in the Zoning Administrator office. Please make this change throughout. There has NOT be a hearing making any finding as to prior LEGAL use.

The use of this site per 3-37 as a site for shuttle bus drivers to start and end their shifts - AND to convey drivers for rest breaks - is particularly inconsistent with Eastern Neighborhood Area Plan for this site. Discuss the inconsistencies with bicycle routes and pedestrian traffic. There has been NO DETERMINATION that the uses can be legalized. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

Bus Yard at 121 Wisconsin - DEIR 4.1-25 and 4.1-42. There has NOT been ZA Determination that the 121 Wisconsin meets the requirements for legitimization under the Eastern Neighborhoods Area Plan. The bus yard is contrary to that Plan. AAU has deferred action on the Determination until after this EIR. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

121 Wisconsin Street is a lot bound by Wisconsin Street, 17th Street -- excuse me -- which serves as a major pedestrian and bicycle corridor for the neighborhood, Arkansas Street, and 16th Street which is currently being planned to accommodate transit-only lanes and through-traffic from the Mission to Mission Bay.

121 Wisconsin Street was zoned as urban mixed-used or UMU planning as part of the eastern neighborhood for its planned rezoning in 2009. Section 843.70 of the Planning Code states that, "UMU zone projects may not be used as open vehicle yards." And in this DEIR the Academy of Art University proposes that very use on the basis of their prior and illegal use of the site as a bus yard. It's footnoted that this use is a noncomplying legal use. However, that claim cannot claim -- or cannot withstand scrutiny.

Regardless of any prior use at 121 Wisconsin Street by prior lessees or owners, when the Academy started to use this lot it was used illegally. Under section 843.32 of the Planning Code the Academy's use of the site constitutes post-secondary educational service use, something that can't be grandfathered under -- into UMU for two different reasons. One, that use was noncompliant in and of itself because the AAU didn't have an Institutional Master Plan in place, and because 121 Wisconsin Street was not included in the DEIR scoping and was added late into the EIR process.

Second, even if this use was legitimate it still would not be allowed because under the eastern neighborhood's code, Implementation Code, uses could only be grandfathered in if, one, they were regularly operating or functioning on a continuing basis for no less than two years prior to the effectiveness of the UMU zoning, or two, the use has been functioning for no less than two years and has been going on since April 17th, 2008.

The Academy first leased this spot December 4th, 2008. The UMU zoning took effect on December -- or, no, excuse me, on February 18th, 2009, only 76 days later. The Academy would fail the two-year rule in either test under the code.

Now the reason I bring up 121 Wisconsin Street, well, for two reasons. First, it's use as a bus yard should not be allowed without the appropriate due process to allow such a nonconforming use in a rapidly changing neighborhood the type of due process that allows adequate neighborhood notice and input. But second, and I think more importantly, 121 Wisconsin Street is emblematic of the Academy's deliberate (inaudible) regarding the use of their properties and the rapid flouting of the planning process. To allow bus storage at 121 Wisconsin and to conduct this planning process

without the utmost in scrutiny and oversight would be to reward malfeasance. (*J.R. Eppler, Potrero Boosters Neighborhood Association; Transcript; April 16, 2015 [O-PBNA]*)

RESPONSE PD-8

Commenters requested clarification as to whether PS-5, 121 Wisconsin Street, may be used legally for open vehicle storage and stated that the use is inconsistent with the UMU zoning of the sites and the Eastern Neighborhoods Plan.

Legal Status of Uses at PS-5, 121 Wisconsin Street

As described in the Draft EIR (pages 3-131 and 3-132), the existing and proposed use of PS-5 is vehicle storage. While one comment asserts that the site instead constitutes a post-secondary institutional educational services use, the proper classification for the site is vehicle storage, consistent with AAU's storage of shuttle buses at PS-5 and previous occupants' storage of commercial vehicles there. The Draft EIR (page 3-131) explains that there are also two trailers and a small shed totaling 1,140 sf including lounge space, office space, restrooms, and storage. These structures are associated with the vehicle storage use and, as such, do not affect PS-5's use classification.

As of April 17, 2008, the site at 121 Wisconsin Street was zoned M-2 (Heavy Industrial), under which the commercial vehicle storage yard was a permitted use. The site was subsequently rezoned to the UMU (Urban Mixed Use) District, in which "Vehicle Storage – Open Lot" is not a permitted use under *Planning Code* Section 843.70. However, *Planning Code* Section 179.1 allows for legitimization (or legalization) of any use not permitted in the UMU District where the use would have been permitted under zoning controls in effect on April 17, 2008, and where the use has been in continuous operation since that date. (See Draft EIR, pages 3-150 and 4.1-42.)

The Draft EIR relates (page 3-150) that the Department has determined that the site has been continuously used for vehicle storage since at least April 17, 2008. The legal nonconforming use of the property, therefore, is bus storage and operations (Draft EIR, pages 3-131, 4.1-25, and 4.1-42).

The Department arrived at these determinations by relying on several documents (on file with the Planning Department) that demonstrate active use of the site as vehicle storage. These documents include:

1. A lease agreement executed on December 4, 2008 by AAU and the property owner, Winner Realty, Inc., for commercial vehicle storage on PS-5;
2. Aerial photographs of the property dated May 23, 2002, April 27, 2007, April 30, 2008, March 25, 2009, March 14, 2010, and March 29, 2011, showing that the property was an open lot that was used for commercial vehicle parking and storage; and
3. A letter dated January 2012 from a neighboring commercial business (Flynn & Enslow), verifying that PS-5 had been used for the preceding 20 years as a commercial vehicle parking lot and that AAU has been using the site for commercial vehicle storage.

Additional documentation on file with the City includes a copy of an e-mail from the Planning Department dated April 18, 2005 verifying that vehicle storage, specifically for tour buses, conformed with interim controls in effect at that time; and a lease agreement amendment dated July 10, 1992 between The United Industries, Inc. and S & C Motors, Inc. that demonstrates PS-5 was leased for vehicle storage by S & C Motors in the 1990s.

The Department's determination that the open vehicle storage use at PS-5 was eligible for legitimization complied with all requirements of *Planning Code* Section 179.1. As required by this provision, the Zoning Administrator mailed and posted a notice of intent to render a determination of eligibility. While comments assert that neighborhood input should be obtained and a public hearing held on this determination, a 30-day period to receive comments from interested parties was

provided from June 27, 2012 through July 27, 2012. No public comments were received during the notification period.

A comment asserts that no final determination has been made regarding the legitimization of uses at PS-5. The comment is correct only insofar as the City has not yet issued a final Letter of Legitimization for PS-5, since all AAU planning applications are on hold pending completion of the Academy of Art University Project EIR. Although a final Letter of Legitimization documenting the City's determination will not be issued until after this Draft EIR is certified, the Draft EIR (page 3-150) accurately states that the City has determined the vehicle storage use is eligible for legitimization under *Planning Code* Section 179.1. All necessary City review and opportunity for public comment have already occurred. The final determination of legitimization will be documented with the issuance of a Building Permit Application, which will be appealable to the Board of Appeals within 15 days of issuance of the Building Permit. Accordingly, no revisions to the Draft EIR are required.

Potential Planning Inconsistencies

Another comment asserts planning-based inconsistencies with open vehicle storage uses at PS-5 per Section 843.70 of the *Planning Code*. One commenter notes that there is use of the site for shuttle bus drivers to start and end their shifts and to convey them for rest breaks is inconsistent with the "Eastern Neighborhoods Area Plan." PS-5 is located within the Showplace Square/Potrero Area Plan, adopted as part of the overall Eastern Neighborhoods plans. As discussed above, AAU's uses at PS-5 are limited to vehicle storage use, which includes use of two trailers and a small shed that together provide lounge space, office space, restrooms, and storage. As discussed above, this is a legal nonconforming use of the property. Policy 1.3.1 of the Showplace Square/Potrero Area Plan expressly provides for the continuation of existing legal nonconforming uses. As such, and as discussed further in the Draft EIR (page 4.1-25), AAU's existing and proposed uses of the site are not inconsistent with the applicable Eastern Neighborhoods plans.

Second, a discussion is requested for “inconsistencies with bicycle routes and pedestrian traffic.” Impacts of the Proposed Project at PS-5, 121 Wisconsin Street, on bicycles and pedestrians are discussed in detail in Draft EIR Section 4.6, Transportation and Circulation (pages 4.6-99 through 4.6-114). The Proposed Project’s impacts on bicycles, bicycle facilities, and pedestrians were determined to be less than significant because vehicle-pedestrian conflicts are unlikely to occur at this site due to low pedestrian and bicycle traffic, and because no additional bicycle trips would occur at this site under the Proposed Project.

COMMENT PD-9: CONSTRUCTION ASSUMPTIONS FOR AAU TENANT IMPROVEMENTS

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Hestor7

Use of an architectural historian to document how the AAU has handled construction on 29 existing ILLEGAL sites seems a bit incomplete. Because the AAU had so thoroughly, so consistently, failed to take out permits to change the uses in its building, Planning Department Enforcement staff spent MONTHS surveying AAU buildings with the Building Department, the Fire Department, the Health Department to write up notices of violations and insist that safety improvements be immediately addressed. This work occurred throughout 2010 and was completed in July 2010. Dozens of notices of violation resulted from that effort, along with cases which the AAU appealed to the Board of Appeals deferring any payment for violations. This comment also applies to [footnote] 40 and the related text on 4-7.

...

I challenge the entirety of paragraph 2 as not being factual - the AAU was FORCED to take out permits to comply with SF Codes. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

RESPONSE PD-9

The commenter questions the validity of the Proposed Project construction assumptions that were derived from information about AAU's practices at its existing sites, and specifically questions the veracity of footnote 40 and paragraph 2 on page 4-7 of the Draft EIR, respectively, that site visits were made to 29 existing AAU sites in 2013, and that the EIR represents the best effort to evaluate the environmental effects of AAU's future growth based on existing knowledge of patterns of development and travel. Site visits to the AAU existing sites were also performed by the Planning Department in December, 2015.

As described in the Chapter 3, Project Description (Section 3-5 on page 3-147), of the Draft EIR, tenant improvements at potentially future occupied buildings within the study area sites are expected to be similar to construction activities previously completed at AAU existing sites when it took occupancy of those sites. The existing AAU sites provide a guideline for tenant improvements that are likely for the Proposed Project. To provide a conservative analysis, it is also assumed that improvements at new AAU sites could include limited seismic upgrades or other more extensive exterior tenant improvements. All future tenant improvements would be subject to applicable *Planning Code and Building Code* provisions and Planning Department approvals. Also, all future tenant improvements would be subject to the City's CEQA review procedures for historical resources. Further, all proposed construction associated with future tenant improvements at AAU sites is described on pages 3-147 and 3-148 of the Draft EIR, and the effects of such improvements are analyzed throughout Chapter 4, Environmental Setting and Impacts, of the Draft EIR. All construction impacts associated with improvements at AAU's 34 existing sites are analyzed in the Existing Sites Technical Memorandum (ESTM), as described on pages 4-14 and 4-15 of the Draft EIR.

D. PLANS AND POLICIES

The comments and corresponding responses in this section cover topics in Chapter 4.1, Plans and Policies, of the Draft EIR. These include topics related to:

- PO-1: Changes to the *Planning Code* in the Western SoMa Area Plan
- PO-2: Consistency with the North Eastern Waterfront Plan
- PO-3: Consistency with the Fisherman's Wharf Public Realm Plan
- PO-4: Consistency with the Housing Element of the San Francisco General Plan

COMMENT PO-1: CHANGES TO THE PLANNING CODE IN THE WESTERN SOMA AREA PLAN

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Meko
O-CSFN2

I'm here to address Study Area 12. I live within its boundaries, and it's also a part of the Western SOMA Plan Area of which I'm particularly fond.

AAU obviously has their sights set on a set on a couple of motels on 9th Street. According to the Draft EIR it says that AAU's change of use would be a permitted use under the SLR Zoning District. And they claim that therefore there are no potential conflicts. That might be the case if we were living in 2012. But the Western SOMA Plan was adopted two years ago and there is no SLR anymore.

9th Street is now zoned RCD, and student housing is a non-permitted use. It would be allowed in the adjacent WMUG zoning and on the Folsom NCT, but only in new construction and only with a CU.

So I would ask with all due respect that you kindly remove Study Area 12 from their Institutional Master Plan. And before they get any other ideas, post-secondary education as an institution use is prohibited in the RCD and only allowed in the WMUG and the Folsom NCT with a CU. *(Jim Meko; Transcript; April 16, 2015 [I-Meko])*

In addition, the data map from 2013 and the statistics from 2014 do not reflect all the changes to the noise levels in the areas since uses that were restricted prior to the Planning Code zoning use changes allowing more uses in residential areas came into effect.

...

There are no projected noise levels for Japantown and Cathedral Hill projects even though they are foreseen with the build of the new California Pacific Medical Center (CPMC) hospital at Van Ness/Geary which would attract more vehicular traffic and noise from various CPMC-supporting noise sources. There are foreseeable developments in the pipeline such as on Van Ness. Where is this study with the foreseeable projects taken into consideration?

The DEIR states that the city has defined noise-sensitive uses as land uses that consist of "noise-sensitive receptors" that consist of "residences of all types, schools, hospitals, convalescent facilities, rest homes, hotels, motels, and places of worship." (Page 4.7-4). It states that "AAU use would be located in a "noisy" environment in a city that is "urban and highly developed."

...

Page 4.12-14 (Utilities and Service Systems): The DEIR states, "...SFPUC forecasted future water demand using regional growth projections that incorporate existing land use designations and reasonably foreseeable future projects within San Francisco and other areas served by the SFPUC."

Again, land use categories, through recent changes to Planning Code since the DEIR was written have changed traditional land use categories and uses, have changed the density allowed in the zoning areas, have allowed more units to be built on lots, etc. The traditional pre-"Article" changes to Planning Code zoning use categories cannot be relied on to project SFPUC projections. New uses are

not in "residential" areas and other areas. (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE PO-1

Commenters noted that the Draft EIR contains several inconsistencies with the Western SoMa Area Plan and questioned whether other foreseeable projects in the area, such as California Pacific Medical Center (CPMC), had been considered in the Draft EIR. One comment also questions whether recent *Planning Code* changes have been factored into the San Francisco Public Utility Commission's (SFPUC) forecasted future water demand.

The commenter is correct that portions of Study Area 12 (SA-12) are located within the Western SoMa Plan area. However, AAU has not identified any specific buildings for the purposes of growth in that area. The commenter is also correct that some of the information contained in the Draft EIR regarding allowable uses within the Western SoMa area is out of date, and the Draft EIR did not identify the current zoning in SA-12.

A number of text changes have been made in the Draft EIR to update the information regarding Western SoMa. This includes revisions to the discussion of Proposed Project consistency with the Western SoMa Plan (see pages 4.1-23 and 4.1-24) as well as revisions to Figures to 4.1-4 through 4.1-6, which depict existing zoning districts within Study Areas 5 through 12. These changes reflect the fact that institutional uses would no longer be permitted within SA-12, and as such, that the proposed AAU residential uses within this study area would potentially conflict with the Western SoMa Plan. Therefore, pages 4.1-23 and 4.1-24 of the Draft EIR are revised as follows:

SA-5, Mid Market Street. A portion of SA-5 between Seventh and Twelfth Streets to the east and west and Minna and Howard/Natoma Streets to the north and south is within the Western SoMa Plan area. AAU anticipates that future uses within SA-5 would include up to 220 residential rooms and 200,000–480,000 sf of institutional uses. The portion of SA-5 within the Western SoMa Plan area is zoned Regional Commercial

District (RCD), South of Market Residential Enclave (RED), Residential Enclave – Mixed District (RED-MX), and Western SoMa Mixed Use-General (WMUG) primarily zoned as Service/Light Industrial/Residential (SLR). The proposed AAU institutional uses of buildings in this area would be conditionally permitted under the RED-MX and WMUG designations but would not be permitted uses under the ~~SLR RCD or RED~~ designations as an educational service. The Proposed Project’s residential uses in SA-5 would change the use of existing buildings in SA-5 and would not convert residential uses to nonresidential uses. Residential uses (student housing) would not be permitted under the RCD, RED, or RED-MX designations. Residential uses would be conditionally permitted in newly constructed buildings within areas zoned as WMUG (per *Planning Code Section 844.23*). Because it is AAU’s custom to occupy existing buildings, rather than to construct new buildings, the proposed residential uses within this study area would potentially conflict with the ~~Consistent with AAU’s existing properties, it is expected that tourist motels/hotels and possibly other institutional uses could accommodate proposed AAU student housing. Therefore, no potential conflicts of AAU use of buildings with the Western SoMa Plan have been identified.~~

SA-6, Fourth Street/Howard Street. A portion of SA-6 fronting Folsom Street between Fourth and Fifth Streets is within the Western SoMa Plan area. AAU would change the use of existing buildings in SA-6 for institutional purposes of 100,000 to 190,000 sf, such as classroom use, administrative use, or studio/gallery use, which are defined as educational services in the *Planning Code*. The portion of the Western SoMa Plan area that contains SA-6 is ~~currently zoned as Residential/Service Mixed Use (RSD)-WMUG,~~ and institutional uses are conditionally permitted in this district. ~~Further-Therefore,~~ no potential conflicts of AAU’s use of buildings within SA-6 with the Western SoMa Plan have been identified.

SA-10, Fifth Street/Brannan Street. SA-10 is within the Western SoMa Plan area south of Harrison Street. AAU would change the use of existing buildings in SA-10 for institutional purposes of 70,000 to 160,000 sf, such as classroom uses, administrative use, or studio/gallery use. SA-10 is in the south of Harrison Street area of the Western SoMa Plan area. Zoning districts within this area include Service/Arts/Light Industrial (SALI) and WMUG, and is currently zoned as Service/Light Industrial (SLI). Institutional uses are not permitted in the SALI district, but are conditionally permitted in the WMUG district. ~~this zoning district. The Western SoMa Plan envisions the south of Harrison Area as primarily supporting nonresidential uses and, therefore,~~ Therefore, while no potential conflicts of the Proposed Project within portions of the Western SoMa Plan zoned as WMUG have been identified, institutional uses within the SALI district would conflict with the Plan.

SA-12, Ninth Street/Folsom Street. SA-12 is within the Western SoMa Plan area north of Harrison Street. AAU would change the use of existing buildings in SA-12 for residential purposes of 15 to 25 rooms. SA-12 is in the north of Harrison Street area of the Western SoMa Plan area, which includes the following zoning districts: RCD, RED, RED-MX, Folsom Street Neighborhood Commercial Transit (F-NCT) and WMUG. ~~and is currently zoned as SLR.~~ AAU's change of use of existing buildings within SA-12 for residential purposes would be a conditionally permitted use under the SLR F-NCT and WMUG zoning districts. Within these districts, residential uses are conditionally permitted in newly constructed buildings only. ~~and, therefore, no if residential uses are proposed within the RCD, RED, or RED-MX districts, or within existing buildings in the F-NCT or WMUG zoning districts,~~ potential conflicts of the Proposed Project would potentially conflict with the Western SoMa Plan ~~have been identified.~~ Refer to Section 4.4, Population, Housing, and Employment, for further discussion of the preservation of housing in the study areas.

Figures 4.1-4, 4.1-5, and 4.1-6 on pages 4.1-36 through 4.1-38 of the Draft EIR are revised to show the correct zoning districts within the Western SoMa area, as shown in Chapter 5, Draft EIR Revisions, on pages 361 through 363 of this RTC document.

Projects that would occur as part of the California Pacific Medical Center (CPMC) Long Range Development Plan were considered as part of the cumulative impact analysis included for each of the environmental topics, including noise, analyzed in Chapter 4, Environmental Setting and Impacts, of the Draft EIR. See Table 4-1, Cumulative Projects, on pages 4-10 through 4-14, for a list of projects considered as part of the cumulative impact analyses. See also **Response NO-2** on page 238 for a discussion regarding noise related to 2015 *Planning Code* zoning changes.

While some of the recent changes in land use designations within the City may result in some variation in the San Francisco Public Utilities Commission's (SFPUC) future water demand forecast, the analysis of related impacts, as discussed in Section 4.12, Utilities and Service Systems (pages 4-12-14 through 4.12-17), remains valid. Even if demand were recalculated to reflect changes in land use, SFPUC's ability to serve the Proposed Project would remain bound by the near-term deficits identified in the Draft EIR (page 4.12-14), which would necessitate reductions in water allocations. Further, as described on page 4.12-15, the analysis of Proposed Project impacts was based on the most intensive land use development scenario, and therefore represents a conservative estimate of Project water demand. See also **Response UT-1** on page 264 for further discussion of the water supply assessment methodology used to assess Proposed Project impacts.

COMMENT PO-2: CONSISTENCY WITH THE NORTHEASTERN WATERFRONT PLAN

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Martin2

Page 4.1-11 Northeastern Waterfront Plan. For some reason, the DEIR failed to identify a number of very relevant Objectives and Policies in the Northeastern Waterfront Plan (herein NEWP) that are contrary and not consistent with the AAU use at The Cannery (PS- 1). These include the dominant planning principles of NEWP that state: "(1) provide for those uses which positively contribute to the environmental quality of the area and contribute to the economic health of the Port and the City, (2) preserve and enhance the unique character of the area, and take advantage of the unique economic opportunity provided by San Francisco Bay, and (3) provide the maximum possible visual and physical access to San Francisco Bay while minimizing the adverse environmental impacts of existing and new activity."

The AAU at The Cannery is inconsistent with Dominant Planning Principles 2 and 3. The AAU is not preserving and enhancing the unique character of the area. Quite the contrary, it is eliminating The Cannery, a world renowned landmark waterfront marketplace, that has served bay area residents and visitors since 1967 with restaurants, sidewalk cafes, one-of-kind retail stores, comedy clubs, cinema, farmer's markets, and lively street performers (including Robin Williams and A. Whitney Brown during their formative years). Rather than preserving and enhancing these diverse uses, the AAU proposes to fill the entire property (with the exception of a small cafe) with administrative offices and classrooms, including ground level and second level street front locations. These inactive storefronts on the ground level will have tremendous impact on the street level pedestrian experience, which will discourage pedestrian circulation on Jefferson and Beach Street This creates a dead zone on an important pedestrian route, which will reduce foot traffic to Ghirardelli Square, National Maritime Park and other destinations in the area. The AAU is also inconsistent with Dominant Planning Principle 3 by restricting public access to the walkways, bridges and balconies on the upper levels of The Cannery, spectacular views of the bay and the Golden Gate Bridge will not be accessible to the public. The AA U has already placed numerous no trespassing sign throughout The Cannery and has closed the public restrooms to the visiting public. A card key is required to access the restrooms.

Another NEWP Policy that failed to be identified in the DEIR is Policy 7.7, which states: "Where desirable and feasible, provide amenities which enhance public enjoyment of open spaces and public access areas by providing public restrooms, drinking fountains, information kiosks, sales of refreshments from push carts and other services." As noted previously, the AAU has eliminated access to The Cannery's public restrooms. It is clear that the public's enjoyment of Cannery Courtyard, The Cannery's walkways, bridges, balconies and other amenities will be in jeopardy and most possibly eliminated by the AAU's restrictions to public access.

NEWP Policy 10.4 was not mentioned in the DEIR, which states: "In major pedestrian areas (such as the Fisherman's Wharf and Ferry Building Subareas), develop generally continuous ground floor retail or other pedestrian-oriented uses." AAU proposed change is use to classrooms and administrative office will eliminate continuous ground floor retail on Fisherman's Wharfs most vital pedestrian promenade. The AAU's occupation and change of use is inconsistent with this policy. The proposed change of use will also impact Beach Street and Leavenworth Street in similar way.

AAU at The Cannery (PS-I) is also inconsistent with NEWP Policy 10.6, which states: "Retain older buildings of architectural merit or historical significance to preserve the architectural and historical character of the waterfront and ensure the compatibility of new development." Conversion to administrative office and classroom use restricts public access to The Cannery, a historical significant building. The public's enjoyment of the building's unique ambiance with preserved brick walls and archways along with the 16th and 17th Century English interiors and 14th Century Spanish ceiling from the Hearst estate that architect Joseph Esherick painstakingly incorporated into the building may be an opportunity lost forever. Further, the preservation of these historic rooms may be in jeopardy if these rooms are converted to other uses as proposed. The DEIR fails to properly assess these historical artifacts, nor provides any mitigation measures to ensure their preservation.

Another NEWP policy that the DEIR failed to consider is Policy 10.29, which states: "Prohibit general advertising signs in any public spaces or attached to any buildings, except those on transit boarding platforms and transit shelters designed in a manner as to minimize obstruction of public views from

pedestrian walkways and public open space, and those on public service kiosks constructed in conjunction with the public toilet program. Allow only attractively designed business identification, directional, regulatory or information signs and general advertising signs, as described above."

AAU's plans to place numerous AAU signs on the exterior of The Cannery (PS- 1) is inconsistent with this policy.

Page 4.1-13. Project Consistency. The DEIR did not properly evaluate all the inconsistencies with NEWP relative to The Cannery (PS-1). The DEIR fails to provide sufficient information about PS-1's impacts to enable informed decision-making. Classroom uses on the ground floor are also contrary to the Department of Planning's Fisherman ' s Wharf Public Realm Plan and also contrary to Gehl Architects vision to invigorate Fisherman's Wharf with active frontages that are inviting to walk by, such as, sidewalk cafes and stimulating retail stores. Classrooms on the ground level and second level of The Cannery will create dead zones discouraging vital pedestrian activity within The Cannery and its surrounding sidewalks. The impact to pedestrian circulation and commerce to Ghirardelli Square and surrounding properties needs to be evaluated and mitigated. Though the DEIR concedes that "proposed classroom uses at the ground floor may be inconsistent with the preference for office uses to be above the ground floor and for active retail uses, it fails to evaluate at least five other dominant planning principles and objectives of NEWP. These include Dominant Planning Principles 2 and 3, Policy 7.7, Policy 10.4, Policy 10.29. The DEIR failed to objectively evaluate (as required by CEQA) the inconsistencies relative to the NEWP and AAU at The Cannery (PS-1). These inconsistencies will have a cumulative adverse impact on The Cannery (PS-1), the public, its neighboring properties, and the effort to better plan and improve Fisherman's Wharf, which unfortunately has been the product of poor planning standards over the last fifty years. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

RESPONSE PO-2

The commenter identifies several Northeastern Waterfront Plan (NEWP) policies that should have been included in the Draft EIR, and questions the Proposed Project's consistency with the Plan. More

specifically, the commenter is concerned about the consistency of the Proposed Project at PS-1, 2801 Leavenworth (The Cannery) with NEWP policies, including those that encourage the preservation of historic structures and promote active ground-floor building frontages.

The Proposed Project's consistency with the NEWP is analyzed in Section 4.1, Plans and Policies, of the Draft EIR with respect to relevant objectives and policies identified in the Plan that the Proposed Project could conflict with that would potentially cause physical environmental effects. The Plans and Policies sections described any inconsistencies between the Proposed Project and applicable plans and policies, including objectives and policies of the *San Francisco General Plan* (General Plan) and other applicable local and regional plans. The Draft EIR identifies policies that the Proposed Project could conflict with, as well as related potential physical environmental impacts. However, as discussed on page 4.1-1 of the Draft EIR, any conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, constitute significant environmental impacts. Where inconsistencies are identified that could result in physical effects on the environment, the reader is directed to the analysis of those effects in Chapter 4, Environmental Setting and Impacts, of the Draft EIR. Decision-makers will consider the consistency of the AAU occupancy and use of existing structures as part of AAU's future growth with applicable plans and policies that do not directly relate to physical environmental issues when they determine whether to approve or disapprove those project proposals, including the project-specific sites reviewed in this EIR. This includes PS-1, 2801 Leavenworth (The Cannery).

For the purposes of the Draft EIR analysis, the Planning Department identified the following objectives and policies as those most relevant to the Proposed Project: Objective 12 (Policy 12.3); Objective 13 (Policies 13.1 and 13.2); and, Objective 14 (Policy 14.3). These objectives and policies relate to strengthening the Northeastern Waterfront Area's attraction as a water-oriented commercial recreation and public assembly center; encouraging uses which will diversity the activities in the wharf and which will appeal to local residents and visitors; and developing a transportation system which improves access for people and goods to and around the Fisherman's Wharf Area while minimizing adverse environmental impacts on the area. As noted in Section 4.1 of the Draft EIR, any

conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, necessarily constitute significant environmental impact. Decision-makers ultimately will consider the consistency of AAU occupancy and use of existing structures as part of AAU's future growth with applicable plans and policies, including those contained in the Northeastern Waterfront Plan, when they determine whether to approve or disapprove those project proposals. At that time, any additional objectives and policies that may be applicable to the Proposed Project will be identified.

With regard to the use of PS-1, 2801 Leavenworth Street (The Cannery) by AAU, AAU does plan to fully occupy the building with AAU uses; however, no physical alterations to the building are proposed that would compromise its historic architectural character or integrity. Further, as described in Section 4.1 of the Draft EIR, AAU uses at The Cannery would be consistent with NEWP policies that encourage arts, educational and non-tourist commercial and cultural facilities, and office uses above ground level (page 4.1-13).

As shown in Figure 3-24 on page 3-87 and Figure 3-27 on page 3-90 of the Draft EIR, AAU proposes one larger sign on the Leavenworth Street side of the building (in place of the existing "Charley Brown's" sign), as well as smaller signs above doorways on the Leavenworth Street, Jefferson Street, and Beach Street sides of the building. Smaller signs are also proposed within the interior and exterior courtyards. Installation of exterior signage would require AAU to obtain a sign permit. It should be noted that the signs proposed by AAU as part of the Proposed Project are not general advertising signs as defined by the *Planning Code*.

As discussed above, Proposed Project consistency with local plans and policies ultimately would be determined by decision-makers when they determine whether to approve or disapprove project proposals, including the Proposed Project at The Cannery. The concerns raised in these comments also will be transmitted to City decision-makers, who will consider all public comments as part of the Proposed Project approval process. See also **Response CP-1** on page 177 and **Response CP-2** on page 183 regarding the Proposed Project's consistency with NEWP policies related to cultural resources, and regarding the Proposed Project's consistency with The Cannery as a historic structure.

COMMENT PO-3: CONSISTENCY WITH THE FISHERMAN'S WHARF PUBLIC REALM PLAN

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Martin2

Page 3-79. Location and Access. The DEIR states that Leavenworth Street is classified as a "Collector Street", and Jefferson and Beach Streets are classified as "Recreational Streets". These terms are not mentioned or defined in any Fisherman's Wharf planning documents. The DEIR's description is vague and not consistent with Department of Planning studies and policies. The Department of Planning's Fisherman's Wharf Public Realm Plan (herein FWPRP) describes Jefferson Street as the "Heart" of the Wharf and the primary pedestrian link through the neighborhood with pedestrian counts that exceed many popular international destinations. The FWPRP considers Beach Street an increasingly important pedestrian destination in the Wharf.

...

Page 4.1-27 Design Plans. The DEIR states the Fisherman's Wharf Public Realm Plan (herein FWPRP) "is not a formal area plan, but is a design plan proposed to provide an overall vision for the streets, open spaces and building design in Fisherman's Wharf" Please note that this informal plan engaged the world renowned Jan Gehl and required a considerable amount of taxpayers' investment to study, write, and ultimately publish the FWPRP. The Fisherman's Wharf Public Realm Plan, which includes implementing some of the public realm improvements on Jefferson Street is a considerable public investment and should be regarded with some reverence and seriousness. The importance of developing Jefferson into a dynamic promenade is clearly stated in the FWPRP, as follows: "Compared with the recreational waterfronts along the Hudson River in N. Y. or the Islands Brygge waterfront park in Copenhagen, the Wharf is missing a truly inviting promenade that can invite visitors to do more than just walk and sit. Great waterfronts have fine continuous promenades from where the different attractions can be experienced and activities engage in." Shutting down the active ground level spaces at The Cannery, not just on Jefferson Street, but Leavenworth Street and Beach

Streets, creates a large dead zone and stagnates the vibrant promenade that Mr. Gehl believes can be achieved at Fisherman's Wharf. The proposed change of uses at The Cannery (PS-1) are inconsistent with the FWPRP and the Northeastern Waterfront Plan, as well as what the vision for The Cannery was when it was developed by my father, Leonard Martin. His intention was to save the historic structure - developers had planned to demolish the historic building to make way for an unsightly condo high-rise - from the wrecker's ball and to preserve this landmark, not as a static monument, but "an active marketplace where people can detach themselves from everyday hustle and bustle, in an environment reminiscent of the romantic hill towns of Europe." He took a bold approach weaving new construction with the old cannery's original sturdy brick walls, creating a zigzagging corridor open to the sky with outdoor escalators, balconies, and bridges, and even providing tenant spaces with Hearst Estate 16th and 17th Century English interiors and a 14th Century Moorish ceiling.

...

Page 4.1-28. Project Consistency. The DEIR concludes that the AAU change of use of The Cannery (PS-1) would not be inconsistent with overall FWPRP goals to enhance pedestrian conditions in the Fisherman's Wharf area. Again the DEIR is flawed and does not provide sufficient information to enable informed decision-making and provides no mitigation measures. The FWPRP is a 90+ page document with many observations about existing conditions, as well as recommendations for improving pedestrian circulation on Jefferson Street, which includes an analysis of existing conditions, guidelines for enhancing Jefferson Street as vibrant pedestrian promenade, parking and circulation guidelines, open space opportunities, and urban design standards for the Fisherman's Wharf area. There are many FWPRP goals that are inconsistent with an AAU change of use of The Cannery (PS-1). It is worth noting that the introduction for the FWPRP notes that to successfully implement the Fisherman's Wharf Public Realm Plan, the Planning Department will have to "establish and then maintain a strong and long-term presence in the community." I suppose this also means the Planning Department must be committed and consistent at all levels of its administration while implementing FWPRP guidelines and objectives.

Page 75 of the FWPRP, which sets forth standards for ground floor design, states: “A building's ground floor design and use have tremendous impact on the street level pedestrian experience. The design of a building's ground floor can do much to encourage activities that begin to define public life on the street.” Page 9 of the FWPRP identifies another point of disconnection is between Jefferson Street and Ghirardelli Square, which is the second largest destination in Fisherman's Wharf and has more than twice as many visitors as the third-ranked destination, The Cannery. Strengthening the connections between both Pier 39 and Ghirardelli Square and Jefferson Street represents a major opportunity to significantly increase the number of people visiting Jefferson Street without having to bring an extra person to the Wharf. The AAU's proposed change of uses to classrooms and administrative office in ground level locations will not strengthen, but will likely weaken pedestrian travel (and commerce) between Pier 39 and Ghirardelli Square. As stated on page 75 of the FWPRP: “Ground floor commercial uses, when designed well, can be important activators of the public realm and should be strongly encouraged along Taylor and Beach Streets, as well as all north- south blocks between Jefferson Street and Beach Street.” The AAU's classroom uses in ground level locations is counter to this guideline in the FWPRP.

Page 41 of the FWPRP provides guidelines for several streets, including Jones Street, as follows: “a mixture of active retail, commercial and residential ground-floors would prove to be a very attractive combination and would begin to reduce the overtly tourist-oriented land uses in the area.” The DEIR fails to consider if parking an AAU shuttle bus in a white zone (alongside a commercial property AAU does not own) is consistent this guideline. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

RESPONSE PO-3

The commenter questions the origin of the street classification terms included in the Draft EIR, provides a history of the Fisherman's Wharf Public Realm Plan (FWPRP), and notes several inconsistencies between the Plan and the Proposed Project. More specifically, the commenter questions the Draft EIR's conclusion that AAU's change of use of PS-1, 2801 Leavenworth (The

Cannery) would not be inconsistent with overall FWPRP goals to enhance pedestrian conditions in the Fisherman's Wharf area, and notes that the Draft EIR fails to consider whether AAU shuttle bus parking in a white zone is consistent FWPRP guidelines related to streets, including Jones Street, within the Plan area.

The terms used in the Project Description (page 3-79 of the Draft EIR) to characterize local streets (including Leavenworth Street, Jefferson Street, and Beach Street) were derived from the San Francisco General Plan Transportation Element and not the FWPRP; therefore, the terms used in the Draft EIR are accurate.

The Draft EIR does consider the FWPRP to be applicable to the Proposed Project, and as such, Proposed Project consistency with the plan is discussed in Section 4.1, Plans and Policies, of the Draft EIR. Implementation of the Proposed Project at PS-1, 2801 Leavenworth Street, was determined to not be inconsistent with the overall goals of the plan or with the specific plans for Jefferson Street and Beach Street that would emphasize the pedestrian use and ground-floor orientation of those areas, as the change of use at this site would not interfere with existing pedestrian circulation or ground-floor access to the site. The AAU shuttle would load on Jones Street and would not conflict with the plan. Therefore, the discussion of Proposed Project consistency on page 4.1-29 appropriately concludes that the AAU change of use of The Cannery building at PS-1 would not be inconsistent with overall FWPRP goals to enhance pedestrian conditions in the Fisherman's Wharf area. Additionally, the ground-floor classroom uses proposed as part of the Proposed Project at PS-1 would not necessarily be inconsistent with the plan's recommendation that ground-floor commercial uses in the vicinity of the site (i.e., along Taylor and Beach Streets as well as all north-south blocks between Jefferson Street and Beach Street) be designed to activate the public realm.

As noted above in **Response PO-2** on page 150, the Draft EIR identifies policies that the Proposed Project could conflict with as well as related potential physical environmental impacts. However, as discussed on page 4.1-1 of the Draft EIR, any conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, constitute significant environmental impacts. Where

inconsistencies are identified that could result in physical effects on the environment, the reader is directed to the analysis of those effects in Chapter 4, Environmental Setting and Impacts, of the Draft EIR. Decision-makers will consider the consistency of the AAU occupancy and use of existing structures as part of AAU's future growth with applicable plans and policies, including the FWPRP, that do not directly relate to physical environmental issues when they determine whether to approve or disapprove those project proposals, including the project-specific sites reviewed in this EIR, which includes PS-1, 2801 Leavenworth (The Cannery). While existing ground-floor retail, office, and restaurant space would be converted to AAU use under the Proposed Project, the interior courtyard that bisects the site, as well as the outdoor walkways would remain publicly accessible.

See also **Response CP-2** on page 183 regarding the Proposed Project's consistency with The Cannery as a historic structure.

As discussed in Section 4.6, Transportation and Circulation, shuttle buses at PS-1, 2801 Leavenworth (The Cannery), would use the existing 150 foot long white passenger loading zoning on the east side of Jones Street south of Beach Street. The estimated 80 shuttle passenger trips to the Proposed Project shuttle stop during the PM peak hour would be spread over the peak hour and would not cause sidewalk crowding. Jones Street is not a designated bicycle route, nor is it used for public transit service. Further, because there is not transit service on Jones Street, there would be no conflict between transit service and shuttle loading and unloading activities. However, the concerns raised in these comments will be transmitted to City decision-makers and will be considered by City decision-makers as part of the project approval process.

COMMENT PO-4: CONSISTENCY WITH THE HOUSING ELEMENT OF THE SAN FRANCISCO GENERAL PLAN

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Jones2
I-Miguel
O-CSFN4
O-HRCSF

The AAU Institutional Master Plan states on page 113 that “The Academy is not a developer of new buildings” and also details their method for expanding by acquiring existing commercial and residential buildings. The EIR should highlight this stated growth methodology and critique it as incompatible with the City Policies on larger commercial and institutional entities, as noted in the Draft EIR sections 4. 1-4, under Housing Policies, Objectives 1 Policy 1.9 and Objective 3 Policies 3.1 and 3.5. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

And as an absolute effrontery, when you refer to the EIR it states and quotes, “Objective 1, Policy 1.9 of the city’s housing element require new commercial developments and higher educational institutions to meet the housing demands they generate, particularly the need for affordable housing for low-income workers and students.” If you don’t studiously hold them responsible, nothing will happen. I understand that the only way to do so is to pass and certify this ridiculous EIR. So please do so, so some action can take place. I’m getting too old to come back here for the next eight or ten years. (*Ron Miguel; Transcript; April 16, 2015 [I-Miguel]*)

As many people have already mentioned, this project does not support the city's priority policy of making more rental units available in San Francisco for the San Francisco residents. (*Mari Eliza, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN4]*)

And the AAU also denies its students in these dorms any tenant protections which should also be counter to city policy. (*Tommi Aviccolli Mecca, Housing Rights Committee; Transcript; April 16, 2015 [O-HRCSF]*)

RESPONSE PO-4

The commenters state that the Draft EIR should highlight and critique AAU's stated growth methodology and question the Proposed Project's consistency with the Housing Element of the City's General Plan in several respects, such as the Proposed Project's failure to comply with City objectives that require new higher educational institutions to meet the housing demands they generate, its failure to support the City's priority policy of making more rental units available in San Francisco for the San Francisco residents, and its denial of tenant protections for its students.

A description of AAU's approach to growth (i.e. to occupy existing buildings rather than construct new buildings) is included in the description of the Proposed Project, as proposed by the Proposed Project sponsor, and analyzed throughout the Draft EIR. More specifically, the Project Objectives listed on page 3-5 of the Draft EIR Project Description include an objective to "occupy and utilize space in existing historic or culturally interesting buildings in need of renovation and/or revitalization." AAU's approach to growth is also described on page 2-1 of the Draft EIR, which states that AAU "is a private postsecondary academic institution that occupies buildings throughout the City (predominantly in the northeast quadrant) for its existing art programs," and again in Section 4.0, Introduction to the Analysis, within the description of the Approach to Analysis, which states that "... the Proposed Project consists of future AAU growth through the occupation and change of use of existing structures

... No new building construction would occur as a result of the Proposed Project” (Draft EIR page 4-7). Because the Proposed Project does not include new construction, the Draft EIR analysis is limited to the conversion and change of use of existing land uses to post-secondary institutional uses.

Additionally, the Proposed Project’s consistency with the General Plan Housing Element is discussed in **Response MR-2** on page 77. This response addresses the Proposed Project’s impact on housing demand, including the demand for affordable housing, which the Draft EIR analysis found to be a significant and unavoidable impact (see Impact PH-2.1 on page 4.4-25, Impact PH-2.3 on page 4.4-31, and Impact C-PH-1 on page 4.4-42 of the Draft EIR). The Proposed Project’s consistency with the Housing Element is discussed on pages 4.1-3 and 4.1-4 of the Draft EIR. As noted in the Draft EIR, if AAU did not meet the housing demand generated by its growth the Proposed Project would not be consistent with policies requiring the provision of housing, and in particular, affordable housing for students. The Draft EIR identified that the Proposed Project’s employment and student housing demand would not be met. This was identified as a significant and unavoidable impact.

As noted above in **Response PO-2** on page 150, the Draft EIR does identify General Plan policies that the Proposed Project could conflict with that relate to physical environmental impacts. However, as discussed on page 4.1-1 of the Draft EIR, any conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, constitute significant environmental impacts. As discussed in Impact PH-2.1 on page 4.4-25 of the Draft EIR, the Proposed Project would have a significant and unavoidable impact due to housing demand. Nevertheless, the concerns raised in these comments will be transmitted to City decision-makers, who will consider all public comments as part of the Proposed Project approval process.

E. LAND USE

The comments and corresponding responses in this section cover topics in Chapter 4.2, Land Use.

These include topics related to:

- LU-1: Neighborhood Compatibility

COMMENT LU-1: NEIGHBORHOOD COMPATIBILITY

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Hestor6
I-Hestor7
I-Savery

Study Area - 4 - Sutter/Mason - DEIR 3-50. This is the area closest to existing bought up housing resources. At the 2010 NOP scoping hearing many residents of the area showed up in protest of the housing in this area being taken over by AAU students. Remarks were similar to the resident of 178 Bluxome who testified at the 3/16 hearing. When young, unmonitored college age students appear in a building, the noise, activity and uncontrolled behavior drives out existing residents. People just pick up and leave because they did not rent an apartment in a student dorm. The disruptive behavior of teenage and 20-ish undergraduates is incompatible with residential affordable housing for people working or retired.

The AAU wants to acquire 220 more rooms and 30,000 sq ft of institutional use. The incompatibility of existing residents - and the fact that they will be displaced from their housing - must be discussed in the EIR and in the IMP. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

SA-5 and PS-4 150 Hayes - omits what is now proposed as 1 Oak Street, and recent approvals at 100 and 150 Van Ness as well as Hayes and Polk. The residential construction in [the] immediate area is

ignored. Also SF Conservatory of Music IMP covering THIS block. This is changing the context of the area. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

Loss of diversity in the neighborhood. More AAU buildings and students mean less of everything else. When the AAU illegally converted the Commodore Hotel (860 Sutter Street), it became a "tipping point" in the neighborhood. With several other buildings nearby also recently converted to student housing, the AAU essentially turned the neighborhood into "their" campus. All without public consent. There are now fewer stores, hotels, shops, housing - all good things that healthy neighborhoods need. All taken away by the AAU. (*Mark Savery; Email; March 1, 2015 [I-Savery]*)

RESPONSE LU-1

The commenters express concerns regarding the compatibility of AAU institutional uses, including student housing, within existing residential neighborhoods. Commenters also note that the conversion of existing uses to student housing could contribute to a loss of neighborhood diversity and mix of uses.

As discussed in Section 4.2, Land Use, of the Draft EIR (page 4.2-19):

AAU institutional and residential uses would introduce a different pattern of uses in terms of student, faculty, or staff population. In some cases, change of use of buildings would intensify activities at a particular site. While AAU uses (residential, recreational, and institutional, including office) would be typical of the urban areas of San Francisco, the intensified AAU student population and activities in parts of the study areas could be observed as a change in character. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired.

These land use effects are relatively minor and would not result in a land use impact that would have a substantial adverse impact upon the existing character of the vicinity as defined by the CEQA Guidelines. Although the Proposed Project within the 12 study areas would result in an intensification of existing land uses (i.e., occupancy of vacant or underutilized buildings), the Proposed Project would be located within existing buildings and would not introduce incompatible uses.

An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU uses would be compatible with existing uses, would be incremental and dispersed, and therefore, the Proposed Project within the 12 study areas would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.”

While the presence of AAU students adjacent to existing housing could be an annoyance to some residents, this would not be considered a physical environmental impact under CEQA. The commenter is correct that changes in use by AAU along with other new uses within the study areas, including SA-4 and SA-5, and in the vicinity of the Proposed Project sites would change the context of existing neighborhoods. However, this change would not represent land use incompatibilities such that it would limit the basic ability of other nearby uses to continue to operate. As discussed on page 4.2-19 of the Draft EIR, AAU institutional and residential uses would introduce a different pattern of uses in terms of student, faculty, or staff population. In addition, the AAU ESTM discusses land use and neighborhood compatibility associated with the residential and institutional changes of use at the 34 existing sites. In some cases, changes of use of buildings would intensify activities at a particular site; however, such changes would only result in significant impacts as defined by CEQA if the function of existing uses would be impaired, which is not the case. See **Response MR-2** on page 77 for a discussion of displacement impacts.

F. POPULATION, HOUSING, AND EMPLOYMENT

The comments and corresponding responses in this section cover topics in Chapter 4.4, Population, Housing, and Employment, of the Draft EIR. These include topics related to:

- PH-1: Jobs-Housing Linkage
- PH-2: Existing Business Displacement
- PH-3: Population Growth Due to Increase in AAU Population
- PH-4: Increased Need for Low Income Housing

COMMENT PH-1: JOBS-HOUSING LINKAGE

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Jones2
O-CCHO

In looking at housing patterns over time, the EIR correctly acknowledges that currently up to 25 % of the employed residents of the city commute out of the city to work. Outside articles suggest that a certain percentage of new units are occupied by retirees, absentee owners (as pied-a-terres), and new technology workers who commute to San Mateo and Santa Clara counties by train or private bus to work. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

The other question is mitigation. As far as I know institutions like AAU are not required under our current city's Jobs-Housing Linkage to pay impact fees for the impact of their workforce, which is surprising. And I think that should be considered as the city looks at Jobs-Housing Linkage again. This again is a huge workforce being developed. Aside from the students, you've got 1,200 faculty. That's a workforce. CPMC recently agreed to a development agreement to mitigate its workforce to a substantial number. And this is a situation at least where AAU should be contributing to a fund or

Jobs-Housing Linkage or some other way to offset that impact in real dollars and cents. Thank you.

(Peter Cohen, Council of Community Housing Organizations; Transcript; April 16, 2015 [O-CCHO])

RESPONSE PH-1

The commenters acknowledge that the Draft EIR correctly estimates the number of City residents that commute outside of the City to work, note the makeup of new housing units in the City, and state that AAU should be subject to a San Francisco's Jobs-Housing Linkage Program or be required to pay some other housing mitigation fee.

The commenter is correct that AAU is not required to pay jobs-housing linkage impact fees. As described in Section 413 of the *Planning Code*, San Francisco's Jobs-Housing Linkage Program applies to projects that increase by 25,000 or more gross square feet the total amount of any combination of the following uses; entertainment, hotel, Integrated PDR, office, research and development, retail, and/or Small Enterprise Workspace. The Proposed Project does not increase the total of any of the stated uses by 25,000 or more square feet, thus the Jobs-Housing Linkage Program does not apply. See **Response MR-2** on page 77 for further discussion of Proposed Project-related housing impacts.

COMMENT PH-2: EXISTING BUSINESS DISPLACEMENT

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Martin2

The DEIR also [states] that the proposed change of use would displace non- AAU tenants, who would be able to relocate their businesses to other locations in San Francisco, and therefore this impact would be less than significant.

Based upon my discussions with several existing non-AAU tenants, they would be unable to relocate their business because of the cost. Their businesses would be displaced and they would lose their livelihood. The DEIR's finding is flawed and without basis and provides no mitigation for non-AAU tenants. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

RESPONSE PH-2

The commenter questions the Draft EIR's conclusion that impacts related to the displacement of non-AAU commercial tenants and businesses would be a less-than-significant impact.

The commenter is correct that the Draft EIR concludes that some displacement of employees could occur if AAU were to occupy a non-vacant building. For the purposes of the Draft EIR analysis, a significant displacement impact would occur if the Proposed Project would "displace substantial numbers of people, or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees." As stated under Impact PH-2.3 on Draft EIR page 4.4-31 with regard to the displacement of employees:

"Displacement of people (employees) could occur if AAU were to occupy a nonvacant building whose employees were not able to relocate within the City or region. However, any displaced employees are likely to find jobs in other locations within the city or region, as ABAG predicts that employment will increase by 78,460 (from 568,730 jobs to 647,190 jobs) during this period. Additionally, AAU frequently occupies vacant existing buildings. Therefore, AAU uses in the 12 study areas would not displace substantial numbers of people or existing housing units that

would necessitate the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

Finally, implementation of the Proposed Project at the six project sites would not displace substantial numbers of people or businesses, and this impact would be less than significant. Small displacement effects could occur at PS-1, 2801 Leavenworth Street (The Cannery), and PS-2, 700 Montgomery Street. No impact would occur at PS-3, 625 Polk Street, PS-4, 150 Hayes Street, PS-5, 121 Wisconsin Street or PS-6, 2225 Jerrold Avenue. Therefore, the Proposed Project would not displace substantial numbers of people or existing housing units, or displace a substantial number of businesses or employees; however, the Proposed Project would create a substantial demand for housing that would be significant and unavoidable.

Thus, as stated above, the commenter is correct that some displacement of businesses could occur, and in particular could occur at PS-1. However, per the significance criteria utilized in the Draft EIR, while not all displaced businesses would be able to relocate within San Francisco, the effects of their relocation to other employment centers would not be considered a significant impact under CEQA.

COMMENT PH-3: POPULATION GROWTH DUE TO INCREASE IN AAU POPULATION

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Moore
I-Hestor5
I-Hestor7
I-Jones2
I-Whitaker

The second one is: How can multiple environmental impacts on transportation, on housing, recreation, air, noise, etcetera, be quantified when the growth of the institution has been and continues to be a moving target? Within four-and-a-half years we are to accept that the institution will grow by an additional 6,100 students and 1,200 faculty members. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Moore])*

Partial on-site enrollment information is provided at DEIR 4.4-7. No enrollment information is provided for 1991 when AAU facilities reached the acre threshold requiring them to comply with Planning Code 304.5 and file an Institutional Master Plan. *(Sue Hestor; Letter; April 26, 2015 [I-Hestor5])*

Population Generation - DEIR 5-2. The discussion of SF population growth as it is affected by increase in AAU on-site student population is confusing. Please explain in plain language the sentence which is the subject of [footnote] 575. Does it mean to say that the growth in demand for residential space - for the increased 5,000 on-site AAU student population - could be easily accommodated? If that is the case, the assumption is incorrect unless (a) the AAU BUILDS student housing, or (b) an equivalent number of low and moderate income San Francisco residents will be pushed out of their housing, many by activities of loud, active young students in their building or immediate neighborhood. *(Sue Hestor; Letter; April 27, 2015 [I-Hestor7])*

The EIR clearly identifies the negative impact of the project on housing, yet the EIR is likely underestimating the housing demand generated by the proposed student and employee growth of the project. The Draft EIR in section 5.4-17 states that in 2010 69% of AAU students moved into San Francisco to enroll in AAU. In recent years the AAU has expanded student recruitment outside of the Bay area and outside the US. This suggests the percentage of students enrolling at AAU who are not already Bay Area residents will increase and the figure used in the Draft EIR on past trends may be low. The Draft EIR continues to refer to the AAU project as providing 400 housing units, yet the

actual proposal is not to build a single new unit of housing. The Draft EIR also fails to analyze the student housing impact in terms of the competition for low and moderate income housing units by students. The Draft EIR should also take into account the addition of approximately 75,000 new jobs to San Francisco from 2010-2014, and the impact of that phenomenon on the price of housing. Despite the large number of rental units that opened in San Francisco in 2014, the period of time covered by the Draft EIR must look at the actual production of net new housing units prior to 2014, and the distribution of those by income group level, as well as projections from 2014 forward. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

The Draft EIR assumes the same percentage of new students at AAU will be living in San Francisco as did in the past. Given AAU aggressive recruitment of foreign and out of state students, the Draft EIR should assume a much greater number of out of city students seeking housing. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

RESPONSE PH-3

The commenters note that it is difficult to assess the effects of AAU's growth, when the rate of that growth is difficult to forecast. The commenters generally question the Draft EIR regarding AAU's future population growth and suggest that the Draft EIR underestimates the housing demand generated by the Proposed Project. In particular, one commenter notes that no enrollment information is provided in the Draft EIR for 1991, when AAU reached the compliance threshold for *Planning Code* Section 304.5, the IMP Ordinance. Another commenter notes that because AAU has expanded student recruitment outside of the Bay area and outside the US, the percentage of students enrolling at AAU who are not already Bay Area residents will likely increase and the figure used in the Draft EIR on past trends may be low. Similarly, another commenter notes that given AAU's aggressive recruitment of foreign and out-of-state students, the Draft EIR should assume a much greater number of out of city students seeking housing.

As described in Section 3.2, Project Description, of the Draft EIR, AAU has stated that its growth plans have been made in response to several factors, including student demand for additional and more varied programming; the growth of arts employers in various fields; and its desire to adapt to changing markets, coupled with a “no barriers” admission policy that guarantees admission to all qualified students. These growth plans are set forth in AAU’s Institutional Master Plan (IMP), the preparation and submittal of which is required by San Francisco *Planning Code* Section 304.5. While not equivalent to the projections contained in AAU’s IMP, the level of future AAU growth analyzed in the Draft EIR is based on the long-range growth program contained in the IMP, which includes information on current enrollment, past trends, and future projected growth, as well as predictions of future facility needs. Given the Draft EIR baseline year of 2010, the 2011 IMP was utilized as a primary source of information regarding AAU’s existing facilities and projected growth. 1991 enrollment information was not provided, because that data was not considered relevant to the analysis of Proposed Project impacts.

However, in response to this comment, and to provide further context regarding AAU’s historic growth patterns, Table 4.4-5 on page 4.4.-7 of the Draft EIR, which shows student enrollment and faculty and staff employment over a 13-year period (2000-2013), has been revised to include 1990 enrollment data. This is the closest proxy year requested by the commenter, as the 1991 enrollment data is not available:

Table 4.4-5 Historic AAU Growth (2000-2013)

Type	1990	2000	2003	2004	2005	2006	2007	2008	2009	2010	Fall 2011 ^b	Spring 2012 ^a	Fall 2012	Spring 2013	Annual Percent Change 2000–2013
On-site students	1,767	5,995	6,755	6,567	6,816	7,456	8,428	9,190	10,138	11,182	11,636	11,055	11,497	10,797	6.2%
On-line students	=	—	—	860	1,470	2,027	2,906	4,147	5,653	6,529	6,637	6,509	6,622	6,362	71.1%
<i>Total</i>	<i>1,767</i>	<i>5,995</i>	<i>6,755</i>	<i>7,427</i>	<i>8,286</i>	<i>9,483</i>	<i>11,334</i>	<i>14,843</i>	<i>15,791</i>	<i>17,711</i>	<i>18,273</i>	<i>17,564</i>	<i>18,119</i>	<i>17,159</i>	
Faculty	165	696	803	834	896	1,047	1,228	1,000	1,301	1,294	1,372	1,422	1,459	1,422	8.0%
Staff	*	480	574	644	694	773	847	853	968	997	1,221	1,314	1,341	945	7.5%
<i>Total</i>	<i>165</i>	<i>1,176</i>	<i>1,377</i>	<i>1,478</i>	<i>1,590</i>	<i>1,847</i>	<i>2,075</i>	<i>1,853</i>	<i>2,269</i>	<i>2,291</i>	<i>2,593</i>	<i>2,736</i>	<i>2,800</i>	<i>2,367</i>	

SOURCE: Bill Cash, Ray Chan, Office of Institutional Research, Registration Department, AAU (2013); Atkins (2013).

a. Annualized half year--growth computed with respect to fall 2011. Fall 2012 and spring 2013 growth rates are computed with respect to their 2011 and 2012 counterparts.

b. For informational purposes, AAU enrollment since the publication of the NOP in 2010 is provided

*data unavailable

In response to the comment which notes the requirement that AAU file an Institutional Master Plan per *Planning Code* 304.5, see also **Response PD-3** on page 113 for further discussion regarding AAU's Institutional Master Plan.

Regarding footnote 575 on page 5-2 of the Draft EIR, this footnote refers to the statement that the conversion of hotels with more than 100 rooms is prohibited by a adopted *Planning Code* amendment (Administrative Code Chapter 41, Added by Ord. 41-08, File No. 071528, App. 3/24/2008 F). With respect to the Proposed Project, the footnoted sentence is intended to clarify that AAU's projected demand for student housing could be met, as it has been in the past, by occupying tourist motels/hotels that are less than 100 rooms in size.

See **Response MR-2** on page 77 regarding Proposed Project-related housing demand impacts. As noted, Section 4.4, Population, Housing, and Employment, of the Draft EIR analyzed impacts related to Proposed Project-generated population and employment growth and associated housing demand. As discussed on page 4.4-16, projected growth in student population includes all students who physically use AAU facilities (excluding students who attend classes through the use of the Internet or conferencing services). The analysis of impacts related to population growth estimated that

approximately 69 percent of new AAU students would move to San Francisco; this would include new students relocating from other parts of the Bay Area or the U.S., as well as international students. Draft EIR page 4.4-17 states:

“Approximately 69 percent of AAU students enrolled in 2010 moved into San Francisco from locations outside of the City upon enrolling at AAU. These students comprised 1,653 out of 2,401 new on-site students in 2010.”¹¹

Because the year 2010 represents the baseline for the environmental analysis contained in the Draft EIR, the 2010 data was used as the basis for estimating future housing demand under the Proposed Project. As further described on page 4.4-17 of the Draft EIR, the analysis of population, housing, and employment impacts assumes that new students would matriculate with similar rates under the Proposed Project, such that up to 69 percent of new AAU students could be new residents to the City. Additionally, the assumption of up to 69 percent of students moving to San Francisco is conservative, as a small number of students with unknown addresses were included in this assumption.

Based on data provided by AAU’s Office of Institutional Research for the years 2010 through 2013, on average, approximately 71 percent of new AAU students moved to San Francisco from locations outside of the City to attend AAU.¹² Again, this estimate is conservative, given that it includes students with unknown addresses, and assumes they became new residents of San Francisco when they enrolled at AAU. While the percentage of new AAU students that also became new San Francisco residents was on average higher in 2011 through 2013 than in 2010 (69% vs. 71%), this slight increase in the percentage of new students that would become San Francisco residents would not further increase the impact of the significant and unavoidable housing demand impact that was identified in the Draft EIR.

¹¹ Academy of Art University, *Department of Institutional Research*, June 2014.

¹² Academy of Art University, *Department of Institutional Research*, June 2014.

Page 4.4-17 of the Draft EIR is revised page 4.4-17 to include the following text reflecting the availability of this additional data:

Data provided by AAU's Office of Institutional Research for the years 2010 through 2013 indicate that, on average, the percentage of new AAU students enrolled in a given year who moved into San Francisco from outside of the City was slightly higher than in 2010. More specifically, an average of approximately 71 percent of new AAU students became new San Francisco residents during the years 2011, 2012, and 2013.

Response MR-2 on page 77 also provides a discussion of the Proposed Project's housing impacts in relation to the Citywide need for affordable housing.

COMMENT PH-4: INCREASED NEED FOR LOW INCOME HOUSING

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-TNDC

On behalf of Tenderloin Neighborhood Development Corporation (TNDC), I am writing in order to comment on the draft Environmental Impact Report for the Academy of Art University.

TNDC owns, manages and services over 2500 homes for low income individuals and households, and we operate a variety of social service programs, in the Tenderloin and throughout San Francisco.

As managers of affordable housing, we see first-hand every day the impact of San Francisco's housing crisis. Operating in areas that will be impacted by the proposed project, we are concerned that the plan does not accurately anticipate the increased number of newly-resident low and

moderate income households who will compete for the limited existing supply of affordable housing in San Francisco, further driving up rents to the detriment of people with modest incomes in our communities. We urge you to analyze carefully the number of new students and staff and where they will live. Based on that analysis, we urge you to consider how the proposed project will impact San Francisco's housing market, with particular attention to the effect on low income residents, and respond with measures that will not exacerbate the severe dearth of affordable housing in San Francisco. (*Donald S. Falk, Chief Executive Officer, Tenderloin Neighborhood Development Corporation; Letter; April 16, 2015 [O-TNDC]*)

RESPONSE PH-4

The commenter states that the Proposed Project does not adequately account for the number of low- and moderate-income residents that will be competing for housing within the study areas, and states that the Draft EIR should analyze carefully the number of new students and staff the Proposed Project will generate, where they will live, the Proposed Project's housing demand, and how the Proposed Project would affect the housing market.

As described above in **Response PH-3** on page 169, the level of AAU's future population growth analyzed in the Draft EIR is based on past enrollment trends, current enrollment, and future projected growth. This data was analyzed to estimate the annual rate of growth that AAU would experience between 2010 and 2020. As described on pages 4.4-7 and 4.4-8 of the Draft EIR, as of Fall 2010, the baseline year for the Draft EIR as established by publication of the NOP, AAU had an enrollment of 17,711 students – 11,182 on-site students and 6,529 on-line students. The Proposed Project anticipates that AAU's on-site student population will grow from 11,182 to 17,282 between 2010 and 2020. This is an approximately 50 percent increase over 10 years, and an annualized growth rate of five percent. The Draft EIR considers student growth and increased enrollment at AAU's projected rate of five percent as a reasonable assumption given flat or negative growth between 2010 and 2013. See Table 4.4-5, Historic AAU Growth (1990-2013), for an illustration of AAU's student and

faculty/staff population over time. See also **Response PD-5** on page 119, for further discussion of Draft EIR assumptions regarding AAU's future growth.

Table 3-10 on page 3-40 of Section 3, Project Description, provides the maximum levels of residential and institutional growth that would occur in each of the 12 study areas. As shown in Table 3-10, residential growth would occur in SA-1, SA-2, SA-3, SA-4, SA-5, and SA-12. The locations of these study areas are shown in Figure 3-4, and the study area boundaries are shown in Figures 3-7 through 3-11 and 3-18 in the Draft EIR.

Section 4.4, Population, Housing, and Employment, provides further context for where future AAU students would live by providing information regarding the distribution of existing AAU students among AAU housing (15 percent), private housing within San Francisco (47 percent), and private housing outside of San Francisco (32 percent). Given the estimate that approximately 69 percent of new AAU students (along with 43 percent of new faculty and staff) could seek housing within San Francisco, the Draft EIR found that the Proposed Project's impact on housing demand would be significant and unavoidable and could not be mitigated to a less-than-significant level. Please see **Response MR-2** on page 77 for further discussion of the Proposed Project's impact on housing demand, including the demand for affordable housing.

G. CULTURAL RESOURCES

The comments and corresponding responses in this section cover topics in Chapter 4.5 Cultural and Paleontological Resources, of the Draft EIR. These include topics related to:

- CP-1: Inconsistency with Northeastern Waterfront Plan Policy 10.6
- CP-1: Inconsistency with The Cannery as Historic Structure

COMMENT CP-1: INCONSISTENCY WITH NORTHEASTERN WATERFRONT PLAN POLICY 10.6

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Martin2

AAU at The Cannery (PS-I) is also inconsistent with NEWP Policy 10.6, which states: "Retain older buildings of architectural merit or historical significance to preserve the architectural and historical character of the waterfront and ensure the compatibility of new development." Conversion to administrative office and classroom use restricts public access to The Cannery, a historical significant building. The public's enjoyment of the building's unique ambiance with preserved brick walls and archways along with the 16th and 17th Century English interiors and 14th Century Spanish ceiling from the Hearst estate that architect Joseph Esherick painstakingly incorporated into the building may be an opportunity lost forever. Further, the preservation of these historic rooms may be in jeopardy if these rooms are converted to other uses as proposed. The DEIR fails to properly assess these historical artifacts, nor provides any mitigation measures to ensure their preservation.

...

His intention was to save the historic structure -developers had planned to demolish the historic building to make way for an unsightly condo high-rise-from the wrecker's ball and to preserve this landmark, not as a static monument, but "an active marketplace where people can detach themselves from everyday hustle and bustle, in an environment reminiscent of the romantic hill towns of Europe." He took a bold approach weaving new construction with the old cannery's original sturdy

brick walls, creating a zigzagging corridor open to the sky with outdoor escalators, balconies, and bridges, and even providing tenant spaces with Hearst Estate 16th and 17th Century English interiors and a 14th Century Moorish ceiling.

...

The American Institute of Architecture recognized THE CANNERY as one of the earliest adaptive use projects in America and probably the best. It is a disgrace that DEIR considers virtually all the environmental Impacts related to the proposed change of uses by the AAU as having no impact or less than significant, and offering no impact, despite the fact that the proposed changes clearly castrate the life, vibrancy, and charm from The Cannery. The people of San Francisco and the visiting public may lose access and the influence of a long-existing waterfront landmark if the Department of Planning fails to enforce policies and provisions it is tasked with enforcing. The DEIR fails to properly state clearly that the proposed land use violates plans currently in effect at Fisherman's Wharf. The DEIR fails to provide any mitigation measures that will ensure that the change of uses proposed for The Cannery (PS-I) will be consistent with existing planning standards.

...

Page 4.5-36. Description of Past Alterations. The DEIR again incorrectly states that The Cannery (PS-1) has 135,000 square feet of retail space. The DEIR fails to mention substantial seismic and building improvements that were made during the years 2000-01. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

RESPONSE CP-1

The commenter states that the Proposed Project at PS-1, 2801 Leavenworth Street (The Cannery), is not consistent with NEWP Policy 10.6, which states: "Retain older buildings of architectural merit or historical significance to preserve the architectural and historical character of the waterfront and ensure the compatibility of new development." The commenter also states that the Draft EIR fails to mention substantial seismic and building improvements made at The Cannery.

As noted above in **Response PO-2** on page 150, the Proposed Project's consistency with the Northeastern Waterfront Plan is analyzed in Section 4.1, Plans and Policies, of the Draft EIR. As discussed in Section 4.1 of the Draft EIR, AAU uses at The Cannery would be consistent with Northeastern Waterfront Plan policies that encourage arts, educational and non-tourist commercial and cultural facilities, and office uses above ground level (page 4.1-13). The Draft EIR identifies policies that the Proposed Project could conflict with as well as related potential physical environmental impacts. However, as discussed on page 4.1-1 of the Draft EIR, any conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, constitute significant environmental impacts. Decision-makers will consider the consistency of the AAU occupancy and use of 2801 Leavenworth as part of AAU's future growth with applicable plans and policies, including those contained in the Northeastern Waterfront Plan, that do not directly relate to physical environmental issues when they determine whether to approve or disapprove those project proposals, including the project-specific sites reviewed in this EIR. At that time, any additional objectives and policies that may be applicable to the Proposed Project will be identified.

As discussed in the Draft EIR (page 4.5-72), an Historic Resource Evaluation Response (HRER) prepared for 2801 Leavenworth by the Planning Department found that the Proposed Project at PS-1 (The Cannery) would be consistent with the Secretary of the Interior (SOI) *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (collectively called the Secretary's Standards). More specifically, in accordance with Standard 2, the HRER found that the proposed installation of the exterior identification signage [seven signs on the exterior facing walls and seven signs on the courtyard facing walls] would not impair any historic features of the property and that the historic character and all of the building's significant features would be retained and preserved. In accordance with Standard 9, the HRER found that none of the proposed signage at PS-1 would affect any historic materials or features of the existing historic building (see Figures 3-20, 2801 Leavenworth Street – Proposed First Floor Plan, through 3-27, 2801 Leavenworth Street – Proposed Exterior Courtyard Elevation, which show the location of proposed signage at The Cannery). Thus, none of the proposed alterations would constitute a substantial adverse change to the significance of the

resource. Therefore, per the HRER, the Proposed Project at PS-1 would not result in a substantial adverse change to historical architectural resources, and the impact would be less than significant.¹³

Subsequent to publication of the Draft EIR, surveys of the interiors at The Cannery were conducted by LSA Associates in November and December 2015 to determine what effects the Proposed Project would have on any interior building features that are character-defining. The results of these surveys were documented in a memorandum dated January 22, 2016, and their findings have been reflected in text changes to the Draft EIR (See Chapter V, Draft EIR Revisions, of this RTC document).^{14,15}

As noted above in **Response PD-6** on page 125 and described in Section 4.5, Cultural and Paleontological Resources of the Draft EIR, renovations at The Cannery undertaken between 1965 and 1967 included arcades, bridges, and walkways. Subsequent minor alterations were made post-1970s. The last known seismic upgrades to have been completed at the site were in 1967-68. There have been no exterior modifications to this building since it was occupied by AAU in 2011. Pages 4.5-36 and 4.5-37 of the Draft EIR are revised to include the following additional text related to historic context and historical resources status:

Information regarding the existing setting at the project sites was also drawn from the results of surveys conducted by LSA Associates of the historic interiors at PS-1, PS-2, and PS-3 in November and December 2015. The purpose of the surveys was to identify whether the character-defining features of each building have been altered as a result of, or prior to, AAU's

¹³ San Francisco Planning Department, Historic Resource Evaluation Response, 2801 Leavenworth, Case No. 2008.0586E, August 15, 2013.

¹⁴ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603 Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

¹⁵ Memorandum from Shelley Caltagirone, Preservation Planner, to Chelsea Fordham, Environmental Planner, Re: Academy of Art University DEIR Response to Comments Case No. 2008.0586E, January 25, 2016.

occupation. The results of the surveys, including photographs of the character-defining features, are included in a memorandum submitted to the City in January 2016.¹

¹ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603 Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

As noted in the memorandum documenting the historic interiors at PS-1, the buildings (the Proposed Project site as well as the adjacent Argonaut building) at 2801 Leavenworth display alterations circa 1980s. Upon comparison of the 2008 documentation of the building produced by Page & Turnbull¹⁶ and the current condition assessment prepared by LSA, it appears that minor alterations of character-defining features have occurred during AAU's occupation, which began in 2011. These minor alterations include minor repairs such as reinforcement of stairs and railing, installation of security alarms, electric wiring, installation of art, and application of privacy film on windows. Additionally, all proposed interior work under the Proposed Project would not further alter the interior features. None of the alterations that occurred prior to or after AAU's occupation, as noted in LSA's January 22, 2016 memo, have removed or caused substantial damage to character-defining features of the site. Moreover, the majority of alterations appear to have occurred prior to AAU's occupation. These findings are now referenced in the Draft EIR, as noted in the text change shown above and noted in Chapter 5, Draft EIR Revisions, of this RTC document. Additionally, page 4.5-76 of the Draft EIR is revised to include the following additional text related to Impact CP-1.2 as it pertains to PS-1, 2801 Leavenworth Street (The Cannery):

¹⁶ Page & Turnbull, Inc., *The Cannery, 2801 Leavenworth Street: Historic Resource Evaluation*, 2008.

As noted above, LSA conducted site visits at PS-1 in November and December 2015 to document the current condition of all of the character-defining features of The Cannery, interior and exterior. Planning staff also visited the site to confirm LSA's findings. LSA found that only minor alterations of character-defining features have occurred during AAU's occupation, which began in 2011. These alterations are described in detail in LSA's January 2016 memorandum describing the findings of the 2015 site visit.¹ Additionally, Planning staff confirmed that all proposed interior work under the proposed project would not further alter the interior features.² Further, any future alterations to the site, including exterior and interior alterations, would be reviewed for conformance with the Secretary's Standards by Planning Department Preservation staff per the Department of Building Inspection's building permit application routing procedures and the Planning Department's CEQA review procedures.

¹ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603 Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

² Memorandum from Shelley Caltagirone, Preservation Planner, to Chelsea Fordham, Environmental Planner, Re: Academy of Art University DEIR Response to Comments Case No. 2008.0586E, January 25, 2016.

As noted above, all proposed interior work under the Proposed Project would not further impact the historic interior features, and Impact CP-1.2 would remain less than significant.

COMMENT CP-2: INCONSISTENCY WITH THE CANNERY AS HISTORIC STRUCTURE

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Martin1
I-Martin2

As noted in the Draft EIR, the cannery is a structure of merit. And there is a reference to the historic European interiors from William Randolph Hearst's estate that my family assembled in the cannery. But the Draft EIR fails to adequately describe the significance of these historic interiors.

These interiors include a 95-foot-long [hall] designed in 1617 by the renowned architect Indigo Jones who was King James the I's architect. The long hall has its originally handcrafted oak-paneled walls, intricately molded plaster ceiling, and a detailed carved fireplace. In addition, there are two other 16th Century English rooms, and a precious 15th Century Spanish ceiling from the Palace Altamira near Toledo, Spain.

A similar ceiling exists in the Legion of Honor, a permanent exhibition. Page 3-81 of the Draft EIR indicates that these historic rooms will be converted to classrooms, which I fear may lead to their demise. The historic rooms should be surveyed in the EIR and they should determine if they're eligible for listing in preservation in the California Register of Historical Resources. (*Christopher Martin; Transcript; April 16, 2015 [I-Martin1]*)

Page 4.5-72. Historical Architectural Resource. As noted in the DEIR, The Cannery is a Structure of Merit and there is a reference to the select historic European interiors from William Randolph Hearst's estate that are assembled in The Cannery, but DEIR fails to adequately provide detail of the historic interiors. These interiors include a 95-foot-long hall designed by Indigo Jones, King James I's architect, in 1617, with original hand-crafted oak paneled walls, intricately molded plaster ceiling and detailed carved fireplace. In addition, there are two other 16th century English rooms and a 14 Century Spanish ceiling from Palacio Altamira near Toledo, Spain. A similar ceiling from the same palace is permanently displayed at the Legion of Honor. Pages 3-80-81 of DEIR, states that these historic rooms are slated to be converted to classrooms, which will likely lead to their demise. The historic rooms should be surveyed and the EIR needs to determine if they are eligible for listing and preservation in California Register of Historical Resources.

...

The EIR needs to evaluate impacts to the visiting public with the proposed change of use at The Cannery. The Cannery's accessibility and the public enjoyment of the architecture and views will be severely impacted by the proposed change of use. The DEIR provides no mitigation measures. There should also be enforcement of existing building uses, including the public's access to restrooms, until determination is made. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

RESPONSE CP-2

The commenters express concern that the historic Hearst Estate interiors at The Cannery were not fully evaluated in the Draft EIR and that both the existence of and access to these features may be threatened if the spaces are converted to new uses by AAU in the future.

In response to these comments, subsequent analysis and documentation of PS-1, 2801 Leavenworth (The Cannery), was conducted in November and December of 2015 to assess the current condition of all of the character-defining features of The Cannery, both interior and exterior. As noted in **Response CP-1** on page 177, the findings of this analysis have been documented in a memorandum and were submitted to Planning staff on January 22, 2016.¹⁷ This memorandum is available as part of the administrative record for the EIR. As noted above, Planning staff also visited the site to confirm LSA's findings; Planning staff responses to the LSA memorandum were included in a subsequent memorandum dated January 25, 2016.¹⁸

¹⁷ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603, Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

¹⁸ Memorandum from Shelley Caltagirone, Preservation Planner, to Chelsea Fordham, Environmental Planner, Re: Academy of Art University DEIR Response to Comments Case No. 2008.0586E, January 25, 2016.

Upon comparison of the 2008 documentation produced by Page & Turnbull, along with the current condition assessment prepared by LSA, it appears that only minor alterations of character-defining features have occurred during AAU's occupation, which began in 2011. Additionally, proposed interior work under the Proposed Project would not further alter the interior features. None of the alterations have removed or caused substantial damage to character-defining features of the site. Moreover, the majority of alterations appear to have occurred prior to AAU's occupation. In direct response to the comments concerning the Hearst Estate interiors, the following text revisions are included on page 4.5-37 of the Draft EIR (See Chapter V, Draft EIR Revisions, of this RTC document).

Based on analysis and documentation of PS-1 conducted in November and December of 2015, and documented in a January 2015 memorandum,¹⁹ to assess the current condition of all of The Cannery's character-defining features, including interior features, the Planning Department preservation staff finds the following:

- The English long gallery located in Jack's Bar has been retrofitted with flood lights and fire alarms; recessed lighting fixtures have been fitted into the historic plaster ceiling; and modern lighting has been added to the historic wood wall paneling. It is not readily evident that the alterations occurred during AAU's ownership. Some openings in the ceiling, including openings similar in size and location to the recessed lighting openings, can be seen in an image of the space from circa 1967. However, the changes are difficult to date with certainty.

The historic integrity of the gallery remains high as the location, design, setting, materials, workmanship, feeling, and association are wholly or substantially intact. Some small amount of material has been lost where new fixtures have been added; however, these

¹⁹ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603, Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

areas could be repaired in the future if the fixtures are removed. In its current condition, the modern fixtures do not disguise the design of the historic gallery and the feeling is not diminished.

- The two smaller English rooms above the bar have been retrofitted with modern air conditioning control panels and some modern wiring and plastic conduit has been installed at the corners of rooms. The fixtures are new and the work appears to have occurred during AAU's occupation.

The historic integrity of the rooms remains high as their location, design, setting, materials, workmanship, feeling, and association are wholly or substantially intact. Some small amount of material has been lost where new fixtures have been added; however, these areas could be repaired in the future if the fixtures are removed. In its current condition, the modern conduit and control panel do not disguise the design of the rooms and the feeling is not diminished.

- The 13th century Spanish/Moorish ceiling in AAU Room #302 is in the same condition as documented in 2008 with the exception of the tension cable-supported lighting, which has been anchored directly to flat portions of the wood paneled ceiling at approximately 12 attachment points. The attachment bolts appear to be less than 1/2" in diameter.

The historic integrity of the ceiling remains high as its location, design, setting, materials, workmanship, feeling, and association are wholly or substantially intact. Some small amount of material has been lost where the tension wire is bolted through the flat wood panels; however, these areas could be repaired in the future if the fixtures are removed. In its current condition, the modern lighting fixtures do not disguise the design of the rooms and the feeling is not diminished.

Page 4.5-38 of the Draft EIR is revised to include the following additional text related to past alterations to PS-1, 2801 Leavenworth Street (The Cannery):

As noted in the memorandum documenting the 2015 LSA site visits to PS-1, the buildings at 2801 Leavenworth display alterations circa 1980s. Alterations to fixtures, railings, banisters, cladding, and walkways predate AAU's occupancy, which began in 2011. Many windows have been altered to include opaque privacy film. Room #302, which includes the 13th century Heart interior ceiling, has been enclosed with modern partition walls. The character-defining features identified by Page & Turnbull in 2008 are extant at the site.

Overall, the alterations to the Hearst Estate interiors appear to conform to the Secretary's Standards for Rehabilitation.²⁰ Moreover, any future proposals to alter the site, including exterior and interior alterations, would be reviewed for conformance with the Secretary's Standards by Planning Department Preservation staff per the Department of Building Inspection's building permit application routing procedures and the Planning Department's CEQA review procedures. Text changes related to potential impacts to the Hearst Interiors and other historic interiors have been added to Chapter 5, Draft EIR Revisions, of this RTC document in response to Comments CP-1 and CP-2.

The commenter is also concerned that the public can no longer access these historical interior features. The loss of public access is a function of the change of use and is similar to the change of use when retail uses are changed to office uses. There is no City requirement or provision in the Secretary's Standards to provide public access to interior features of historic buildings. While the Secretary Standards for Rehabilitation advise that a new use should require minimal change to the resource's distinctive materials, features, spaces, and spatial relationships as well as retaining public-

²⁰ Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

accessibility to resources is not addressed by the Standards. The Proposed Project at PS-1 complies with the Secretary's Standards, and the issue of public-accessibility to The Cannery does not require cultural resource study under CEQA. While no further analysis is required under CEQA, the concerns raised in these comments will be transmitted to City decision-makers and will be considered by City decision-makers as part of the Proposed Project approval process.

H. TRANSPORTATION AND CIRCULATION

The comments and corresponding responses in this section cover topics in Chapter 4.6, Transportation and Circulation, of the Draft EIR. These include topics related to:

- TR-1: Roadway Improvements and Permitting
- TR-2: Existing Traffic Conditions
- TR-3: Traffic Study Methodology
- TR-4: Transit Impacts
- TR-5: Traffic Impacts
- TR-6: AAU Shuttle Impacts
- TR-7: Pedestrian & Bicycle Impacts
- TR-8: Emergency Access
- TR-9: Cumulative Traffic Impacts
- TR-10: Transportation Demand Management Program
- TR-11: Transit Impact Development Fee

COMMENT TR-1: ROADWAY IMPROVEMENTS AND PERMITTING

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DOT

Any required roadway improvements should be complete prior to issuance of project occupancy permits. An encroachment permit is required when the project involves work in the State's right of way (ROW). Caltrans will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; please see the end of this letter for more information.

...

Please be advised that any future work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Where construction-related traffic restrictions and

detours affect State highways, a Transportation Management Plan or construction TIS may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits> (*Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT]*)

RESPONSE TR-1

The commenter indicates that an encroachment permit and additional analysis are required if any of the Proposed Project improvements are located on Caltrans right-of-way. US 101/Van Ness Avenue, SR 80 and SR 280 are Caltrans roadway rights-of-way. The Proposed Project consists of AAU occupation and change of use at the six project sites and unknown and unidentified existing buildings within the 12 study areas, as defined in the Draft EIR. Construction activities at potential future AAU sites would be limited to tenant improvements, as described on pages 3-147 and 3-148 of the Draft EIR. As described in the Draft EIR, typical AAU tenant improvements do not usually require the detour of vehicles on streets; however, where detours may be required for the Proposed Project, the detours would be for one to three days when material is delivered or a scaffold is being erected. About 10 percent of AAU construction projects require the pedestrian right-of-way to be closed for up to one week, depending on the nature of deliveries and construction activities. As such, substantial work within the street right-of-way or Caltrans right-of-way would not be anticipated at any of the Proposed Project locations. Although not likely or anticipated, if Caltrans right-of-way is affected, AAU would work with the City and County of San Francisco and Caltrans to obtain necessary encroachment permits.

COMMENT TR-2: EXISTING TRAFFIC CONDITIONS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Bagley
I-Francis
I-Rae
I-Whitaker

...[E]xpress opposition to the expansion(s) requested in particular for 58-60 Federal...The egress/ingress for this block of Federal is little more than an alley and already services far too many vehicles and foot traffic. 355 Bryant is the only residential property that uses this block to access the parking garage, which it shares with the commercial building at the corner of Second & Bryant so the employees also use this block of Federal during peak work hours. During peak traffic hours and Giants baseball season it can already take over an hour to get from the Embarcadero/King Street to Federal and into the garage. This block of Federal can only be accessed from Bryant and is already beyond its capacity to reasonably accommodate traffic.

...

To summarize, any further development which creates additional vehicle or foot traffic is dangerous. Please do not proceed with any approvals. (*Christine A. Bagley, Email, March 30, 2015 [I-Bagley]; and Karen Rae, Email, March 31, 2015 [I-Rae]*)

The area around the proposed expansion is one of the most traffic-heavy areas in the city with drivers spending up to an hour stuck in traffic as they make their way to the 101, 280 and Bay Bridge. I'm also asking for the Planning Department to evaluate ways for this project to reduce or mitigate the project's impacts on roadways and housing. (*Rob Francis; Transcript; April 16, 2015 [I-Francis]*)

I live within the SA-7 Academy of Art University (AAU) expansion area as a condo owner at BayCrest Towers (201 Harrison Street at Main Street). Perhaps the AAU had their eyes on 390 Main Street, the former tank factory then US Postal Service Embarcadero Processing Center, prior to the purchase of the building by the Metropolitan Transportation Commission. At any rate, congestion on our streets is already shortening our lives in South of Market - and will get worse as the Planning Commission approves additional office space uses in Central SoMa since there is no second BART Transbay Tube or other plans to expand transit access from the east bay where most workers destined for added office space in SoMa will likely live. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

RESPONSE TR-2

The commenters generally express concerns related to exacerbating existing poor traffic conditions in the South of Market (SoMa) area around the existing AAU 58-60 Federal Street building, around the access points to the US 101, I-280, and I-80, and around Study Area 7 (Folsom Avenue/Main Street).

One commenter expressed concern regarding traffic generated by AAU uses at 58-60 Federal Street. The 58-60 Federal Street building is an existing building occupied by AAU. The Proposed Project would legalize the existing uses at this site. As described on page 3-2 of the Draft EIR, the Proposed Project includes legalization of pre-NOP changes at AAU's existing sites. The EIR does not address existing traffic generated by AAU at this location, because AAU had already changed the use and/or appearance of the buildings that need Legalization Approvals prior to the NOP, and no further change is proposed. While there would be no impact resulting from the legalization of the pre-NOP changes as compared to the baseline, the impact from AAU's occupancy of this site prior to the NOP is evaluated in the Existing Sites Technical Memorandum (ESTM). As described in **Response PD-7** on page 132, the ESTM assesses the environmental effects of AAU's past unpermitted changes in use and physical improvements, as well as recommend Conditions of Approval to lessen any identified effects.

58 Federal Street is located midway down Federal Street between Second and Delancey Streets in the SoMa neighborhood. The approximately 99,580-square-foot, five-story Rincon Warehouse building was built as 1912. This building currently has approximately 91,522 gross square feet of AAU postsecondary educational institutional use, comprised of classrooms, labs/studios, offices, an art store, and student and faculty lounges. On a typical day there are approximately 322 students and 41 faculty/staff members at this site. The basement and sub-basement levels of the building include a 37-space parking garage, of which nine spaces are reserved for AAU staff and the remaining 28 spaces are leased to a tenant (51 Federal Street Associates). The parking garage is accessed from the eastern portion of Federal Street. There is one main pedestrian entry to the building provided at the western end of Federal Street near the loading dock area and a secondary entrance at the eastern end of Federal Street. There are four bicycle racks in the building in the basement with a total of 36 Class II bicycle parking spaces. AAU shuttle bus Route G uses any available curb space along the west side of Second Street, between Taber Alley and Federal Street, for passenger loading. The postsecondary educational institutional use at this AAU site generates approximately 455 person trips (174 inbound trips and 281 outbound trips) and 74 vehicle trips (26 inbound trips and 48 outbound trips) during the weekday PM peak hour. Constraints on the AAU use of 58 Federal Street identified in the ESTM include a potential shuttle deficiency, a lack of designated shuttle stop, pedestrian volumes, and the location of bicycle parking available at the site. To address these constraints, conditions of approval are recommended for consideration by decision-makers. Further information about the analysis of transportation and circulation around 58-60 Federal Street is provided in the ESTM.

Commenters also expressed concern about the expansion of AAU around Study Areas 8, 9, 10, and 11, in areas where they note heavy traffic congestion exists related to the US 101, I-280 and I-80 freeways. One comment requests that the City identify ways to reduce vehicle trips to these existing conditions in the South of Market Area.

The Draft EIR evaluates impacts to 67 intersections in and around the study areas and project sites. Table 4.6-1, page 4.6-11 of the Draft EIR, provides the existing intersection levels of service in and around this area. The Proposed Project includes maximum institutional growth in Study Area 8 (SA-

8) of up to 150,000 sf, in Study Area 9 (SA-9) of up to 50,000 sf, in Study Area 10 (SA-10) of up to 160,000 sf, and in Study Area 11 (SA-11) of 40,000 sf. Because the Draft EIR analyzed the ability for AAU to expand in several areas of the City, several different conceptual development scenarios were analyzed as part of the Transportation Impact Study (TIS) prepared for the Proposed Project to provide a range of reasonable effects resulting from AAU's expansion. For each aspect of the transportation analysis (for example pedestrian conditions, traffic conditions, transit conditions), the worst case scenario was used to estimate potential impacts. With regard to effects in and around SA-8, 9, 10, and 11, all intersections in this area operate at acceptable levels of service (LOS) except Fifth Street/Bryant Street in the PM peak hour which operates at LOS E. Table 4.6-24, Existing Plus Project Intersection Levels of Service – PM Peak Period, on page 4.6-73 of the Draft EIR provides the results of the PM peak period intersection levels of service with AAU expansion. The conditions at Fifth/Bryant would not deteriorate with AAU expansion in those Study Areas. Therefore, as indicated in the Draft EIR, AAU growth at or near these study area locations (SA-7 and SA-10) would not result in significant traffic impacts.

With regard to existing traffic congestion in the SoMa and the Proposed Project's potential to add more trips to an already congested area, the Draft EIR, page 4.6-136, discusses cumulative traffic conditions. Within the SoMa, seven intersections operate at unacceptable LOS conditions with implementation of the Proposed Project:

- South Van Ness Avenue/Mission Street – LOS F (PM)
- Sixth Street/Mission Street – LOS E (PM)
- Second Street/Folsom Street – LOS E (PM)
- Third Street/King Street – LOS F (PM)
- Fifth Street/Bryant Street – LOS F (PM)
- Sixth Street/Brannan Street – LOS F (PM)
- Sixth Street/Folsom Street – LOS E (PM)

However, the additional traffic volumes from the Proposed Project resulting from growth in the 12 study areas and at the six project sites would not result in a substantial contribution (of more than five percent) to the poorly operating conditions at these LOS E or F study intersections under Cumulative conditions. Proposed Project-generated vehicle trips at the six project sites would similarly not substantially alter intersection or traffic operations during the PM peak hour, nor would they cause traffic hazards.

Project site growth and related vehicle trips would not conflict or interfere with the implementation of any nearby cumulative projects (e.g., Van Ness Avenue BRT, Geary Corridor BRT, etc.). In order to address potential impacts from single-occupancy vehicles, a Travel Demand Management (TDM) Program for AAU is included in the Draft EIR as Improvement Measure I-TR-1 (Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips), page 4.6-164, to reduce the number of single-occupancy Proposed Project-generated vehicles generated by AAU's growth over time. Further, as noted on page 3-149 of the Draft EIR, when AAU occupies future properties that require discretionary approvals from the City in one or more of the study areas evaluated in this EIR, each property will be subject to site-specific environmental review pursuant to CEQA, including an analysis of potential traffic impacts.

With regard to the concern expressed about impacts on housing, please refer to **Response MR-2** on page 77, which addresses AAU's anticipated student and faculty population growth and the ability for AAU and the City to absorb the demand for housing generated by the Proposed Project.

COMMENT TR-3: TRAFFIC STUDY METHODOLOGY

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-DOT
O-CSFN2

Caltrans' main concern is the reduction of vehicle miles traveled (VMT) from cars and light duty truck trips on the State Highway System and minimizing growth per capita. Consider providing further clarification on the descriptions and methodology of total auto versus total vehicle trips in Table 4.6-20, which shows the comparison of travel demand by proposed conceptual development options per travel mode. We recommend the total vehicle trips be derived from all modes, including single-occupancy vehicle trips, shared vehicle trips, public transit, and shuttle trips. (*Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT]*)

More vehicles on the road seems to go against the Mayor's "Vision Zero" program. The DEIR also states that these same people are not likely to utilize bikes (Page 6-52). Everybody else is asked to bike and walk but not the AAU students nor faculty. There are GHG emissions that should be held to the same standards as private automobiles. (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE TR-3

The commenters express concern about the vehicle miles traveled added to the State Highway system, request further clarification regarding the traffic analysis methodology, and ask that mode split account for all types of vehicle, transit, and shuttle trips. The commenters also request information regarding the relationship of the Proposed Project to the Mayor's Vision Zero program, question the lack of alternative modes, and request that greenhouse gas emissions from shuttle buses be counted.

The traffic analysis methodology, particularly the estimated mode split, is outlined below. As described on page 4.6-57 of the Draft EIR, the *Transportation Impact Analysis Guidelines for Environmental Review*, published by the San Francisco Planning Department do not include an institutional trip generation rate. Also, AAU does not have a centralized campus comparable to

college campuses surveyed to develop the ITE institutional trip generation rates. Thus, with one exception (the recreational/community facility trip generation rate for PS-6, 2225 Jerrold Avenue, traditional (SF Guidelines or ITE) trip generation rates were not utilized for this analysis. Project-specific daily and PM peak hour trip generation rates or trip estimates were developed based on 2010 travel behavior surveys and data on existing AAU facilities, staff, students and faculty.²¹

In order to assess potential changes in trip generation since the baseline year of 2010 when the transportation surveys were conducted to determine an accurate travel demand, CHS conducted trip generation surveys at seven sample AAU sites on Tuesday, March 15, 2016.²² The Survey findings indicate that while the trip generation rate for residential buildings is similar to the rate observed in 2010 (1.17 trips per room in 2010 vs. 1.16 trips per room in 2016), the trip generation rate for institutional buildings is approximately 56 percent lower than the average reported for the base year 2010 (4.6 trips per 1,000 square feet vs. 2.0 trips per 1,000 square feet). This reduction in trip generation is generally attributed to reduced student enrollment (by approximately 26 percent, from 11,182 students in 2010 to 8,649 students in 2016) and consolidation of classroom and

²¹ Atkins conducted a travel behavior survey for the Draft EIR in 2010. Trip generation rates and inbound/outbound split data for residence halls were derived from actual counts of persons entering/exiting AAU residential and academic/administrative buildings, using AAU's security camera video tapes. CHS Consulting Group conducted a travel behavior survey for the ESTM in April 2016 which identified some changes in travel behavior from the 2010 survey findings. First, Transportation Network Companies (TNC) such as Uber or Lyft were not as popular in 2010 as today. These TNCs constitute approximately three percent of mode shares among AAU students, faculty and staff today. Second, AAU relocated its administrative office from 79 New Montgomery Street to 150 Hayes Street in 2013. This change may be partially attributed to increased shuttle demand and reduced transit demand by faculty and staff since the new administrative office is less convenient to access from BART and Muni Metro. Lastly, the 2016 survey was conducted as an intercept survey at seven AAU sites selected by the Planning Department. The seven sites all have a shuttle stop adjacent the site near its main entrance, whereas in 2010, an online survey was administered to the entire AAU population including their trips from AAU sites without a direct AAU shuttle stop (e.g., 2151 Van Ness, 1153 Bush Street, 1080 Bush Street, 1055 Pine Street).

²² Surveyed sites include 1727 Lombard Street, 620 Sutter Street, 466 Townsend Street, 491 Post Street, 2340 Stockton Street, 180 New Montgomery Street, and 77 New Montgomery Street.

department locations.²³ Based on these results, the trip generation estimates using the 2010 survey results provide a more conservative estimate of trip generation and subsequent analyses.

Finally, the Draft EIR provides estimates of total trip generation and distribution through two primary options for the allocation of AAU future (program-level) growth within the study areas:

- Option 1, Dispersed Distribution, in which institutional and residential development would occur in several study areas more dispersed throughout SoMa and away from Market Street; and residential growth would occur within Study Area 1 (SA-1) and Study Area 2 (SA-2).
- Option 2, Transit Corridor Distribution, in which institutional development would occur more along Market Street, including in Study Area 5 (SA-5) and Study Area 6 (SA-6), and residential growth would occur within Study Area 3 (SA-3) and Study Area 12 (SA-12).

Because Option 1 yielded the higher number of Proposed Project trips, and thus represents a more conservative estimate of Proposed Project-generated trips, it was used in the assessment of impacts in the Draft EIR. The analysis in the Draft EIR demonstrated that only a portion of the Option 1 estimated increase of 586-610 PM peak hour vehicle trips would utilize State highways.

Based on the traffic analysis conducted in the Draft EIR, the trips utilizing State highway system roadways, such as Van Ness Avenue, would not alter the existing LOS operating conditions nor represent a substantial portion of traffic volumes on these highways. Additionally, as discussed above, City staff have recommended Improvement Measure I-TR-1 (Implement Transportation

²³ Examples of the consolidation of classrooms include the following: the Sculpture program moved to 2801 Leavenworth Street from 410 Bush Street; the Advertising program moved to 410 Bush Street from 60 Federal Street; Interior Architecture and Design moved to 601 Brannan Street from 2300 Stockton Street; Fine Art classes have been consolidated at 60 Federal Street; and Motion Pictures & Television consolidated at 466 Townsend Street (these were formerly divided between Townsend and 180 New Montgomery Street); and the Fashion program has been consolidated at 625 Polk Street (these were formerly divided between 180 New Montgomery Street and 2300 Stockton Street).

Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips) to reduce the number of single occupancy vehicle trips generated by AAU's future growth over time. Also, the commenter recommends that the total vehicle trips be derived from all modes, including single-occupancy vehicle trips, shared vehicle trips, public transit, and shuttle trips. As shown in Table 4.6-2, page 4.6-51, total vehicle trips were derived from single-occupancy, shared trips, public transit and shuttle trips.

AAU shuttle bus operations, including occupancy and frequency, are discussed and analyzed in the Draft EIR. Shuttles that utilize the State highway system would consist of shuttles along Van Ness Avenue (Route M), potential on-demand shuttles which do not run on a regular established schedule, and new shuttles to and from PS-6, 2225 Jerrold Avenue. It is noted that all empty shuttle buses dispatched from PS-5, 121 Wisconsin Street, travel along local streets, not State highways, to get to the first stop within the shuttle route. Based on the frequencies in Table 3-5, AAU Fall 2010 Fixed Route Shuttle Services (page 3-18 of the Draft EIR) in the 2010 baseline year, approximately eight shuttle trips operated during the PM peak hour along Van Ness Avenue. In 2013, the shuttle service program changed and at that time identified only Route M operating on Van Ness Avenue (with a 20-minute headway), resulting in fewer (a total of three PM peak hour) shuttle trips.

As discussed in the Draft EIR (page 4.4-94), new shuttle demand for service to and from PS-6, 2225 Jerrold Avenue, would also use the State highway (I-280) system. This route is estimated to require three shuttle bus trips during the PM peak hour to serve the projected demand of 85 PM peak hour shuttle passengers. As discussed in the Draft EIR, AAU shuttle service could expand to accommodate such demand, but based on 2010 and 2013 shuttle service levels such expansion would not represent a substantial contribution to Van Ness Avenue traffic volumes. Based on expected demand for shuttle service under the Proposed Project, the Proposed Project at PS-6, 2225 Jerrold Avenue would require the addition of an estimated three shuttle trips during the PM peak hour. Similar to the addition of shuttles along Van Ness Avenue (Routes D, R, M, and Q), the addition of shuttle service at PS-6 would not represent a substantial contribution (less than five percent) to the operation of I-280 (Draft EIR page 4.6-133).

One commenter expresses concern that Proposed Project-related vehicle traffic is inconsistent with the City's Vision Zero program, and that more AAU students and staff should be encouraged to bike and walk instead of drive. The Draft EIR utilized existing staff and student travel mode choice (through travel behavior surveys) to estimate future AAU vehicle, transit, shuttle, pedestrian, and bicycle trips. As referenced by the commenter, page 6-52 of the Draft EIR states that "[due to the] limited number of staff and students who commute by bicycle." Page 4.6-59 discloses the mode split of students, faculty and staff. One to three percent of commuter students bicycle, while four percent of residential students bicycle, and two to nine percent of faculty and staff bicycle. AAU does provide some bicycle parking spaces for those who choose to bike; however, the placement and type of bicycle parking does not meet *Planning Code* requirements.

Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities would require AAU to add on- or off-street (or some combination thereof) bicycle parking facilities at project sites. Although additional bicycle parking may not be required under the *Planning Code*, AAU shall strive to reach the bicycle parking levels consistent with *Planning Code* for such use categories as for student housing, offices, and postsecondary educational institutions, or consistent with other college campuses for similar types of use (such as classrooms, public areas/showrooms/event facilities, administrative office, student housing, and other student services). Further, according to the travel behavior surveys, the majority (approximately 86 to 88 percent) of trips generated by AAU students and faculty members are made by transit, shuttle, or walking. As a result, the Proposed Project would generate fewer vehicle trips than other projects of similar size in the City, as evidenced by AAU travel mode surveys and based on applying the mode split assumptions provided in "*Transportation Impact Analysis Guidelines for Environmental Review*."

The Proposed Project transportation analysis was finalized in February 2015, the same month the Vision Zero Two-Year Action Strategy was released by SFMTA, and as such, the details of the plan were not available for use. The Vision Zero Strategy lays out a comprehensive plan to improve street safety and livability through the implementation of design treatments along City streets, education and evaluation of key safety strategies, enforcement of violations that hinder safety, and implementa-

tion of policies that support the goals of Vision Zero, zero traffic deaths by 2024. The Proposed Project supports the Vision Zero goals. As discussed in the Draft EIR (page 4.4-143) the Proposed Project would implement Improvement Measure I-TR-3, which would improve pedestrian safety and conditions at PS-6 by removing the unused loading docks and curb cuts along Jerrold Avenue. Moreover, as discussed in the Draft EIR (page 4.6-108), the additional Proposed Project vehicle trips, including shuttle traffic, would not substantially increase the potential for vehicle-pedestrian conflicts, and the Proposed Project would result in a less-than-significant impact on pedestrians.

As discussed under **Response TR-10** on page 228, a Travel Demand Management (TDM) Program for AAU is included in the Draft EIR (page 4.6-154) as Improvement Measure I-TR-1 - Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, and includes specific measures to reduce the number of vehicle trips generated by the Proposed Project and encourage the use of alternative modes of transportation. Additionally, Improvement Measure I-TR-4 (page 4.6-156) is recommended to increase and improve bicycle parking conditions at the six project sites, as well as at future AAU sites.

See **Response GG-1** on page 254 regarding Proposed Project-related greenhouse gas emissions.

COMMENT TR-4: TRANSIT IMPACTS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Hestor7
I-Martin2
O-CSFN2

Impacts on Transportation and Circulation - DEIR 5-6. The Significant and Unavoidable impacts on Muni capacity are NOT unavoidable. The corridors affected at the Kearny/Stockton corridor and the Geary corridor. If the Planning Commission acts to require a rather compact AAU campus area compared to the existing sprawl - and if those facilities have walkable distances, and are convenient to people using bicycles - the demand on the above corridors will be reduced.

The current uncontrolled spread out nature of AAU facilities PLUS AAU refusal to build student housing near their other facilities PLUS lack of any limit on AAU enrollment, all work to increase the impact on Muni corridors. There IS a solution, but it requires a relatively compact walkable "campus," a limitation on enrollment AND construction of student housing by the AAU. The impacts of uncontrolled growth ARE significant. But if the Planning Commission imposes limits pursuant to their power under the IMP ordinance AND their approval process, the City can avoid significant impacts on Muni capacity. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

Transportation to The Cannery (PS-1) is discussed in Section 4.6 of the DEIR. A proposed pick up and drop off location for AAU's shuttle bus service for The Cannery (PS-1) is proposed in a white zone on Jones Street at Beach Street. This proposed bus stop is across from the F-line's Fisherman's Wharf terminal. AAU shuttle buses parking and loading at this location may adversely impact the headways and service of the F-Line historic streetcars. Further, since the AAU has no legal title to the white zone on Jones other tour bus or shuttle bus operators may occupy the space, thus potentially causing a conflict that may lead to double-parking or other maneuvers that may impede the flow of traffic. The DEIR needs to thoroughly evaluate this potential conflict. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

Page 6-3 (Alternatives): The DEIR states, "The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the fee in this mitigation measure shall satisfy the AAU's obligations under the TIDF for all projects where the mitigation measure applies."

When Muni transit capacity is impacted to the degree stated in the DEIR, the "fair share contribution" in fees to mitigate the impact at the Kearny/Stockton and Geary corridors via "future legislation" would help should those corridors experience negative impacts.

The problem is, although the City has "conducted a nexus analysis including on residential development, to support a future Transportation Sustainability Fee " and that the "City anticipates that the Board of Supervisors may adopt a new impact fee or fees to offset the impact of residential use on San Francisco's transportation network," and it also states that the "AAU may apply to the ERO to reduce, adjust, or modify this fee prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit demand and the amount of the fee charged."

...

As a member of the public, I am beginning to wonder about whether it is about the "relationship" of AAU's use impact and "transit demand" as opposed to other relationships. *(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])*

RESPONSE TR-4

The commenters express concern regarding significant Proposed Project-related impacts on Muni service, and about potential AAU shuttle bus conflict with Muni and tour buses on Jones Street. As a means of addressing significant Proposed Project-related transit impacts, one commenter suggests the option of building a more compact and walkable AAU campus, requiring new student housing near AAU buildings, and limiting AAU enrollment. Finally, one commenter suggests that the

Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact – may be reduced and therefore is not sure to provide mitigation for impacts on MUNI service.

Regarding potential conflict between AAU shuttles and Muni F-Line and with tour buses at the shuttle stop at PS-1, 2801 Leavenworth (The Cannery), AAU operates shuttle routes D and E to The Cannery at a combined frequency of seven shuttle bus trips per hour during peak and off-peak periods. The D route operates at 20-minute headways and the E route operates at 15-minute headways. The shuttle buses approach the stop on the east side of Jones Street (between North Point and Beach Street) from the northbound Jones Street, one block south of where the F-Line operates along North Point and Jefferson Streets; thus, there are no conflict points between shuttle operation on Jones Street and the F-Line. However, to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring (Draft EIR page 4.6-155) would require AAU to develop and monitor a shuttle bus operation program or group of policies, such as the AAU Shuttle Bus Policy contained within the AAU TMP.

With regard to reducing MUNI transit demand from AAU operations by requiring a compact campus, requiring new housing near existing AAU facilities, or limiting AAU enrollment, the Draft EIR addresses these topics in Chapter 6, Alternatives Analysis. In Chapter 6 of the Draft EIR considers in detail Alternative 3: Reduced Growth Alternative, which would reduce program-level growth in the study areas by 50 percent. As described on page 6-79 of the Draft EIR, the Reduced Growth Alternative was found to be the Environmentally Superior Alternative. Overall, Alternative 3: Reduced Growth Alternative would reduce the impacts of the Proposed Project, including the significant and unavoidable impacts associated with housing demand and local transit demand, because it would reduce AAU growth to half that of the Proposed Project. Alternative 3: Reduced Growth Alternative would not reduce the significant and unavoidable impact on the Geary corridor or housing demand to a less-than-significant level. Alternative 3: Reduced Growth Alternative would not meet all of AAU's Project objectives.

See **Response AL-1** on page 300 for further discussion of Proposed Project alternatives and the merits of including compact campus alternative, requiring construction of new housing, and limiting AAU enrollment.

It is also noted that based on travel behavior surveys (provided as an appendix to the TIS), approximately half of current AAU staff and commuter students utilize public transit to commute to and from its campus buildings (see **Response TR-3** on page 195 for a footnoted discussion of updated 2016 survey behavior indicating increased transit use). More specifically, and as described on page 4.6-59 of the Draft EIR, while residential students were found to predominantly take the shuttle bus or walk and did not report driving or transit use in the survey, 45 percent of commuter students reported using transit to travel to AAU buildings near the Market Street corridor, and 57 percent of commuter students reported using transit to travel to AAU buildings outside of the Market Street corridor. Additionally, 57 percent of faculty/staff were found to use transit to travel to and from AAU buildings located both near and outside of the Market Street Corridor. This population of students and faculty/staff consist predominantly of students and staff that live further away from AAU facilities, including outside the City. Since demand is based on residence location, this demand would not substantially change whether AAU has a more compact or dispersed layout.

In regards to the commenter's suggestion that AAU's fair share contribution to Muni may be reduced or modified, Mitigation Measure C-M-TR-2.1a requires AAU to make a fair share contribution to mitigate the cumulative transit demand impact related to AAU growth in transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to SFMTA. This means that for all institutional use, AAU shall pay a fee calculated using the formula provided in the Transportation Sustainability Fee (TSF), *Planning Code* Section 411A.4.

Per Mitigation Measure C-M-TR-2.1a, AAU's fair share contribution fee will be calculated by determining the TSF fee without receiving the discount for existing uses that would otherwise be permitted by Section 411A.4, or any successor fee ordinance ("Fair Share Fee"). The Fair Share Fee will be calculated based on the total square footage of use in the EIR for each project site and for the

proposed square footage of use when a project is proposed in one of the study areas. The Planning Department or the Planning Commission shall make payment of the Fair Share Fee a condition of approval of all project approvals; payment of the Fair Share Fee is due prior to the issuance of a building permit for the project or portion of the project. See **Response TR-11** on page 230, which discusses that the mitigation is updated to reflect the TIDF has been superseded by the TSF.

As the commenter asserts, AAU may apply to the ERO to reduce, adjust, or modify such fees prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit demand and the amount of fee charged. As noted on page 3-149 of the Draft EIR, when AAU occupies future properties that require discretionary approvals from the City in one or more of the study areas evaluated in the Draft EIR, each property will be subject to site-specific environmental review, including an analysis of transportation and circulation impacts. At that time, the City will determine whether additional environmental review is required as part of the planning and/or permitting process. If additional environmental review is required, subsequent transportation analysis for each proposed use would be required. The transportation analysis would comprise a new assessment of the occupancy of a specific building with regard to the impacts on the City's transportation network and transit services. AAU would be required to demonstrate that there is no impact to the transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline based on this transportation analysis or other substantial evidence. Nevertheless, AAU would be subject to, and required to pay, the TSF fee for all future occupancy of buildings.

COMMENT TR-5: TRAFFIC IMPACTS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-DOT
I-Francis

Although no new construction is proposed, the draft EIR states project-level analysis of circulation and access to specific buildings would occur once AAU has selected specific buildings to accommodate their projected growth (pg. 4.6-69). We encourage the City to contact Caltrans and coordinate early regarding timelines for project buildout to enable consideration of the potential site specific traffic impacts and ensure appropriate mitigation. *(Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT])*

I'm asking the Planning Department to study the following: Impacts to local traffic; impacts to highway access; impacts to emergency response time; the cumulative impacts with other projects that are coming online in the future; impacts to housing in the area, and I don't have that written down but that was most important; and alternatives to the expansion plan, including the addition of a parking garage or parking garages for their students.

The current plan to expand the campus will have huge irreversible impacts on traffic, housing, open space, and local residents' quality of life. *(Rob Francis; Transcript; April 16, 2015 [I-Francis])*

RESPONSE TR-5

The commenters encourage the City to contact Caltrans where future AAU sites affect Caltrans roadways (Van Ness Avenue, US 101, SR-80 and SR-280), and request that the Planning Department conduct additional analysis regarding a number of traffic/transportation related impacts (highway access, emergency response time, cumulative impacts, housing, and alternatives including a potential student parking garage).

With regard to Caltrans oversight, as noted on page 3-149 of the Draft EIR, when AAU occupies future properties that require discretionary approvals from the City in one or more of the study areas evaluated in the Draft EIR, each property will be subject to site-specific environmental review,

including an analysis of transportation and circulation impacts. At that time, the City will determine whether additional environmental review is required as part of the planning and/or permitting process and whether Caltrans roadways would be affected.

The commenter asks that the analysis assess impacts related to highway access, emergency response time, cumulative impacts, and housing in the area. As noted on page 4.6-1 of the Draft EIR, the analysis of transportation-related topics that are addressed in Section 4.6, Transportation and Circulation, of the Draft EIR, includes the following topics: traffic on local streets including arterials to on- and off-ramps, emergency vehicle access, demand for parking, and a cumulative analysis of transportation conditions. This section was based on information and analysis contained in the project's Transportation Impact Study (TIS),²⁴ which was conducted in accordance with the Planning Department's 2002 *Transportation Impact Analysis Guidelines for Environmental Review*²⁵ (SF Guidelines).

For future cumulative analysis, the analysis relied on outputs from the San Francisco County Transportation Authority's SF-CHAMP travel forecasting model, which considers future population and employment growth in the City and the region to forecast future traffic volumes in the City. This includes potential future growth related to specific (known) projects as well as growth related to adopted Area Plans such as Eastern Neighborhoods, Market Octavia, Western SoMa, and Transit Center District Plan.

The Proposed Project's demand for approximately 2,203 housing units, which represent approximately 8.5 percent of the City's anticipated increase in households by 2020, was identified in the Draft EIR as a significant and unavoidable impact. The Draft EIR's analysis of cumulative housing impacts accounts for other large-scale projects, and, the housing demand impact of the Proposed Project, in

²⁴ CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586, February 2015.

²⁵ City and County of San Francisco Planning Department, October 2002.

combination with other projects anticipated in the Proposed Project vicinity, was found to contribute to a cumulatively considerable impact on housing and this impact was determined to be significant and unavoidable. See **Response MR-2** on page 77 for a discussion of Proposed Project-related housing impacts.

Impacts related to open space are addressed in Section 4.11, Recreation, of the Draft EIR. The Proposed Project was not found to result in a significant impact on recreation and park resources. See **Response RE-1** on page 259 for a response to related comments about the Proposed Project's impact on recreational facilities.

COMMENT TR-6: AAU SHUTTLE IMPACTS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Francis
I-Hestor2
I-Hestor4
I-Hestor6

I-Jones2
I-Martin2
I-Savery
I-Shaw
I-Wermer2

I-Wermer3
I-Whitaker
I-Wong
O-SAVEMUNI

The university operates several shuttle busses and fleet vehicles that run hours -- all hours of the day and night. Since Academy of Art opened, vehicle trips to the area have increased to a level that gridlocks traffic in the area all around Townsend Street, the on-ramps next to the Caltran station. I've included photos to show how congestion, parking and traffic have been impacted since the Academy of Art opened. (*Rob Francis; Transcript; April 16, 2015 [I-Francis]*)

I just noticed that the AAU address used in the DEIR is 150 Hayes Street - the site that is causing so much traffic disruption because AAU buses stop in the NO STOPPING ZONE on Hayes that helps the Muni and traffic function during active construction on that block. (*Sue Hestor; Email; April 13, 2015 [I-Hestor2]*)

People have to use car [...], have to [walk], or [use] Muni instead of private busses. You have that power now without waiting for an FEIR. (*Sue Hestor; Transcript; April 16, 2015 [I-Hestor4]*)

Why does AAU use City streets for its private buses to add to traffic congestion instead of a centralized campus where students can walk, bicycle and use Muni? (Shuttle Service Policy 3-2)

...

If AAU facilities are concentrated into a geographic area or areas that have decent Muni service, there is no need for a private shuttle bus system. A system that runs mostly nearly empty buses on downtown streets that are already congested. Operation of the AAU system conflicts with Muni operations.

There is the capability to track AAU bus movements by installing a monitor in each bus that transmits a signal to the same system that monitors the location of Muni vehicles. Why has no electronic monitoring of AAU vehicles and the route taken not been done? DEIR 3-17 states shuttle routes in 2010 operated at 16% of capacity and carried no passengers for 18% of the time. The AAU buses continue to hinder traffic flow even when they are empty or almost empty. This has been the majority of the time I have observed them on 5th at Market and in the Tenderloin. In terms of efficiently moving riders they should be contrasted to Muni.

...

Please give correct information of the Shuttle System regarding 150 Hayes. The north lane of Hayes is designed to give a lane for the 21-Hayes bus to move rapidly down this stretch of Hayes from Market. I have seen many instances of the AAU shuttle pulled up in the BUS LANE and loading and

unloading AAU people. The claim is made that the Shuttle enters the garage at 150, picks up passengers and exits. This is NOT shown on the plans in the EIR and is contrary to personal observation. The area of Hayes from Market to Van Ness is an active construction zone with buildings going up on either side of Hayes. Please explain the conflicts encountered by the 21-Hayes and the REALITY of how the shuttle bus operates.

...

The ground floor on Fig. 3-49 does not show any area where shuttle buses pull and in pick up/drop off. I have seen repeated pull ins at the curb blocking what is supposed to be the protected Muni lane.

...

How is a "DOUBLE PARK STOP" for the AAU shuttle bus justified - 3-48? (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

A map showing frequency of bus and transit service along major corridors would also assist in evaluating the viability of dispersing students and educational buildings at great distances to one another and then generating the need to provide a private shuttle system that has both traffic and air quality impacts over time. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

The DEIR fails to consider if parking an AAU shuttle bus in a white zone (alongside a commercial property AAU does not own) is consistent this guideline.

...

Further, the shuttles are not effective movers of students. Rather they add to the congestion of streets and work very effectively as polluting advertising billboards for the Academy. The EIR should evaluate the benefits of expanding the Fair Share Contribution to Cumulative Transit mitigation measure and consider eliminating the Academy's entire shuttle program, requiring the AAU pay its fair share to the MTA. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

Congestion and traffic caused by (mostly empty) AAU buses. There is already large fleet of AAU buses driving in most downtown neighborhoods. Curiously, I always observe that most of these are nearly empty. The joke in the neighborhood is that the AAU would get better gas mileage out of a fleet of Hummers, for all the number of students riding their regular buses. More traffic and more nearly-empty AAU buses does not add value to the City. *(Mark Savery; Email; March 1, 2015 [I-Savery])*

I continue to see her transportation vans going around downtown and Van Ness all day long, causing more injury to the environment and unnecessary traffic buildup. *(Elizabeth S. Shaw; Email; April 15, 2015 [I-Shaw])*

I'm concerned about the sprawl over multiple sites and the continued operation over multiple sites, the impact on traffic, the impact on greenhouse gas emissions. The -- the EIR says, well, no -- no significant impact on greenhouse gas emissions, less than significant. But if you're running several shuttle busses over that area you're generating a lot of emissions. What's not significant in greenhouse gas emissions in the environment we're in today? *(Paul Wermer; Transcript; April 16, 2015 [I-Wermer2])*

The analysis of the AAU shuttle service impacts compares the impact of shuttles to that of individual student driving (page 4.9-14) and so concludes no impact. Given the lack of parking in much of the AAU residential and service areas, it is hard to believe that 9000 students would drive between class and lodging, or between classes. An analysis comparing the shuttle to use of SFMTA service would seem appropriate. This would need to look both at the GHG and Air Quality impacts, as well as the impact of increased demand on MUNI. Yet that is missing. *(Paul Wermer; Email; April 27, 2015 [I-Wermer3])*

Please do not add more AAU buses to double park on our streets and increase traffic congestion and the deadly air pollution that comes from fossil fuel burning vehicles. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

360 Swift Ave, SSF. South San Francisco is not SF jurisdiction, however, if AAU is thinking of extending to SSF, with their shuttle bus scheduling, it would impact the inbound/outbound traffic to/from San Francisco and SF International Airport (which is SF jurisdiction). (*Siu-Mei Wong; Email; March 8, 2015 [I-Wong]*)

A Transportation Master Plan should aim for efficiency and use of public transit.

AAU's aged buses are costly, while adding pollution, increasing traffic congestion, deteriorating public streets and diminishing public transit. With the uncoordinated rise of private shuttles, nonprofit bus routes and for-profit commuter buses, the Municipal Railway (Muni) will be less viable. Traffic-jammed streets and clogged Muni bus stops have been harmful. After years of improvement, Muni's 2014 on-time performance declined from 60% to 54% – well below the 85% mandated by 1999's Proposition E. The collective cost of shuttle services would be better invested into Muni transit—perhaps free shuttle bus loops. A well-conceived campus plan would integrate Muni transit for all transportation needs—a sustainable approach that promotes Muni fast passes, commuter tax rebates, walking, biking. (*Howard Wong, AIA, Save Muni; Email; April 21, 2015 [O-SAVEMUNI]*)

RESPONSE TR-6

The commenters have expressed a number of concerns regarding AAU's shuttle system including running empty buses, running buses for extended periods, shuttle-caused traffic congestion, the safety and legality of double parking or using unofficial stops at several sites, including 150 Hayes, effects on air quality and greenhouse gas emissions, and effect on the provision of MUNI service. The commenters suggest the City should regulate the shuttle system.

The City has requested further data from AAU on its shuttle system in response to comments received. In order to verify reduced shuttle ridership, a trip generation and travel behavior survey was conducted during the third week of March 2016 to verify the survey results conducted in 2010. The survey findings confirmed that while the share of shuttle users has increased, the overall trip generation has gone down by more than half, which contributed to a reduction in shuttle demand systemwide by approximately 30 percent. The difference in survey methodologies and sampling size between the 2010 and the 2016 surveys may have also contributed to additional difference in shuttle demand. As discussed above under **Response TR-3** on page 195, the decrease in trip generation is mainly due to lower enrollment in Spring 2016, an increase in the number of students who enroll in one or two courses online (in addition to onsite courses), and the growth of private rideshare companies. Additionally, the consolidation of class locations and academic departments resulted in a decrease in shuttle demand between academic buildings.²⁶

²⁶ A significant number of class locations and academic departments have been adjusted and consolidated since fall 2010. For example, in general, the Sculpture program moved to 2801 Leavenworth Street from 410 Bush Street; the Advertising program moved to 410 Bush Street from 58-60 Federal Street; Interior Architecture and Design moved to 601 Brannan Street from 2340 Stockton Street; Fine Art classes have been consolidated at 58-60 Federal Street; Motion Pictures & Television consolidated at 466 Townsend Street (these were formerly divided between 466 Townsend Street and 180 New Montgomery Street); and the Fashion program has been consolidated at 625 Polk Street (the program was formerly divided between 180 New Montgomery Street and 2340 Stockton Street).

Existing Conditions

AAU's shuttle bus system is described on pages 3-14 through 3-18 of the Draft EIR. As of 2010, AAU had a fleet of 65 vehicles of various sizes. Of this fleet, 15 vehicles (23 percent) were used for fixed-route shuttle services, 26 vehicles (40 percent) for on-demand shuttle services, and 24 vehicles (37 percent) for security, maintenance, and other AAU uses. In fall 2010, there were seven fixed-route shuttle routes (D, E, H, I, M, Q, R) operating during weekdays, five routes (Sat 1, Sat 2, Sat 3, Sat 4, and Sat 5) operating on Saturdays and two routes (Sun 1 and Sun 2) operating on Sundays. The shuttles generally operated between the hours of 7:00 a.m. and 12:00 a.m. in conjunction with class and lab times. The seven weekday fixed routes combined generate a total of 353 shuttle trips on a typical weekday.

Regarding AAU shuttle ridership, AAU fixed route shuttle service operates much the same as other public transit systems, which generally have high ridership in the peak direction and/or at peak demand locations but carry fewer passengers in the non-peak direction and/or at non-peak demand locations. Hours of operation range per route but generally occur between 7:00 a.m. and 12:00 a.m. (in 2013 shuttle service ended at 2:00 a.m. in contrast to 2010 when the shuttle service ended at 12:00 a.m.). Consistent with AAU's Shuttle Bus Service Policy (Appendix B of the Draft EIR), AAU reports that the frequency of shuttle bus service is monitored and adjusted prior to the start of each semester, and is subject to adjustment mid-semester as well. Additionally, ridership data (on-boarding) is gathered by bus drivers, and routes are continually monitored for hour-by-hour ridership statistics. As shown in Table 4.6-6, AAU Fall 2010 Fixed-Route Shuttle Services, and Figure 4.6-4, Shuttle Routes and Stops (Fall 2010), on pages 4.6-25 and 4.6-26 of the Draft EIR, AAU shuttle buses operate along fixed routes with fixed schedule throughout the day. AAU reports that it monitors shuttle ridership using the data collected by shuttle drivers and adjusts shuttle routes and stops to maximize efficiency for each semester.

AAU Shuttle contribution towards Traffic Congestion

Regarding comments received about increased shuttle-generated traffic in and around Townsend Street and specifically at the I-80 on-ramp next to the Caltrain 4th & King station, the Draft EIR addresses Existing plus Project impacts at a number of intersections throughout the City, including intersections in this vicinity. AAU shuttle routes H and I serve AAU buildings located at 460 and 466 Townsend Street. They operate from 7:00 a.m. to 2:00 a.m. with a combined frequency of approximately 10 to 15 shuttle buses an hour; shuttle route I operates 10-20 shuttle buses an hour during the midday/evening as well as PM peak hour. As shown in Table 4.6-24, Existing plus Project Intersection Levels of Service – PM Peak Period, on page 4.6-73 of the Draft EIR, the intersections at Fifth Street/Townsend Street, Fifth Street/Brannan Street, and Sixth Street/Brannan Street in the vicinity of the 460 and 466 Townsend Street sites operate at LOS D or better during the PM peak hour. More specifically, westbound Townsend Street, where AAU shuttle buses travel, operates at LOS C during the PM peak hour. AAU buses do not operate along King Street or 6th Street where the I-280 on-ramps are located. Therefore, it is unlikely that traffic congestion at these two on-ramps would be caused by AAU buses. Project-generated traffic in this vicinity is also discussed above in **Response TR-2** on page 191.

Commenters also suggested that AAU could alleviate impacts associated with its shuttle service by developing a more compact campus. See **Response AL-1** on page 300 regarding transit and transportation impacts of the Proposed Project compared to a compact campus. See **Response TR-5** on page 206 regarding the viability of a less dispersed, more compact AAU campus.

AAU Shuttle Bus Stops and Capacity of the Shuttle Routes

With regard to establishing new shuttle stops at future AAU sites, when an AAU site with a shuttle stop does not include off-street parking, establishment of an on-street shuttle bus white zone is required and could eliminate some parking or other parking zones. Approval and renewal of these zones are subject to SFMTA authority.

AAU's shuttle bus operations will be managed through implementation of Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, which will be required with Proposed Project implementation. Implementation of this measure requires AAU to develop, implement, and provide to the City a shuttle management plan to address meeting the peak hour shuttle demand needs of its growth. The shuttle management plan shall address the monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system. Analysis of shuttle bus demand and capacity utilization shall occur at least on an annual basis, or as needed to address shuttle demand. Specifically, analysis and adjustments shall be made on any AAU shuttle routes to reduce shuttle peak hour capacity utilization when the performance standard of 100 percent capacity utilization is regularly observed to be exceeded on any of the AAU shuttle routes. Additionally, the shuttle management plan shall address how shuttle demand at the six project sites will be provided. As additional project sites are added the shuttle management plan shall be adjusted to reflect up-to-date shuttle routes, stops and services, as well as a capacity utilization analysis, as needed to, indicate that the proposed demand for shuttle services could be met and avoid potential mode shifts to other travel modes. AAU shall report annually to the City on capacity utilization and shall alter its schedules and/or capacity, as necessary to avoid regular exceedances of the capacity utilization standard. Additionally, the AAU TMP has conditions in regards to enforcement and monitoring to ensure the AAU shuttle plan is reviewed and monitored by the City on an annual basis, and the City has the ability to enact enforcement for non-compliance.

With regard to the shuttle stop at 150 Hayes, as described on page 4.6-95 of the Draft EIR, when service was first established, the shuttle buses used the right turn lane in front of the 150 Hayes building, which is a tow-away, no-stopping-anytime zone, for passenger loading. This created a conflict between shuttles and vehicle traffic. AAU has since (August 2014) made a change to the garage entry gate, so AAU shuttle buses can use the garage for passenger loading as proposed under the Proposed Project. AAU shuttle operation along Hayes Street therefore does not conflict with the 21 Hayes transit line, which operates in the through lane on Hayes Street (Draft EIR Figure 3-46, page

3-116). Shuttles loading or unloading outside any established shuttle stop, particularly in the travel lane should be reported to the City for enforcement.

Air Quality and Greenhouse Gas Emissions

Commenters also expressed concerns regarding increased greenhouse gas emissions due to the dispersed development of AAU sites in the City. The Proposed Project would have a less-than-significant impact on greenhouse gas emissions since the Proposed Project would be subject to, and would comply with, measures put in place by the City of San Francisco to reduce greenhouse gas emissions, as discussed on page 4.9-14 of the Draft EIR and addressed in **Response GG-1** on page 254. See **Response AQ-1** on page 245 regarding air quality impacts associated with AAU shuttle service.

Impact AQ-3.1, Draft EIR page 4.8-47, addresses the shuttle bus emissions associated with the increase in vehicle miles traveled (VMT). The roadway segment with the greatest increase in shuttle trips would be Sutter Street between Grant Avenue and Kearny Street. The Health Risk Assessment (HRA) modeled this roadway segment under 2020 vehicle trip conditions using existing vehicle fleet emission factors to determine Project impacts to sensitive receptors. As shown in Table 4.8-14, Net Change in Study Area Operations Emissions, on page 4.8-48 of the Draft EIR, none of the study areas' average daily or annual emissions would exceed the operational significance thresholds for criteria air pollutants including reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter of 10 microns (PM₁₀), or particulate matter of 2.5 microns (PM_{2.5}).

Regarding the commenter's request to provide a map showing the frequency of transit service along major corridors, Figure 4.6-3, Existing Muni Screenlines, on page 4.6-19 of the Draft EIR illustrates existing Muni screenlines in the Project Proposed vicinity, and the existing ridership and capacity of Muni lines along the four screenlines during the PM peak period are presented in Table 4.6-4, Existing Muni Screenline Capacity Utilization. Frequencies of nearby routes to the project sites and study areas were included as Appendix J2 to the TIS which is available as part of the administrative record for the Draft EIR. This data was the basis of the transit analysis summarized for the Draft EIR.

Regulation of Commuter Shuttle Programs

San Francisco MTA inaugurated a commuter shuttle program for one year from April 2016 – March 2017 as part of a longer term program. The program provides permits to eligible commuter shuttle operators to use a designated network of stops in San Francisco. AAU's shuttle service is not a part of the SFMTA commuter shuttle program. Instead, AAU's shuttle service will be monitored as required by the AAU Shuttle Bus Service Policy (Appendix B of the Draft EIR) and AAU's Transportation Management Plan (TMP). The TMP has been added to the Draft EIR and RTC as Appendix C. The purpose of the TMP is to outline strategies to optimize access to and from AAU facilities within the constraints of the existing transportation network. Its main goal is to ensure safe and efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network. Attachment C of this RTC document provides details of the Transportation Management Program. The TMP also addresses monitoring and enforceability if AAU does not comply with the AAU Shuttle Bus Service Policy.

When considering new, expanded, or relocated shuttle routes, AAU would avoid operating shuttles on residential streets wherever feasible. Use of Muni or regional transit stops by AAU shuttles would require approval by SFMTA or regional transit providers. Additionally, wherever possible, AAU has indicated that they will apply for white passenger loading zones for shuttle bus loading along the frontage of AAU buildings, pending SFMTA approval. In the event that shuttle or white zones are not approved or in an area where no AAU building frontage exists, AAU will seek a letter of concurrence from the owner of the property adjoining the desired curb space. Double parking of shuttle vehicles has been observed in some AAU locations; however, it is not permitted on City streets or under the State Motor Vehicle Code. The AAU Existing Sites Technical Memorandum (ESTM) analyzed the impacts of shuttle-stops at the 34 existing sites and recommended conditions of approval to lessen any effects from double-parking.

AAU shuttle impacts on the City's transportation system are discussed on pages 4.6-84 through 4.6-87 of the Draft EIR. As noted in the Draft EIR, due to the fact that many aspects of the operation of the shuttle bus system could, on a recurring basis impede or interfere with traffic, adjacent land uses, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring is provided in Section 4.6, Transportation and Traffic, on page 4.6-155. The AAU Shuttle Bus Policy would be used by AAU to determine how to most efficiently serve existing and future sites while minimizing potential secondary effects to the neighborhoods in which the shuttle operates. Under the Policy, shuttle system operations will be periodically reviewed by AAU in coordination with the City, specifically SFMTA and the Planning Department, to ensure compliance with all relevant City operating standards, and to address complaints or concerns raised by the public, adjacent neighbors, or other City agencies. AAU has indicated a commitment to implementing the Policy as part of the Proposed Project, and aspects of the Policy are included as an improvement measure. Additionally, the AAU TMP has conditions to monitor compliance with AAU's Shuttle Bus Policy on an annual basis and enact enforcement for non-compliance. The AAU Policy includes the following control measures related to shuttle bus routing and stops:

AAU Shuttle Route Controls

- When considering new, expanded, or relocated shuttle routes, routes shall avoid all neighborhood residential streets²⁷ where feasible. If it is infeasible to avoid residential streets due to the location of the AAU building, AAU's shuttle routing will take into account factors such as stop locations, schedules, and the minimum size of shuttle vehicle needed to meet demand.

²⁷ The SF Better Streets Plan, published as guidelines by the SF Planning Department, defines neighborhood residential streets as residential streets with low traffic volumes and speeds. The Better Streets Plan includes an SF Street Types Map. Available online at: www.sfbetterstreets.org/wp-content/uploads/2012/01/SF_Street_Types_35x48_Final.pdf.

- Drivers on established shuttle routes shall generally adhere to those routes. In cases of congestion, shuttle drivers shall avoid diverting to residential streets.
- As routes change, AAU will document changes/selection of routes and make the documentation available to the City and the public promptly on the AAU website, annually directly to the City, and upon request directly to members of the public.
- AAU will conduct routine (fall, spring, and summer terms) analysis of shuttle ridership demand and routes to make necessary adjustments. This analysis shall include goals of reducing routes/buses with low capacity utilization and methods to address any community concerns.
- For more efficient routing and perhaps the reduction of shuttles, AAU will identify the shuttle vehicles that can accommodate standing riders and calculate shuttle capacity based on both seated and standing passengers, similar to how public transit capacity is determined. Use this capacity information in the triennial optimization analysis of shuttle ridership demand, routes, and adjustments.
- AAU will provide a contact for shuttle bus traffic/routing to the public and for the City. This contact information will be posted clearly on AAU's website. AAU will log, and make available to the City upon request, all complaints and resulting resolutions of complaints related to shuttle routing and/or service.

AAU Shuttle Stop Controls

- No use of Muni or regional transit stops by AAU shuttles unless previously approved by SFMTA. Policies requiring the management of the shuttle program shall be consistent with SFMTA shuttle policies.
- Establish shuttle routes and stops to minimize the risk of double-parking. Inform shuttle drivers not to double-park or otherwise block vehicle travel lanes to load or unload shuttle passengers unless both (a) the shuttle driver cannot stop at an AAU white zone or other AAU stop because it is blocked by an unauthorized vehicle and (b) the driver promptly

notifies the Department of Parking and Traffic of the unauthorized blockage. When AAU double parking or blocking of vehicle lanes that is not caused by such third-party activity is documented to occur, AAU shall take measures to correct this traffic violation (such as through the provision of a white zone, or relocation of a shuttle stop).

- Shuttles shall not idle at stops when not actively loading or unloading passengers, particularly at hub stops.
- Similar to route controls, AAU will provide a contact person for AAU shuttle stop concerns from the public, which will be clearly posted on AAU's website, and will keep a log of any complaints received, with resolutions to be made available to the City upon request.
- As changes are made or flag stops established, make these changes available to the City.
- Provide direct contact for MTA of "two-way radio access" operator, i.e., the AAU Communications Center and Transportation Dispatcher, to resolve any day-to-day concerns from Muni drivers as they arise.

As stated in the Draft EIR, the above-listed improvement measure would not be required by CEQA, but is recommended for consideration as part of the AAU TMP as a condition of approval by decision-makers as part of the Proposed Project approvals. The TMP has been added as Appendix C to the Draft EIR and as Attachment C of this RTC.

AAU Shuttle Bus Service Policy, Management Plan Monitoring, and Enforcement Fee

To monitor compliance with the AAU Shuttle Bus Policy and Management Plan, AAU shall submit annual compliance reports to the Planning Department, as required by the AAU conditions of approvals, including Condition of Approval - AAU Shuttle Activities Monitoring and Condition of Approval - Shuttle Demand, Service, Monitoring, and Capacity Utilization Performance Standard. The annual monitoring fee shall be \$1,271 (or revised as reflected in a subsequently updated Planning Department fee schedule) for monitoring conditions of approval as the fee for active monitoring as set forth in Planning Code Sec. 351 (d) and Administrative Code 31.22(a)(12) (plus time and materials

as set forth in *Planning Code* Section 350(c)). The fee shall fund the costs of administering and monitoring AAU's compliance with the AAU Shuttle Policy and Management Plan, including but not limited to, reporting on capacity utilization, changes to shuttle route schedules, and recorded complaints. The monitoring fee is an important element of the AAU Shuttle Policy and Management Plan to ensure shuttle activities do not substantially impede or interfere with traffic, adjacent land uses, transit, pedestrians, commercial or passenger loading, and bicycle on the public right-of-way. Violation of these Planning Department conditions of approval shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. Non-compliance with these reporting requirements is subject to penalties according to Planning Code Section 176 (Enforcement Against Violations) of \$250 per day that can be assessed to the responsible party for each day of compliance continues unabated, excluding the period of time the Notice of Violation and Penalty has been pending before the Zoning Administrator.

South San Francisco AAU Site

One commenter suggests that 360 Swift Avenue, South San Francisco is an AAU campus site. The AAU IMP, updated in 2016, does not mention use of this site as part of the university operations. However, the site is currently used by AAU as a foundry. Two to three bronze and ceramics classes per semester are typically held at 360 Swift; students use the site up to one to two times each throughout the semester to do casting. Students are picked up for these field trips by a pre-arranged shuttle at 410 Bush Street, are driven to 360 Swift, and then are returned to San Francisco at the end of the day. The field trips occur on the weekend or weekday evenings, ending late in the evening. AAU provides no regular shuttle service to 360 Swift, and there are no plans to provide such service. Therefore, no significant traffic impacts on routes between the City of San Francisco and San Francisco International Airport are expected as a result of the Proposed Project.

COMMENT TR-7: PEDESTRIAN & BICYCLE IMPACTS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Johnson
I-Bagley
I-Rae

I also want to turn my attention and my last couple questions here to transit. I will start with – again, the transit impacts are very, very similar to the [...] baselining [conducted] for the land use impacts, where we [...] look[ed] at just a snapshot of where we are in time versus, you know, where we were sometime before there was a shuttle and before AAU had the campus as they currently define it today. And given that baselining I don't think that the current conflicts for cyclists in particular, but also for pedestrians, are adequately described, and particularly the conflicts in unofficial shuttle stops. They have official ones that are, you know, white zones and other places that are a little bit more official. And then they have a number of unofficial and on-demand stops that they make. And I don't think that the current conflicts with cyclists and pedestrians are adequately described there. . I do think that the EIR does a pretty good job with cumulative impacts, again, future cycling and pedestrian and streetscape improvement plans. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson])*

...[E]xpress opposition to the expansion(s) requested in particular for 58-60 Federal

...

Large delivery trucks back into the street and often create dangerous situations for pedestrians as they often do not see the foot traffic. Buses and other vehicles already use the driveway to the residential garage for a turn-around as the street is not wide enough.

...

To summarize, any further development which creates additional vehicle or foot traffic is dangerous.
(Christine A. Bagley, Email, March 30, 2015 [I-Bagley]; and Karen Rae, Email, March 31, 2015 [I-Rae])

RESPONSE TR-7

The commenters express concerns regarding potential conflicts between AAU shuttles and cyclists/pedestrians at unofficial shuttle stop locations, and conflicts between cyclists/pedestrians and commercial loading activities at the 58-60 Federal Street site.

As described on pages 4.6-31 and 4.6-32 of the Draft EIR, as of 2010, six unofficial shuttle stops were provided by AAU. Changes to the locations of these stops have been made since that time and currently there are no unofficial shuttle stops. Impacts TR-4.3 and TR-4.4, beginning on pages 4.6-106 and 4.6-110 of the Draft EIR, examine the expanded Proposed Project shuttle loading activities in the study areas and acknowledge that shuttle activities could conflict with pedestrian and bicycle activities. However, considering the amount of the potential shuttle traffic during the peak hours and in the context of other vehicle traffic on these streets, the additional shuttle loading activities were found to not substantially increase the potential for conflicts and hazards related to pedestrians or bicycles. Further, any proposed use or occupation by AAU of any future building would be subject to environmental review when a specific proposal is known. Project specific review by the City of potential bicycle parking, pedestrian and vehicle circulation, existing and proposed facilities, and potential conflicts, including with any proposed shuttle bus stops, would occur as part of this environmental review.

The 58-60 Federal Street building is an existing building occupied from AAU, and no changes are proposed at this site as part of the Proposed Project. For the purposes of the Draft EIR, it was assumed that no additional commercial loading activity from AAU would be generated as part of the Proposed Project. The Existing Sites Technical Memorandum (ESTM), as described on page 4-14 of

the Draft EIR, and mentioned above in **Response PD-7** on page 132 provides an assessment of the effects of AAU's change in use at this site.

58 Federal Street is located midway on Federal Street between Second and Delancey Streets in the SoMa neighborhood. The approximately 99,580-square-foot, five-story Rincon Warehouse building was built as 1912. This building currently has approximately 91,522 gross square feet of AAU postsecondary educational institutional use, comprised of classrooms, labs/studios, offices, an art store, and student and faculty lounges. On a typical day there are approximately 322 students and 41 faculty/staff members at this site. The basement and sub-basement levels of the building include a 37-space parking garage, of which nine spaces are reserved for AAU staff and the remaining 28 spaces are leased to a tenant (51 Federal Street Associates). The parking garage is accessed from the eastern portion of Federal Street. There is one main pedestrian entry to the building provided at the western end of Federal Street near the loading dock area and a secondary entrance at the eastern end of Federal Street. There are four bicycle racks in the building in the basement with a total of 36 Class II bicycle parking spaces. AAU shuttle bus Route G uses any available curb space along the west side of Second Street, between Taber Alley and Federal Street, for passenger loading. The postsecondary educational institutional use at this AAU site generates approximately 455 person trips (174 inbound trips and 281 outbound trips) and 74 vehicle trips (26 inbound trips and 48 outbound trips) during the weekday PM peak hour. Constraints on the AAU use of 58 Federal Street identified in the ESTM include a potential shuttle deficiency, a lack of designated shuttle stop, pedestrian volumes, and the location of bicycle parking available at the site and to address these constraints conditions of approval are recommend for consideration by decision-makers. Further information about the analysis of transportation around 58-60 Federal Street is provided in the ESTM.

With regard to circulation around Federal Street, Federal Street is 21 feet wide (35 feet with both seven-foot-wide sidewalks), which is consistent with other alleys in the City that accommodate commercial vehicle traffic. As discussed in **Response PD-3** on page 113 and throughout this RTC document, the NOP for the Proposed Project was issued in 2010; therefore, for the purposes of the analysis of environmental impacts in the Draft EIR the baseline condition is 2010.

COMMENT TR-8: EMERGENCY ACCESS

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Whitaker

Our new public safety building that opened in Mission Bay already shows signs of reducing emergency response times for police and fire fighters to our homes because of traffic backups on 3rd Street and nearby areas leading to the Bay Bridge ramps in SoMa. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

RESPONSE TR-8

The commenter notes that even with new public safety facilities in Mission Bay, emergency response times have been reduced due to existing traffic backups in SoMa. The comment implies that the Proposed Project would further erode emergency response times in the SoMa. The transportation analysis conducted for the Draft EIR did not identify an impact from the Proposed Project related to emergency response times. The discussion of potential impacts to emergency response is provided on page 4.6-125 of the Draft EIR. The impact to emergency response is predicated on the traffic impact analysis and the number of vehicle trips attributed to the Proposed Project, which could potentially worsen emergency response times. The analysis of traffic impacts is provided on pages 4.6-69 through 4.6-76 of the Draft EIR. The Proposed Project results in a maximum of 610 vehicle trips (534 single-occupancy and 170 shared-occupancy). As described on page 4.6-74 of the Draft EIR, comparison of the Existing and Existing plus Project conditions indicates that during the PM peak hour under both options and all sub options, one study area intersection, Fifth Street/Bryant, operates at unacceptable conditions (LOS E) and would continue to operate at an unacceptable LOS with

implementation of the Proposed Project. This intersection, located in SA-10, provides access to the I-80 eastbound on-ramp.

The Proposed Project under both options and all sub options would not add any vehicle trips to the eastbound through critical movement which operates at LOS F. The Proposed Project's contributions to this intersection under Existing plus Project conditions would, therefore, not be considered substantial, and the Proposed Project would result in a less-than-significant traffic impact at the intersection of Fifth Street/Bryant Street. Future AAU occupancy of a site or sites within SA-10 therefore was determined to have a less-than-significant impact on the provision of emergency services around Mission Bay and the entrance to the San Francisco - Oakland Bay Bridge.

COMMENT TR-9: CUMULATIVE TRAFFIC IMPACTS

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Hestor7

SA-10 ignore Cal-Train yard development and Proposal to end I-280 at Mariposa which may change circulation (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

RESPONSE TR-9

The commenter states that the transportation analysis does not consider the Caltrain Railyard Alternatives and the potential I-280 Boulevard project. As of the publication of the Draft EIR in February, 2015 and also of the preparation of this Response to Comments document in Spring 2016, information about either of these projects is not known or is not complete enough to provide

consideration of these projects within this EIR. Also, neither of these projects has been submitted for environmental review, nor are they approved or funded projects. Therefore, analysis of impacts associated with these projects would be speculative in nature, and they are not included in the Draft EIR.

COMMENT TR-10: TRANSPORTATION DEMAND MANAGEMENT PROGRAM

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DOT

Transportation Demand Management (TDM)

Consider additional TDM measures that can be employed to encourage usage of regional and local public transit and reduce auto vehicle trips on the State Highway System. The issuance of transit passes or subsidies from the University or housing-based transit passes for both students and employees are viable methods of reducing auto trips to and from AAU facilities. Since AAU trip distribution percentages indicate 41% of students and 53% of faculty and staff commute from outside of the City of San Francisco (Table 4.6-19), the proximity to regional public transit facilities should be a factor in the selection of future expansion areas and potential shuttle stops for the University. (*Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT]*)

RESPONSE TR-10

The commenter requests that AAU consider expanding its transportation demand management measures by providing transit passes or subsidies to its students and faculty and staff to encourage the use of regional and local transit; locating their future facilities near regional and local transit; and

identifying shuttle stops near local and regional transit. AAU currently does not provide subsidized transit passes and instead operates private shuttle bus service as part of its Transportation Demand Management (TDM) program in order to discourage driving between AAU sites. As stated above in **Response TR-5** on page 206 and **Response TR-7** on page 224, given the dispersed nature of AAU facilities, AAU's shuttle program connects students travelling between AAU buildings to attend classes on time and travelling between residence buildings and class/administration buildings. Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips (Draft EIR page 4.6-154) would require AAU to provide transit-related information and a TDM coordinator, as part of its TDM program. The ESTM recommends a condition of approval applicable to all existing AAU sites to implement TDM strategies to reduce single-occupant vehicle trips and related parking demand, encourage use of alternate transportation modes, and implement a Transportation Management Plan (TMP).

The TMP has been added as Appendix C of the Draft EIR and is included as Attachment C of this RTC document.

COMMENT TR-11: TRANSIT IMPACT DEVELOPMENT FEE

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-CPC-Johnson

I believe that the DEIR and the FEIR eventually should note how the Institutional Transportation Development impact fees will actually mitigate impact, particularly along the Geary Corridor, and also corridors in the southeast quadrant in their expanded shuttle plan. I don't think the fact -- right now the DEIR just says that the -- the AAU will pay the institutional fee, and then as they build new - or move into new residences they will pay a residential fee as required. But I think that it needs to

go further and describe what the MTA can and cannot do with those funds. It is my understanding that at some point the fees can only be used to manage the shuttle stops and not actually provide any other streetscape or other improvements that would actually mitigate the impacts of having the shuttles along certain corridors. So I think that the EIR needs to do a better job of describing what the fee would actually be used for. (*Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson]*)

RESPONSE TR-11

The commenter requests an explanation as to how the Transit Impact Development Fee (TIDF) or fair share contribution (Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact Draft EIR page 4.6-140) toward the cumulative impact on transit service would be used to mitigate potential transit impacts. The commenter references the payment related to the management of shuttle stops which would be a separate potential fee AAU would pay if it used a transit stop under the Commuter Shuttle Program or if a new white zone installation is required. This Commuter Shuttle Program fee is unrelated to the cumulative transit impact fee and required mitigation required under Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact. Similar to the previous TIDF fee developers paid, since replaced with the TSF fee discussed in **Response to TR-6** on page 213, the mitigation measure fee would be used to improve Muni service or service vehicles throughout the City, including plans to improve transit service along the Geary or Kearny/Stockton corridors. As noted on page 4.6-141 of the Draft EIR the mitigation measure requires “The City shall account for the expenditure of funds to support additional transit in the affected corridors.”

See **Response TR-4** on page 202 for discussion regarding AAU payment of this fee and modification of the fee pending certain findings. As the commenter asserts, AAU may apply to the ERO to reduce, adjust, or modify this fee prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit

demand and the amount of fee charged. As noted on page 3-149 of the Draft EIR, when AAU occupies future properties that require discretionary approvals from the City in one or more of the study areas evaluated in the Draft EIR, each property will be subject to site-specific environmental review, including an analysis of transportation and circulation impacts. At that time, the City will determine whether additional environmental review is required as part of the planning and/or permitting process. If additional environmental review is required, subsequent transportation analysis for each proposed use would be required. The transportation analysis would comprise a new assessment of the occupancy of a specific building with regard to the impacts on the City's transportation network and transit services. AAU would be required to demonstrate that there is no impact to the transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline based on this transportation analysis or other substantial evidence. Additionally, Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact is revised as follows to reflect that the TIDF fee was superseded by the Transportation Sustainability Fee, *Planning Code* Section 411A.4:

Mitigation Measure C M TR 2.1a – AAU Fair Share Contribution to Cumulative Transit

Impact. AAU shall be required to make a fair share contribution to mitigate the cumulative transit demand impact related to AAU growth in transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to SFMTA. AAU's fair share contribution shall be made in addition to the applicable Transportation Sustainability Fee (TSF) for Non-Residential, except Hospitals and Health Services, 800-99,999 GSF and Non-Residential, except Hospitals and Health Services, all GSF above 99,999 GSF and for Residential or any successor fee that supersedes this fee.

AAU's fair share contribution fee will be calculated by determining the discount for existing uses that would otherwise be permitted by Section 411A.4, or any successor fee ordinance. Rather than discount such amounts, the amount of such discount will be paid as a fair share contribution fee ("Fair Share Fee"). The Fair Share Fee will be calculated based on the total square footage of use in the EIR for each project site and for the proposed square footage of use

when a project in one of the study areas is proposed. Payment of the Fair Share Fee is due prior to the issuance of a building permit for the project or portion of the project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the Fair Share Fee shall satisfy the AAU's fair share contribution obligations for all projects where the mitigation measure applies.

For all institutional use, AAU shall pay a fee in the amount of the applicable Transit Impact Development Fee (TIDF), found in Planning Code Section 411.3(e) for “Cultural/Institution/Education, Post Secondary School” as that fee is indexed annually, or any successor fee that supersedes this fee. The fee will be based on the total square footage of use in the EIR for each Project Site and for the proposed square footage of use when a Project in one of the Study Areas is proposed. None of the credits permitted by Section 411 et seq., or any successor fee ordinance, shall apply. Any payment or proportional payment is due prior to the issuance of a building permit for the Project or portion of the Project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the fee in this mitigation measure shall satisfy the AAU's obligations under the TIDF for all projects where the mitigation measure applies.

For residential uses, any proposed AAU student housing proposal shall be subject to future transit impact fees if adopted. The City has conducted a nexus analysis, including on residential development, to support a future Transportation Sustainability Fee. The City anticipates that the Board of Supervisors may adopt a new impact fee or fees to offset the impact of residential use on San Francisco's transportation network. AAU student housing or other residential projects shall be subject to any future residential transit impact fees that are established prior to the project receiving a final project approval including a building permit or first certificate of occupancy, whichever occurs later. The Planning Department or the Planning Commission shall make payment of any future residential transit impact fee a condition of approval of all AAU student housing or residential project consistent with future legislation.

AAU may apply to the ERO to reduce, adjust, or modify this fee prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit demand and the amount of fee charged.

I. NOISE

The comments and corresponding responses in this section cover topics in Chapter 4.7, Noise, of the Draft EIR. These include topics related to:

- NO-1: Noise Study Methodology
- NO-2: Existing Noise as a result of 2015 *Planning Code* Zoning Changes
- NO-3: Existing Noise Sources Associated with AAU
- NO-4: Cumulative Noise Impacts

COMMENT NO-1: NOISE STUDY METHODOLOGY

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-CSFN2

Page 4.7-17 (Noise): The DEIR states, "...Noise levels are not shown for each study area or project site...roadway segments were selected based upon the segments identified in the transportation analysis as having the highest average daily trips in the study areas and project sites..."

If the DEIR is supposed to be complete, small samplings do not mean it includes a "complete" sampling. This study on noise is partially complete. (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE NO-1

The commenter is concerned that not all project sites or study areas were evaluated for noise impacts. The noise analysis conducted for the Draft EIR was conducted in several steps. The Draft EIR relied upon the City Department of Public Health (DPH) transportation noise maps to determine existing noise levels within the study areas and at the project sites. These noise maps show that modeled

traffic noise on all the streets in the Study Area exceeds 60 dBA, and on most streets exceeds 70 dBA, which means they are considered “very noisy.” Additionally, existing short-term noise measurements were taken at 28 locations including at least one near each project site and at least two in each Study Area. The locations were chosen to represent a sample of typical noise levels in the locations where future growth could occur. Also, Study Area 7 (SA-7) conditions were represented by Study Area 8 (SA-8).

Consistent with the DPH maps and with a busy urban area such as San Francisco, the 12 study areas and six project sites generally would be considered noisy environments. Finally, in order to determine the Proposed Project’s impact on the study areas and project sites, traffic noise was modeled using two criteria: locations of noise sensitive uses and locations where the greatest Project-related change would occur in terms of traffic levels and associated traffic noise.

The operational impacts from traffic noise related to AAU growth are discussed on pages 4.7-33 through 4.7-46 of the Draft EIR. Table 4.7-8, Future Year Study Noise Levels at Most Affected Roadways, on page 4.7-35 of the Draft EIR identifies the nine roadways most affected by AAU traffic (i.e., where the most trips would occur as a result of the Proposed Project). The AAU-generated traffic noise is added to the existing noise levels to provide projected future traffic noise. This analysis shows that the project-related increase in traffic on the roadways would not result in a significant impact from roadway noise levels. For the purposes of the Draft EIR, a significant impact would occur with a 1 dBA L_{dn} increase in noise levels. The highest increase in noise levels associated with the Proposed Project would be an increase of 0.24 dBA L_{dn} on Richardson Avenue between Francisco Street and Lyon Street. Intersections with less Proposed Project-related traffic would result in reduced noise impacts compared to intersections where greater Proposed Project-related traffic would occur. Therefore, roadway segments where the greatest increase in Proposed Project-generated traffic noise would occur have already been identified, and providing noise measurements at less affected roadways (i.e., increasing the sample size of roadway segments) would not identify new intersections with significant noise impacts.

COMMENT NO-2: EXISTING NOISE AS A RESULT OF 2015 PLANNING CODE ZONING CHANGES

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-CSFN2

In addition, the data map from 2013 and the statistics from 2014 do not reflect all the changes to the noise levels in the areas since uses that were restricted prior to the Planning Code zoning use changes allowing more uses in residential areas came into effect.

...

Page 4.7-34 (Noise): In re to the backup beepers of shuttle buses at 87dBA.

Noise levels are shown in Table 4.7-3 (Page 4.7-15). These measurements, e.g. for SA-3, Mid-Van Ness, and SA-4, Sutter/Mason, taken in 2010 need a serious update due to more traffic and other Planning Code changes that went into effect that have changed allowed uses in the areas that have the potential to increase noise levels not necessarily monitored for the statistics at the times the samples were taken. Outdated data prior to land use zoning use changes and changes to new/altered buildings.

There are no projected noise levels for Japantown and Cathedral Hill projects even though they are foreseen with the build of the new California Pacific Medical Center (CPMC) hospital at Van Ness/Geary which would attract more vehicular traffic and noise from various CPMC-supporting noise sources. There are foreseeable developments in the pipeline such as on Van Ness. Where is this study with the foreseeable projects taken into consideration?

The DEIR states that the city has defined noise-sensitive uses as land uses that consist of "noise-sensitive receptors" that consist of "residences of all types, schools, hospitals, convalescent facilities, rest homes, hotels, motels, and places of worship." (page 4.7-4). It states that "AAU use would be located in a "noisy" environment in a city that is "urban and highly developed."

After the Citywide land use zoning changes made through Articles 2, 4, 6 and 7 recently, there are residential units inside commercial buildings, group housing as a "residential use characteristic" and other creative definitions to allow more varied uses in the various zoning districts in the City that were, prior to the changes to the Articles in Planning Code, strictly residential or strictly commercial uses. With these changes, you have to look at the definition of "noise-sensitive" because with the mix of uses now, ALL areas of the City are "noise-sensitive receptors." Sensitive care use in residential may not be mapped in the city. What happens when there are elderly family people in their residences that have been there prior to the build and they cannot take the additional noise and vibrations? It is a social health issue and should not be left to private lawsuits which are costly and may impact the most vulnerable. There is also a flaw based on recent changes to the Planning Code and not looking at the land uses as they are today. It would not be good to say that the environment is noisy so just add more noise. If the noise level is not what neighbors are accustomed to when they moved in and there is excess noise levels, that should be mitigated for the neighbors because that condition was not there when they occupied their units (prior to AAU coming on the scene).

...

Today, you have commercial and residential uses mixed in with a more intensified residential use with the inclusion of group-housing in residential areas where such uses were not allowed before. You have additional noise makers with more units and more people and whatever noise-generators they bring with them or whatever additional noise-inducing services they will utilize.

This is a big flaw in the DEIR which was written prior to the "Article" changes going into effect as well as other legislative amendments to Planning Code that were recently adopted. *(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])*

RESPONSE NO-2

The commenter is concerned that noise measurements were taken in 2010 and are out of date since new construction has occurred or been approved since then. The commenter is also concerned that the noise analysis does not reflect the changes to Articles 2, 4, 6 and 7 of the *Planning Code*, which allow residential uses within commercial districts and vice versa. The commenter suggests that because the noise analysis does not reflect these changes, it does not account for all noise-sensitive uses within the study areas, and thus noise-sensitive uses are under-represented in the analysis.

As described in **Response NO-1** on page 234, the noise analysis was conducted in several steps, and identifying the current noise levels in the study areas and at project sites is just one step. First, the Department of Public Health (DPH) transportation noise maps were identified for the study areas and project sites, and data shown on the maps was validated by taking existing noise measurements at 28 locations throughout the Project area in 2010 and 2011. The noise measurements were conducted as part of the Draft EIR noise analysis and were found to be consistent with the DPH maps and with expected noise levels found in a dense, urban environment. These baseline noise measurements were then modeled to provide the basis for estimating future noise levels. Future noise levels were determined by adding AAU growth to the baseline measurement to approximate year 2020 cumulative traffic noise conditions. The growth assumption for the future noise conditions is based on Citywide patterns of growth and includes growth that has been approved, under construction, and built. This growth assumption is updated on a regular basis to ensure it reflects growth in the City as a whole, and more specifically, within the different areas of the City. Therefore, the growth in Japantown, Cathedral Hill, and from CPMC is accounted for in the growth assumptions. At any point in time, there will be new projects that are approved, proposed, or under construction that may not be accounted for in the model; however, such omissions are offset by general growth assumptions that are included in the model. Therefore, on an overall basis, the City growth model provides a reliable approximation of future growth in the City.

With regard to the changes in Articles 2, 4, 6 and 7 of the *Planning Code*, the City has prepared a CEQA analysis related to allowing mixed uses within previously single-use districts. That analysis included an assessment of noise impacts, and finds that no significant adverse effects from locating multiple uses within specific districts of the City would occur as a result of the changes to the Zoning Code. The impact of locating new uses in existing districts has been accounted for in that analysis and no new analysis is required for this EIR.

COMMENT NO-3: EXISTING NOISE SOURCES ASSOCIATED WITH AAU

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Hestor6
I-Mosier
I-Quinn

They are teenagers and are LOUD and uncontrolled. That is why there is student housing at most institutions where the students do not already live at home. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

I received a Notice of the EIR for the above named properties. I am not sure what you have planned in terms of site growth for the above properties, but I hoped that you can take soundproofing into consideration for the properties above. Our building is on the opposite side of the rear of 2209 Van Ness and for several years we have had noise issues depending on who is occupying the building. Security has pinpointed it to windows being left open in their kitchen/common area. Maybe something can be installed to help with air circulation/soundproofing so that during their “quiet” hours voices don’t carry to disturb the neighbors. Please take this into consideration with your Planning. (*Perlita Mosier; Email; March 11, 2015 [I-Mosier]*)

The Academy installed a backboard and a basketball hoop in a tiny area between two building on 1055 Pine Street and painted out lines on the ground -- only 'baskets' can be done -- there is no room whatsoever to run up and down a court. Therefore, since 2012 the owners and tenants at 900 Bush Street, a condo which backs up to the back of 1055 Pine Street academy dormitory, have been harassed day and night by 18-19 year olds away from home for the first time who make a basket and yell out whoopee at the top of their lungs -- and miss a basket and it's FXXX at the top of their lungs, then those standing around have to whoop it up for awhile. We at 900 Bush have been negotiating with the academy for three years to stop this noise. There was never an environmental study done or it would have been clear that this yelling reverberates right into our building at all hours.

(Phyllis Quinn; Email; April 15, 2015 [I-Quinn])

RESPONSE NO-3

The commenters are concerned that AAU students and activities associated with existing AAU student housing are noisy, resulting in noise disturbance to nearby residents.

The EIR analysis addresses the compatibility of AAU use within the study areas and at the project sites in Section 4.2, Land Use, and in Section 4.7, Noise. With regard to land use compatibility, Impact LU-2.1, page 4.2-19, addresses potential substantial adverse impacts on the existing character of the vicinity. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. For the Proposed Project, the addition of institutional uses, whether residential or classroom or administrative, would not represent a substantial change of use in those locations where AAU could locate. Further, the operation of existing uses near AAU uses would not impair either use such that their basic function could not continue. An example of an incompatible use would be the location of residential uses near industrial uses. Industrial uses sometimes result in air quality, noise, or soil issues related to the materials being used or created. Locating a residential use near an industrial use

is generally considered an incompatible use as residents would be sensitive to the noise, air quality, and soil conditions where they live.

With regard to the analysis of increased noise due to the Proposed Project, the Approach to Analysis (Section 4.0) in the Draft EIR describes that noise issues evaluated in the Draft EIR include 1) noise generated by construction activities; 2) traffic and stationary source noise generated by AAU operations; 3) consistency of potential future uses with San Francisco Land Use Compatibility Guidelines for Community Noise; and 4) vibration. The potential for sensitive receptors (i.e., students) to be located in noisy environments is addressed by Mitigation Measure M-NO-2.1a - Interior Noise Levels for Residential Uses and M-NO-2.1b - Siting of Noise-Sensitive Uses. Both measures are designed to ensure that when AAU converts a building to institutional uses (either student housing or classrooms) that a noise assessment is conducted on the building to ensure that inside noise levels are appropriate for the proposed use.

In general, nuisance noise, such as late night sounds, is addressed through Article 29 of the San Francisco Police Code, which includes restrictions on music and entertainment. Draft EIR pages 4.7-38 and 4.7-39 indicate that noise, such as loud playing music, may be associated with student housing. Existing noise levels in the study areas are dominated by vehicle noise that is consistent with a busy, urban environment, and it is unlikely that potential increases in noise levels due to increases in human activity, including noise generated by AAU students, would result in a substantial increase in ambient noise levels. Excessive noise reported to the San Francisco Police Department would be handled by that agency to ensure that excessive noise does not continue. However, the concerns raised in these comments will be transmitted to City decision-makers and will be considered by City decision-makers as part of the Project approval process.

COMMENT NO-4: CUMULATIVE NOISE IMPACTS

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-CSFN2

Also, additional units have been built since the time of the samplings and there are cumulative effects not considered.

...

There are no projected noise levels for Japantown and Cathedral Hill projects even though they are foreseen with the build of the new California Pacific Medical Center (CPMC) hospital at Van Ness/Geary which would attract more vehicular traffic and noise from various CPMC-supporting noise sources. There are foreseeable developments in the pipeline such as on Van Ness. Where is this study with the foreseeable projects taken into consideration?

The DEIR states that the city has defined noise-sensitive uses as land uses that consist of “noise-sensitive receptors” that consist of “residences of all types, schools, hospitals, convalescent facilities, rest homes, hotels, motels, and places of worship.” (Page 4.7-4). It states that “AAU use would be located in a “noisy” environment in a city that is “urban and highly developed.”

After the Citywide land use zoning changes made through Articles 2, 4, 6 and 7 recently, there are residential units inside commercial buildings, group housing as a “residential use characteristic” and other creative definitions to allow more varied uses in the various zoning districts in the City that were, prior to the changes to the Articles in Planning Code, strictly residential or strictly commercial uses. With these changes, you have to look at the definition of “noise-sensitive” because with the mix of uses now, ALL areas of the City are “noise-sensitive receptors.” Sensitive care use in residential may not be mapped in the city. What happens when there are elderly family people in their residences that have been there prior to the build and they cannot take the additional noise and

vibrations? It is a social health issue and should not be left to private lawsuits which are costly and may impact the most vulnerable. There is also a flaw based on recent changes to the Planning Code and not looking at the land uses as they are today. It would not be good to say that the environment is noisy so just add more noise. If the noise level is not what neighbors are accustomed to when they moved in and there is excess noise levels, that should be mitigated for the neighbors because that condition was not there when they occupied their units (prior to AAU coming on the scene).

(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])

RESPONSE NO-4

The commenter is concerned that cumulative noise effects have not been considered, such as noise associated with projects in Japantown and Cathedral Hill or with California Pacific Medical Center (CPMC) hospital at Van Ness Avenue and Geary Boulevard.

The methodology for the Draft EIR cumulative impact analysis is identified in Section 4.0, Introduction to the Analysis. Table 4-1, Cumulative Projects, on page 4-10 and 4-11 of the Draft EIR identifies specific major development projects within the study areas and within 500 feet of the project sites. This focus is due to the dissipation of noise and vibration with the increase in distance between receptors and noise sources.

The CPMC Cathedral Hill Campus is included in Table 4-1 and was considered in the analysis of cumulative impacts, as are other projects along the Van Ness Corridor. It is not clear from the comment which developments in Japantown/Cathedral Hill the commenter suggests may not have been included in the analysis.

Additionally, every project within the study areas is not identified, as in general, it is primarily major development projects that would combine with the Proposed Project to produce cumulative impacts. In addition, the noise analysis methodology for cumulative impact analysis relies on a 20-year

projection of Citywide growth. The growth assumption is based on Citywide patterns of growth and includes growth that has been approved, is under construction, and has been built. This growth assumption is updated on a regular basis to ensure it reflects growth within the City as a whole as well as growth within particular areas. Therefore, projected growth in Japantown and Cathedral Hill, and in particular from CPMC, is accounted for in the growth assumptions. At any point in time, there will be new projects proposed that may not be accounted for in the model; however, such projects are generally accounted for, as some growth that is in the model does not materialize due to delays or application withdrawals. Overall, the City growth model provides a reliable approximation of future growth in the City.

Please see **Response NO-2** on page 238 regarding existing noise sources associated with AAU uses.

J. AIR QUALITY

The comments and corresponding responses in this section cover topics in Chapter 4.8, Air Quality of the Draft EIR. These include topics related to:

- AQ-1: Air Pollution Resulting from Shuttle Buses
- AQ-2: Analysis of Use of San Francisco Municipal Transportation Agency (SFMTA) vs. AAU Shuttle
- AQ-3: Comparison of Impacts with a Consolidated Campus Model

COMMENT AQ-1: AIR POLLUTION RESULTING FROM SHUTTLE BUSES

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Nogueraa

Also a full EIR should be done. More of their private buses causing air pollution etc. (*Gary Nogueraa; Email; April 2, 2015 [I-Nogueraa]*)

RESPONSE AQ-1

The commenter is concerned about AAU's private shuttle buses causing air pollution. The Draft EIR includes a full analysis of Proposed Project-related air quality impacts, including impacts related to construction and operational emissions.

Operational emissions include shuttle bus emissions, emissions from ongoing renovation, stationary source emissions (such as boilers or generators) and private car emissions. Section 4.8, Air Quality, specifically addresses emissions from the Proposed Project shuttle buses.

Impact AQ-3.1, on page 4.8-47 of the Draft EIR, addresses the shuttle bus emissions associated with the Proposed Project-generated increase in vehicle miles traveled (VMT). The expansion of AAU's shuttle service would increase shuttle trips throughout the City. Proposed Project-related air-quality-related health risks are based on the risk from the greatest increase in shuttle activity along any given roadway segment. The roadway segment with the greatest increase in shuttle trips would be Sutter Street between Grant Avenue and Kearny Street. The Health Risk Assessment (HRA) prepared for the Proposed Project modeled this roadway segment under cumulative 2020 vehicle trip conditions using existing vehicle fleet emission factors to determine Project impacts on sensitive receptors.

The analysis provides for a conservative estimate of emissions, as the use of shuttle buses by AAU has decreased between 2010 (the baseline analysis year established when the NOP was published) and 2013. The EIR analysis uses the 2010 shuttle bus fleet operations and then projects the additional buses and/or routes that could occur due to new AAU growth. Additionally, the analysis assumes that the vehicle fleet would remain the same, although AAU has stated that as buses age out, alternative fuel buses would be added as replacements. Therefore, future emissions would likely be lower than the emissions estimated in the Draft EIR.

Impact 4.1, page 4.8-55, addresses toxic air contaminants, including diesel particulate matter, from diesel shuttle buses. Table 4.8-19, page 4.8-58, reports the range of cancer risk as it relates to the greatest potential exposure of residential receptors within 20 feet of the analyzed roadways. Two potential shuttle bus routes were evaluated to account for the range of possible transportation routes associated with the Proposed Project. The impact analysis found that cancer risk impacts to sensitive receptors from mobile source TAC emissions would be less than significant.

Table 4.8-20, page 4.8-55 of the Draft EIR, reports the range of PM_{2.5} concentrations to which residential receptors within 20 feet of the analyzed roadways would be exposed. The total PM_{2.5} added by the increased shuttle service for all routes and segments is less than one percent of the cumulative PM_{2.5} concentration, and at no location would cumulative PM_{2.5} concentrations exceed the 10 µg/m³ standard used to establish the Air Pollutant Exposure Zone. Additionally, as shown in

Table 4.8-14, Net Change in Study Area Operational Emissions, on page 4.8-48 of the Draft EIR, none of the study areas' average daily or annual emissions would exceed the operational significance thresholds for criteria air pollutants including reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter of 10 microns (PM₁₀) or particulate matter of 2.5 microns (PM_{2.5}). Therefore, impacts to nearby sensitive receptors from shuttle bus activity were found to be less than significant.

COMMENT AQ-2: ANALYSIS OF USE OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) VS. AAU SHUTTLE

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-CSFN2

Why is the alternative of getting the students to use just Muni not part of the DEIR? Many students from other schools use Muni. Putting so many more shuttles onto the city streets seems to belie the goal of reducing vehicular traffic and emission of pollutants/GHGs (greenhouse gas production). AAU's shuttle buses seem to spew out much more smoke than cleaner running buses. What is the data that has been studied to show the quantity and types of pollutants from the shuttles?

Why is Muni OK for other students and not AAU students? If Muni is so dangerous to ride, why not increase the safety on them so everybody takes Muni? (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE AQ-2

The commenter is concerned that AAU's shuttle buses cause more pollution than requiring the students to use MUNI.

Shuttle bus emissions were evaluated in the Draft EIR, as described in **Response AQ-1** on page 245. The Draft EIR analyzed the air quality impacts of the overall Proposed Project. Specifically, Impact AQ-3.1, page 4.8-47, addresses the shuttle bus emissions associated with the increase in vehicle miles traveled (VMT). Impacts associated with the expanded shuttle bus system were found to be less than significant for criteria air pollutants, mobile source TAC emissions, and on residential receptors near roadways.

The Draft EIR did evaluate Alternative 2, the Centralized Growth Alternative, pages 6-29 to 6-46, in response to public comments suggesting an alternative that would focus AAU growth in areas with existing AAU uses while maximizing student transit use, presumably reducing shuttle bus use. However, the analysis found that Alternative 2, Centralized Growth, would have similar impacts to the Proposed Project, including less-than-significant impacts for criteria pollutants, greenhouse gas emissions, and mobile source TAC emissions, and a significant unavoidable impact on transit loading.

As demonstrated in the travel behavior surveys that underlie the projected trip generation and distribution of AAU students and faculty/staff, commuter student and faculty/staff travel behavior are influenced by proximity of the origin or destination to Market Street. Where commuter students or faculty/staff are going to or coming from Market Street (which contains a predominance of transit options), there is increased use of public transit and less use of shuttles. When AAU buildings are situated further from Market Street, the AAU shuttle bus system has higher usage by students and faculty traveling from one end of the City to the other another.

As described above, the Draft EIR analyzed potential air quality impacts related to the AAU shuttle system and the air quality impacts related to a consolidated growth campus. The AAU shuttle system would result in less-than-significant impacts on air quality. The Centralized Growth Alternative (Alternative 2) would reduce transit impacts compared to the Proposed Project, as overall growth would have to be reduced by half halved before cumulative impacts related to transit demand would be reduced.

COMMENT AQ-3: COMPARISON OF IMPACTS WITH A CONSOLIDATED CAMPUS MODEL

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Wermer3

And again, the failure to assess impacts against a consolidated campus model means that you are accepting as "no impact" a relatively high and avoidable GHG impact and air quality impact from the transportation needs of the students and staff. *(Paul Wermer; Email; April 27, 2015 [I-Wermer3])*

RESPONSE AQ-3

The commenter is concerned that the impacts of the Proposed Project are not compared to an alternative of AAU having a one-site campus.

California Environmental Quality Act (CEQA) requirements are codified in Public Resources Code, Sections 21000-21189.3 and as set out in the Guidelines for CEQA, California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387. As described in Section 4.0, Introduction to the Analysis, page 4-5 of the Draft EIR: "In assessing the impact of a Proposed Project on the environment, the lead

agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.” CEQA further provides that an EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote or speculative (CEQA Guidelines, Section 15126.6(f)(3)).

Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the Proposed Project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines, Section 15126.6(c)). As discussed in Chapter 6, Alternatives to the Proposed Project, several alternatives to the Proposed Project were considered but rejected from further consideration.

Four alternatives were evaluated to provide decision-makers with potential future full occupancy scenarios that provide meaningful information about the nature of the Proposed Project impacts. For example, if nothing were approved, Alternative 1, the No Project Alternative, provides information about impacts expected from that alternative.

Among the alternatives considered were a Building Construction Growth Alternative (page 6-10 of the Draft EIR), which included the possibility of consolidating AAU facilities on a single site, and Alternative 2, the Centralized Growth Alternative (page 6-29 of the Draft EIR), which was developed in response to public comments suggesting to focus AAU growth in areas with existing AAU uses while maximizing public transit use (presumably reducing shuttle bus use). As described on pages 6-10 and 6-11 of the Draft EIR, consolidation of AAU facilities within San Francisco was found to be infeasible, given that new construction would be required, which could create new or greater physical impacts as compared to the Proposed Project.

Like the Proposed Project, the Centralized Growth Alternative would have less-than-significant impacts related to generating fugitive dust and criteria air pollutants during renovation activities and would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Also

like the Proposed Project, the Centralized Growth Alternative would have less-than-significant-with-mitigation impacts related to generating toxic air contaminants, including diesel particulate matter, and would not expose sensitive receptors to substantial pollutant concentrations, as mitigation would be required in poor air quality areas. The Centralized Growth Alternative would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the City's GHG Reduction Strategy. Due to the same amount of renovations and AAU operations, the Centralized Growth Alternative would also have less-than-significant impacts associated with GHG emissions as would the Proposed Project. As noted on page 6-42 of the Draft EIR, AAU shuttle bus emissions of criteria air pollutants would also be less under this alternative than under the Proposed Project.

Similarly, Alternative 3, the Reduced Growth Alternative (50 percent reduction in growth), and Alternative 4, the Reduced Institutional Growth Alternative (50 percent reduction in growth except for the housing component), provide information about whether half of the development identified for the Proposed Project would reduce or avoid the significant impacts identified for the Proposed Project. Construction air emissions at the Proposed Project sites would be the same under the Reduced Growth Alternative as under the Proposed Project. As noted on page 6-55 in Chapter 6 of the Draft EIR, for operational air quality impacts, since only about half the growth would occur under the Reduced Growth Alternative, it is reasonable to assume that shuttle buses could be fewer and would result in fewer air emissions throughout the City, although at any specific Study Area and at the Proposed Project sites the emissions levels would be similar to the Proposed Project. The Reduced Growth Alternative would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. Therefore, like the Proposed Project, the Reduced Growth Alternative would also have less-than-significant impacts associated with GHG emissions, but overall GHG emissions under the Reduced Growth Alternative would be reduced by about 33 percent as compared to the Proposed Project.

In all, as described on page 6-79 of the Draft EIR, the Environmentally Superior Alternative (in addition to the No Project Alternative) is the Reduced Growth Alternative (Alternative 3). Overall, the Reduced Growth Alternative would reduce the impacts of the Proposed Project, including the significant and unavoidable impacts associated with housing demand and shuttle demand affecting local transit (Kearny/Stockton) because it would reduce AAU activities by 33 percent. There would still be a significant unavoidable impact on transit capacity at the Geary corridor under 2035 Cumulative plus Project conditions. However, as discussed in **Response AL-1** on page 300, this alternative would not meet the Proposed Project's objectives related to offering on-site residential housing for new full-time students who desire to live in AAU Housing; managing facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs; and enabling long-range programs and service planning to meet the needs of the community.

K. GREENHOUSE GAS EMISSIONS

The comments and corresponding responses in this section cover topics in Chapter 4.9, Greenhouse Gas Emissions of the Draft EIR. These include topics related to:

- GG-1: Increased Greenhouse Gas Emissions Due to a Dispersed Campus

COMMENT GG-1: INCREASED GREENHOUSE GAS EMISSIONS DUE TO A DISPERSED CAMPUS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Wermer2
O-CSFN2

I'm concerned about the sprawl over multiple sites and the continued operation over multiple sites, the impact on traffic, the impact on greenhouse gas emissions. The -- the EIR says, well, no -- no significant impact on greenhouse gas emissions, less than significant. But if you're running several shuttle busses over that area you're generating a lot of emissions. What's not significant in greenhouse gas emissions in the environment we're in today? *(Paul Wermer; Transcript; April 16, 2015 [I-Wermer2])*

More vehicles on the road seems to go against the Mayor's "Vision Zero" program. The DEIR also states that these same people are not likely to utilize bikes (Page 6-52). Everybody else is asked to bike and walk but not the AAU students nor faculty. There are GHG emissions that should be held to the same standards as private automobiles. *(Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2])*

RESPONSE GG-1

The commenters are concerned about an expanded shuttle system and the impacts that would result from Proposed Project-generated traffic and greenhouse gas (GHG) emissions.

The Proposed Project would have a less-than-significant impact on GHG emissions since it would be subject to, and would comply with, measures put in place by the City of San Francisco to reduce greenhouse gas emissions (Draft EIR page 4.9-14). The Proposed Project would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the City's GHG Reduction Strategy. These regulations, as outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions, have proven effective, as San Francisco's GHG emissions have been measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order (EO) S-3-05, Assembly Bill (AB) 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. EO S-3-05 sets forth a series of target dates by which Statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MT CO₂e); by 2020, reduce emissions to 1990 levels (estimated at 427 million MT CO₂e); and by 2050, reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO₂e). AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective Statewide GHG emissions are reduced to 1990 levels by 2020. Other existing regulations, such as those implemented through AB 32, would further reduce the Proposed Project's contribution to climate change.

The regulations that would be applicable to the Proposed Project include the Bicycle Parking in Residential Buildings, Residential Water Conservation Ordinance, and Low-emitting Materials Regulation for all residential/dormitory land uses. For nonresidential land uses, growth in the study areas would be subject to the Commercial Water Conservation Ordinance, San Francisco Existing Commercial Buildings Energy Performance Ordinance, and Light Pollution Reduction Regulation. Additionally, future growth would be subject to the Commuter Benefits Ordinance, the Emergency Ride Home Program, the Transit Impact Development Fee, Bicycling Parking, Showers, and Lockers

in New and Expanded Buildings Regulation, Parking Requirements for San Francisco's Mixed-Use Zoning Districts requirements (for those study areas within the Mixed-Use Zones), Mandatory Recycling and Composting Ordinance, and/or the San Francisco Green Building Requirements for construction and demolition debris recycling.

With regard to the traffic impact from shuttle bus operations, see **Response TR-7** on page 224.

The commenter refers to the "Mayor's Vision Zero program." The Vision Zero program is a pedestrian safety program with the goal of zero traffic deaths by 2024 (see **Response TR-3** on page 195). The Proposed Project would not necessarily conflict with the program as most students use the shuttle bus or walk to their classes, reducing single occupancy vehicle use and associated GHG emissions from use of single occupancy vehicles. In addition, Improvement Measure I-TR-3 on page 4.4-143 of the Draft EIR would improve pedestrian safety and conditions on PS-6 (2225 Jerrold Avenue) by removing the unused loading docks and curb cuts along Jerrold Avenue.

The commenter refers to page 6-52 of the Draft EIR, which states that students are not likely to utilize bicycles. The travel behavior study prepared for the Proposed Project showed that there is a limited number of staff and students who commute by bicycle (one to nine percent); however, there is a high percentage of students that walk between campus locations. Section 4.6, Transportation and Circulation, on pages 4.6-1 through 4.6-47 of the Draft EIR provides a summary of transportation mode split among students, faculty, and staff based on travel surveys of students and staff (Table 4.6-16, Comparison of Land Use by Option and Sub-Option, on page 4.6-60 of the Draft EIR). Students are most likely to use the shuttle (57 percent) or walk (10 percent to 38 percent). Student use of bicycles is very low (1 percent to 9 percent).

L. RECREATION

The comments and corresponding responses in this section cover topics in Chapter 4.11, Recreation of the Draft EIR. These include topics related to:

- RE-1: Impacts to Recreational Facilities

COMMENT RE-1: IMPACTS TO RECREATIONAL FACILITIES

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-SFRP
I-Hestor6
I-McCann
I-Wermer2

I-Wermer3
I-Whitaker
O-CCDC

The Draft EIR concludes that any incremental increase in demand for recreational resources could be accommodated by existing parks and recreational resources in the area. The Draft EIR also notes that the City does not have an established target ratio of parkland to residents and therefore uses a qualitative analysis of the Proposed Project's impacts on RPD facilities.

Despite not having an established ratio, there are a number of RPD facilities located within both the program-level and project-level growth areas, some of which are within High Needs Areas, as defined by the Recreation & Open Space Element of San Francisco's General Plan. Further, given that the Proposed Project consists of growth through change of use and occupancy of existing buildings, there would be no impact fees assessed to offset potential impacts on parks, even though the increase in density from new AAU classrooms and dormitories could have similar impacts as newly constructed residential units. Thus, we encourage the project sponsor to improve or provide additional onsite recreational facilities, where feasible, to offset the increased use of park properties over time. (*Alexander Wolk, San Francisco Recreation and Parks; Letter; April 27, 2015 [A-SFRP]*)

Please explain why PUBLIC institutions and other private institutions like USF are expected to AND DO BUILD basketball courts, soccer fields, volley ball, baseball, softball fields, tennis courts but the FOR PROFIT PRIVATE AAU does not have the capacity. The listed facilities include many PUBLIC recreation facilities, e.g. Crocker-Amazon Playground, Kezar Pavilion, Gene Friend Recreation Center, etc. What exact arrangements - with WHOM - does the AAU have to reserve these PUBLIC recreation facilities paid for by public taxes? This should be explained as part of the IMP because the AAU appears to be asking the Planning Commission to accept as a "given" this poaching on public athletic facilities.

Is the assumption correct that if AAU has reserved a basketball court or soccer field, it is solely theirs for the duration of the rented time and that members of the general public may not use that particular court or field?

...

Study Area – 11 6th/Folsom

Please explain the boundaries and relation to the SoMa Youth and Family Zone for this area. Please also explain the use of the basketball court at the Gene Friend Rec Center. This is the ONLY Rec Center for SoMa which is rapidly developing and needs all the resources that the City can provide to lower income families. Use of Gene Friend seems incompatible with the needs of the low-income population in the immediate area. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

Also, the report of the athletic facilities lease for the athletic events on page seven, not only does the AAU refuse to build housing for their students, they refuse to build athletic fields and recreational buildings for their students' use, as well.

City taxpayers funded recreational facilities, Kezar Pavilion Boxer Stadium, Potrero Hill Recreational Center, Treasure Island, YMCA, plus UCSF Mission Bay Bakar Fitness. Also use of city recreational facilities from EIR starts 3-11, Treasure Island Soccer Field, Crocker-Amazon, Gene Friend

Recreational Center, Kezar again, City College of SF. (*Patrick McCann; Transcript; April 16, 2015 [I-McCann]*)

Finally, perhaps more concerning is the [Recreation and Park] discussion in section 4.11. It says it's less than significant because there's not enough use to damage the park. It doesn't talk about the displacement of residents and children where that is the only recreational space from the parks. That isn't assessed. And the impact of the use that affects neighbors, residents, children who don't have other places is a very significant impact that, for some reason, wasn't considered worthy. (*Paul Wermer; Transcript; April 16, 2015 [I-Wermer2]*)

Perhaps most disturbing is that the DEIR evaluates the impact on Recreational Facilities (4.11.3 Impacts and Mitigation Measures) by looking at physical impacts on the recreational space, but ignores how AAU usage affects availability of recreational resources to residents. It does not consider how AAU's use, especially of Recreation and Parks facilities, impacts use by the public at large. In particular, does AAU usage effectively deny access to local youth? Physical damage from excessive use is certainly important - but if children and youth cannot access a recreational facility after school, or on the weekends or holidays because AAU has acquired exclusive rights to the space, that would be a real and adverse impact on our environment. (*Paul Wermer; Email; April 27, 2015 [I-Wermer3]*)

Also, the lack of athletic facilities built by AAU puts pressure on the Gene Friend Recreation Center on 6th Street with utilizing 10 hours per week of basketball courts. While the Planning Department keeps approving micro units (co-ops without baking ovens are basically micro units) and other small living spaces, Supervisor District 6 has about 0.17 acres of park space per 1,000 residents using 2010 Census numbers - that ratio is just getting worse over time as more residential units get built and no new public parks are added. We have 4 Recreation and Parks Department operation open spaces in all of South of Market - Gene Friend Rec. Center being the only one hospitable on bad weather days

since it has indoor facilities. The kids living in SoMa were forced to start paying, if they could afford it, to use Gene Friend Rec. Center, and they have to compete with AAU for this publicly built recreational space. That is very wrong and should stop. An Institutional Master Plan for AAU needs to include athletic facilities to accommodate the school's recreational needs so that my South of Market community is not trying to compete and outbid this for-profit school to get exercise, build camaraderie, improve community member relationships, and the other benefits that come from neighbors instead of outsiders using Gene Friend Recreation Center. (*Jamie Whitaker; Email; April 16, 2015 [I-Whitaker]*)

And we also are seeing impacts on our community spaces in the recreation centers where students are using our community as a part of their campus, in essence. (*Gen Fujiaka, Chinatown Community Development Center; Transcript; April 16, 2015 [O-CCDC]*)

RESPONSE RE-1

Commenters generally expressed concerns related to the increased use of public park facilities by AAU students within the program-level and project-level growth areas, and noted that impact fees should be required to offset potential impacts on parks. Commenters also expressed concerns regarding AAU's lack of recreational facilities onsite. Some commenters also noted that AAU's use of public park facilities would result in reduced availability of those recreational resources to local residents, specifically South of Market/Gene Friend Recreation Center. A commenter also inquired as to whether the general public would be precluded from using a court or field reserved for use by AAU. Additionally, one commenter noted that some of AAU's study areas and project sites are located in High Needs Areas, as defined by the Recreation & Open Space Element of San Francisco's General Plan, and encouraged AAU to improve or provide additional onsite recreational facilities, where feasible, to offset the increased use of park properties over time .

Proposed Project-generated demand for recreational resources is addressed in Section 4.11, Recreation, of the Draft EIR (pages 4.11-1 to 4.11-22). The Draft EIR analyzes whether a significant impact would occur in the form of substantial deterioration or accelerated use of facilities as a result of AAU use such that new construction is required. This is addressed under Impact RE-1.1 and Impact RE-1.3, on pages 4.11-13 to 4.20-of the Draft EIR. As noted in that discussion, AAU growth under the Proposed Project would result in a net population increase of approximately 5,400 new residents in San Francisco, which would minimally increase the demand for park and recreational facilities Citywide. While these additional residents and employees may use surrounding parks and other recreational facilities, the additional demand associated with AAU growth is not expected to result in the need to expand or construct new facilities. As discussed on page 4.11-20 of the Draft EIR, AAU growth within the 12 study areas and at the six project sites would occur gradually over time until the year 2020, and would be distributed throughout the City. The gradual increase in population over a 10-year period would not substantially contribute to the deterioration of nearby recreational resources, nor would such growth be substantial enough to necessitate the expansion or construction of new facilities.

Additionally, the student housing facilities that are proposed as part of the Proposed Project would be required to meet the open space requirements for student housing, as specified in *Planning Code* Sections 135 and 102.36. AAU is also proposing a community facility at PS-6, 2225 Jerrold Avenue that could decrease the demand over time for use of City-owned parks and recreational facilities by AAU students and staff. The community facility at PS-6 would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use. Impact fees, as described in San Francisco Citywide Development Impact Fee Register,²⁸ are required on a site-specific basis for future proposed projects.

²⁸ San Francisco, City of, 2014. *San Francisco Citywide Development Impact Fee Register*.

While no analysis of physical impacts related to changes in use at the 34 existing sites is included in the Draft EIR, any potential effects to recreational resources that resulted from pre-NOP changes would be addressed in the Existing Sites Technical Memorandum (ESTM). See **Response OC-1** on page 287 for a discussion of the ESTM.

As described on page 4.11-11 of the Draft EIR, CEQA requires an analysis of whether the Proposed Project would result in an increase in park use that would cause substantial additional physical deterioration of recreational facilities. Economic and social effects without a physical change to the environment are not considered environmental impacts under CEQA. The reduced availability of public recreational resources to local residents is considered a social impact and not a physical environmental impact. As a result, any impact on the availability of park facilities to local residents resulting from the Proposed Project is not evaluated in the Draft EIR. However, this concern may be considered by decision-makers when considering whether to approve elements of the Proposed Project.

The South of Market/Gene Friend Recreation Center is identified in Table 4.11-1, page 4.11-3, as in the vicinity of Study Area (SA) 5, Mid-Market Street; SA 6, Fourth Street/Howard Street; and SA 11, Sixth Street/Folsom Street. Table 4.11-2, page 4.11-7, identifies that the AAU Men's Basketball team, about 13 players, practice at Gene Friend Recreation Center about 10 hours per week September through April. Commenters are concerned that this facility is being used by AAU and therefore local residents are not able to use the facilities. A review of the San Francisco Recreation and Parks website shows drop-in basketball available 9:00 a.m. to 9:00 p.m. Tuesdays, Wednesdays and Fridays; and 9:00 a.m. to 6:00 p.m. Thursdays, Mondays, Saturdays and Sundays, when no classes are scheduled on the courts. This is one example of AAU's use of public facilities. AAU has stated that the facilities they use changes to respond to demand at public parks and with their athletic program. However, the Draft EIR analysis considers whether substantial deterioration or accelerated use of facilities would occur such that new construction is required. This threshold, which states that the Proposed Project would have a significant impact on recreational resources if it would increase the use of or physically degrade existing recreational facilities such that substantial physical deterioration of those facilities

would occur or be accelerated, or require construction or expansion of recreational facilities in a way that would adversely affect the environment, has not been met by the Proposed Project. Therefore, the Proposed Project would result in a less-than-significant impact on recreation.

Please see Chapter V, Draft EIR Revisions, for a new figure (4.11-2, High Needs Areas with the Vicinity of the Proposed Project Site) that depicts high need areas in relation to the study areas and project sites. As shown in new Figure 4.11-2, each of the study areas contains areas of High Need for recreation and park facilities, as well as areas of Less Need. Impact RE-1.1 and Impact RE-1.3, on pages 4.11-13 to 4.20-of the Draft EIR identify that AAU growth under the Proposed Project would result in a net population increase of approximately 5,400 new residents in San Francisco, which would marginally increase the demand for park and recreational facilities. While these additional residents and employees may use parks and other recreational facilities within identified High Needs Areas, the additional demand associated with AAU growth is not expected to contribute substantially to the need to expand or construct new recreational facilities. Page 4.11-3 of the Draft EIR is revised to include the following text referencing Figure 4.11-2:

As shown in Figure 4.11-2, High Needs Areas Within The Vicinity Of The Proposed Project, each of the study areas includes areas of High Need for recreation and park facilities, as well as areas of less need.

M. UTILITIES

The comments and corresponding responses in this section cover topics in Chapter 4.12, Utilities of the Draft EIR. These include topics related to:

- UT-1: Water Supply Assessment Methodology

COMMENT UT-1: WATER SUPPLY ASSESSMENT METHODOLOGY

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-CSFN2

Page 4.12-14 (Utilities and Service Systems): The DEIR states, "...SFPUC forecasted future water demand using regional growth projections that incorporate existing land use designations and reasonably foreseeable future projects within San Francisco and other areas served by the SFPUC."

Again, land use categories, through recent changes to Planning Code since the DEIR was written have changed traditional land use categories and uses, have changed the density allowed in the zoning areas, have allowed more units to be built on lots, etc. The traditional pre-"Article" changes to Planning Code zoning use categories cannot be relied on to project SFPUC projections. New uses are not in "residential" areas and other areas.

...

Page 4.12-15 (Utilities and Service Systems): In addition to #3 above, the water demand with more of the residential and commercial units being tucked into every corner of every lot in the city will exacerbate the demand on water supply.

The DEIR states that "all of the planned residential growth would consist of conversion of occupied commercial space to residential use, and that all of the planned institutional growth would consist of conversion of vacant commercial space. None of the proposed growth includes new construction."

The DEIR stating that AAU is projected to have "28,600 gpd" usage and thus no "Water Availability Study" (WAS) since it is under 50,000 gpd in its service area is flawed in that "AAU's building occupancy and change of use is not known" and "all increased use from the program level growth was assumed to occur in a single phase." A WAS is needed for any project that involved more than 500 dwelling units. And although it states that there is no "institutional development" threshold, it is unconscionable for an institution to further exacerbate the existing California water shortage wherein Governor Jerry Brown mandated an additional 25% reduction in water use as well as other stringent water-saving restrictions. This brings into question of the AAU as a "good citizen" for the City and the State.

The DEIR does not have the data to make any ruling on the impact of the water usage of AAU's proposed project to add more buildings to house students and run the shuttle buses. It knows not how many units will be created on the AAU sites and thus cannot project water demand. This is flawed and incomplete without the data. It will also be almost impossible to predict the real water usage because no matter the number of units in a building, if the City codes allow many more people to occupy a room, there is an intensification of the demand on water usage since a one-bedroom unit may not hold 1 (one) person but maybe up to 6 (six) or more people, each having a demand for water usage. All AAU units need to be on meters that tell the public how much water is being consumed and the data made available to the public and to Governor Jerry Brown. (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE UT-1

The commenter notes that recent changes to the *Planning Code* could intensify land use and thus increase the demand for water. The commenter also suggests that as a result, the analysis of Proposed Project-related water demand was not adequately analyzed in the Draft EIR.

As discussed in **Response PO-1** on page 144, while recent changes to the *Planning Code* may result in changes in land use that could result in some variation in SFPUC's forecasted future water demand, the analysis of related impacts, as discussed in Section 4.12, Utilities and Service Systems (pages 4.12-14 through 4.12-17), remains valid. As described on page 4.12-15, the analysis of Proposed Project impacts was based on the most intensive land use development scenario, and therefore represents a conservative estimate of Proposed Project water demand. Further, even if water demand were recalculated to reflect changes in land use associated with *Planning Code* changes, development resulting from the Proposed Project would be adequately served by the SFPUC water supply system, as the SFPUC has a Water Shortage Allocation Plan (WSAP) in place and has determined that it has sufficient water to serve existing and planned future uses (page 4.12-15).

As discussed in Section 4.12, Utilities and Service Systems, of the Draft EIR, SFPUC's ability to meet the demand of its customers is in large part due to the development of local supplies in the City through implementation of the Water Supply Improvement Program (WSIP). These additional supplies of groundwater, recycled water, and conservation are essential to providing the City with adequate supply in dry year periods, as well as improving supply reliability during years with normal precipitation. With the City's Water Shortage Allocation Plan (WSAP) in place, and the addition of local WSIP supplies, the SFPUC concluded that it has sufficient water available to serve existing customers and planned future uses through 2035 in San Francisco.²⁹ The Planning Department, in consultation with SFPUC, assessed the Proposed Project to determine whether it meets the criteria in Water Code Sections 10910-10915 for projects requiring preparation of a Water Supply Assessment (WSA) and prepared an estimate of Proposed Project water demand.³⁰ In addition, SFPUC has developed guidelines to determine when a project would be required to prepare

²⁹ San Francisco Public Utilities Commission, *2013 Water Availability Study (WAS) for the City and County of San Francisco*. Available online at <http://www.sfsewers.org/modules/showdocument.aspx?documentid=4168> (accessed August 15, 2013), May 2013.

³⁰ Academy of Art University, *Master Plan Project Water Supply Assessment Memorandum*, from Elizabeth Purl, Environmental Planning, San Francisco Planning Department, to Fan Lau, SFPUC; January 20, 2015.

a WSA.³¹ These guidelines were also consulted to support the determination that a WSA is not required for the Proposed Project. As stated in the Draft EIR, the Proposed Project does not meet any of the criteria included in the Water Code that would require preparation of a WSA. In particular, it would not include the addition of 500 or more new dwelling units, as suggested in the comment, nor would it add new buildings.

The water demand calculation for the Proposed Project was based on data provided in the project description regarding the number of new student rooms and square footage of institutional space that would be converted from existing uses. The water demand estimate assumed that all of the planned residential growth would consist of conversion of occupied commercial space or tourist hotels to residential use, and that all of the planned institutional growth would consist of conversion of vacant commercial space, which represents the most conservative (i.e., greater use) approach. None of the proposed growth includes new construction. As demonstrated by the water demand estimate, the Proposed Project would, using a conservative estimate of water demand, require substantially less than the equivalent of the amount of water required by a 500-dwelling-unit project, which is the criterion used by both the Water Code and SFPUC in assessing large projects that do not meet other size and use criteria requirements. Furthermore, all of the Proposed Project sites were occupied and had water service at some time prior to AAU's occupancy, and therefore, for purposes of water demand analysis, do not represent new or substantially increased water demand. This approach of accounting for prior occupancy of the Proposed Project sites is limited to water demand analysis under SB 610 (page 4-12). Therefore, the Draft EIR correctly found that the Proposed Project did not require preparation of a WSA, Water Code Sections 10910-10915 (page 4-12).

³¹ San Francisco Public Utilities Commission, Memorandum Re: Project Demand Memo for Preparation of WSA, from Fan Lau and Sarah Rhodes, Water Resources Division; March 13, 2013.

N. PUBLIC SERVICES

The comments and corresponding responses in this section cover topics in Chapter 4.13, Public Services, of the Draft EIR. These include topics related to:

- PS-1: Police and Fire Impacts

COMMENT PS-1: POLICE AND FIRE IMPACTS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Moore
I-Hestor3
O-CSFN2

One issue which concerns me is the lack of disclosure on campus safety procedures and coordination with the San Francisco Police Department I was privy to a report which is -- was passed only a few minutes ago which is the Safety and Annual Security Report. When you look at the territory by which the campus police of this academy works it covers quite a bit of territory. I'm concerned that there has to be coordination and integration in all objectives of security, law enforcement, etcetera, that we don't have some rogue operation doing things which are not indeed coordinated with the broader issues of citywide security. I'll pass this map onto you. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Moore])*

I believe this report [2014-2014 AAU Annual Security Report] is relevant to analysis in DEIR even though it a one-sided report prepared by AAU. *(Sue Hestor; Email; April 14, 2015 [I-Hestor3])*

Figure 4.13-1 (Public Services): Police district lines have changed. What is the impact of new AAU areas on police and fire personnel for each of the districts?

Page 4.13-7 (Public Services): When was the data in re which police district stations will cover the study areas dated? There have been changes to the police coverage areas. Will the district lines have to be redrawn again for AAU's property use projections? Would like to see the most up-to-date data especially since AAU has the projected number of additional students at 6,100 (total = 17,282) and 1,220 more faculty and staff. (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE PS-1

The commenters expressed concern related to changed police district boundaries and what effect this would have on the police service provision impacts identified as a result of the Proposed Project analyzed in the Draft EIR. One commenter also expressed concern with the lack of disclosure of campus safety procedures and coordination with the San Francisco Police Department (SFPD).

Police district boundaries have changed in two ways since publication of the Draft EIR: first, the boundary between the Central and Southern and Tenderloin districts was previously along Market Street and has been changed to Mission Street; and, second, the Southern District used to extend to Third Street and now extends further south to Mariposa Street. The only substantive difference is that PS-5, 121 Wisconsin Street, is now in the Southern District instead of the Bayview District. However, it is still likely that in the event that PS-5 is in need of police services, the Southern District station would still be the first responder. Further, under the Proposed Project at PS-5 the site would continue to operate primarily as a bus yard, and would accommodate only two employees during daytime hours; thus the demand for police service would be low. Therefore, no change to the Draft EIR analysis is necessary with the changed police district boundaries and the results of the analysis are still valid.

Police service provided by SFPD is addressed in Section 4.13, Public Services of the Draft EIR (pages 4.13-1 to 4.13-40). Pursuant to CEQA, the Draft EIR evaluates impacts on police protection services including whether an increase in the service population would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment.

While the commenter provided the 2014-2015 AAU Annual Campus Safety Report and Fire Safety Report, the Draft EIR provided an assessment of police services including crime statistics at AAU campuses in 2009 and 2010,³² the data available during the preparation of the Draft EIR. Adequate background information was used for this analysis.

As discussed on page 4.13-8 of the Draft EIR, the AAU Department of Campus Safety works collaboratively with the SFPD and the California Highway Patrol.³³ AAU Campus Safety has non-sworn patrol officers patrolling all AAU sites. The Patrol Team includes five nonsworn uniform police officers distributed between all AAU campuses 24 hours a day, seven days a week. Officers patrol in marked vehicles and by foot. AAU maintains two vehicles for use by patrol officers. Additionally, AAU has a partnership with the SFPD and San Francisco Fire Department in that they share real-time video, radio, text messages, phone, and voice information on an integrated network provided by MUTUALINK.³⁴

³² Academy of Art University, *Annual Campus Safety Report and Annual Campus Fire Safety Report 2011–2012*. Available online at: my.academyart.edu/assets/pdf/Revised_security_report.pdf (accessed June 8, 2012). This report is available as part of the Administrative Record.

³³ Academy of Art University, Campus Information: Department of Campus Safety. Website: my.academyart.edu/campusinfo/campus_safety.html (accessed June 8, 2012).

³⁴ Mutualink, Inc., is a communications interoperability and resource sharing provider based in Wallingford, CT. Its services are intended to facilitate real-time, anywhere, anytime multimedia collaboration between first responders and critical infrastructure agencies—like utilities—across wired, commercial broadband, satellite, and public safety Long Term Evolution (LTE) networks.

As noted in the discussion of impacts to police services, based on the level of growth associated with AAU relative to overall population growth in the City, SFPD would have adequate resources to meet demand for fire and police protection resulting from the Proposed Project, it is expected that the Proposed Project would be adequately served without the construction of new police facilities. Further, the demand for SFPD services within the 12 study areas would be lessened by the provision of AAU campus security.

O. BIOLOGICAL RESOURCES

The comments and corresponding responses in this section cover topics in Chapter 4.14, Biological Resources of the Draft EIR. These include topics related to:

- BI-1: Impacts of Noise on Biological Resources

COMMENT BI-1: IMPACTS OF NOISE ON BIOLOGICAL RESOURCES

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

O-CSFN2

What is the impact of the noise levels on various species trying to make a home in the city? How much noise can birds take? What about certain birds that hunt rats by sound and if they cannot “hear their lunch,” they will starve and potentially lead to another boom in rat population. What are the environmental effects on biology? (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

RESPONSE BI-1

The commenter is asking about the impact on biological resources (i.e., birds) as a result of Proposed Project-generated noise. This issue is addressed in Section 4.14, Biological Resources (pages 4.14-1 to 4.14-26). Specifically, the effect of noise on biological resources that may be associated with the Project is addressed in the discussion for Impacts BI-1.1, BI-1.3, BI-2.1, BI-2.2, and BI-2.3 of the Draft EIR. As noted in that discussion, any birds in the vicinity of the Proposed Project already will have acclimated to a noisy and busy urban environment and are likely to have a high threshold for disturbance. The construction noise associated with the Proposed Project would be largely restricted

to the interior of buildings and would not be expected to disturb nesting birds. Therefore, this impact was determined to be less than significant.

P. HAZARDS AND HAZARDOUS MATERIALS

The comments and corresponding responses in this section cover topics in Chapter 4.17, Hazards and Hazardous Materials of the Draft EIR. These include topics related to:

- HZ-1: Phase I Environmental Site Assessment
- HZ-2: Use of Lead-Based Paint and/or Pesticides
- HZ-3: Previous Agricultural Use
- HZ-4: Proximity to Naturally Occurring Asbestos
- HZ-5: Public Health and Environmental Impacts

COMMENT HZ-1: PHASE I ENVIRONMENTAL SITE ASSESSMENT

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DTSC

Because the project is school site related, DTSC recommends that an environmental review, such as a Phase I Environmental Site Assessment and/or Preliminary Endangerment Assessment (PEA), be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material (e.g., radon, mercury, naturally occurring asbestos) is present based on reasonably available information about the property and the area in its vicinity. Such an environmental review should generally be conducted as part of the California Environmental Quality Act (CEQA) process. Also, such an environmental review is recommended for compliance with the requirements of California Education Code, section 17268(a) or 17213(a). If AAU elects to proceed to conduct an environmental assessment at the site under DTSC oversight, it should enter into a Voluntary Cleanup Agreement with DTSC to oversee the preparation of the environmental assessment. (*Harold Duke, PG, Department of Toxic Substances Control; Letter; April 24, 2015 [A-DTSC]*)

RESPONSE HZ-1

The commenter recommends that a Phase I Environmental Site Assessment (ESA) be prepared for the Proposed Project to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present based on reasonably available information about the property and the area in its vicinity to comply with CEQA and California Code of Education.

This issue is discussed in Section 4.17, Hazards and Hazardous Materials, of the Draft EIR (pages 4.17-1 to 4.17- 51). Phase I ESA's were completed for four of the six project sites, which constitute the only specific, known sites that AAU would occupy under the Proposed Project. As described in Chapter 3, Project Description, of the Draft EIR, the specific location of AAU growth within the study areas is not known at this time. When AAU acquires future properties that require discretionary approvals from the City in one or more of the study areas evaluated in this EIR, each property will be subject to site-specific environmental review. Site-specific environmental review may require the preparation of a Phase I ESA.

As described on Page 4.17-46 of the Draft EIR, any potential encounter with hazardous materials from future tenant improvement work within the study areas would be subject to San Francisco Health Code (SFHC) Article 22A, San Francisco's Maher Ordinance. The Maher Ordinance requires the Proposed Project sponsor to retain the services of a qualified professional to prepare a Phase I ESA that meets the requirements of SFHC Section 22.A.6. The Phase I would determine the potential for site contamination and level of exposure risk associated with the Proposed Project. Based on that information, AAU may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, a site mitigation plan (SMP) would be prepared and submitted to the San Francisco Department of Public Health (SFDPH) or other appropriate state or federal agency(ies), and any site contamination would be remediated in accordance with an approved SMP prior to the issuance of any building permit.

Phase I ESAs have been completed for PS 1, 2801 Leavenworth Street (The Cannery); PS 3, 625 Polk Street; PS 4, 150 Hayes Street; and PS 6, 2225 Jerrold Avenue. The two remaining project sites (PS 2, 700 Montgomery Street, and PS 5, 121 Wisconsin Street) have not been evaluated in a Phase I ESA and documentation is otherwise not available. However, PS 2, 700 Montgomery, would not have any ground disturbance under the Proposed Project that could disrupt any soils containing hazardous contaminants. PS 5, 121 Wisconsin, proposes repaving that could require scraping or removing surface pavement; however, these activities would not disturb any soil. Further, hazardous materials use at all of the project sites would be subject to Hazardous Materials Unified Program Agency (HMUPA) certification and Hazardous Materials Business Plan (HMBP) requirements under the SFHC Article 21. The results of the Phase I ESAs are summarized on page 4.17-11 to 4.17-16 of the Draft EIR.

California Education Code, section 17268(a) or 17213(a) refers to school facilities construction, and is not applicable to the Proposed Project because the Draft EIR analyzed a project that is the change of use of existing buildings. As shown in Table 4.17-2, there are sites within Study Area 5 (SA-5), Study Area 6 (SA-6), and Study Area 11 (SA-11) that are under DTSC oversight. If AAU should occupy any of these sites in the future, they would be required to comply with all applicable agency requirements.

COMMENT HZ-2: USE OF LEAD-BASED PAINT AND/OR PESTICIDES

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DTSC

The presence of existing, older or former structures at the site may result in potential environmental concerns due to lead from lead-based paint and/or organochlorine pesticides from termiticide applications and polychlorinated biphenyls (PCBs) from electrical transformers, light ballast or window caulking or glazing. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's "Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006" , and in accordance with the recommendations provided in the United States Environmental Protection Agency's website "PCBs in Caulk in Older Buildings" (<http://www.epa.gov/pbcsincaulk/index.htm>). (*Harold Duke, PG, Department of Toxic Substances Control; Letter; April 24, 2015 [A-DTSC]*)

RESPONSE HZ-2

The commenter expresses concern with the presence of lead from lead-based paint (LBP) and polychlorinated biphenyls (PCBs) as a result of existing, older, or former structures on the site.

The presence of lead from lead-based paint and PCBs is addressed in Section 4.17, Hazards and Hazardous Materials, of the Draft EIR (pages 4.17-1 to 4.17- 51). As discussed on page 4.17-38, the renovation contractor associated with improvements at any future AAU project site would be required to comply with San Francisco Building Code (SFBC) Section 3426, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Prior to the commencement of work, the renovation contractor must provide written notice to the director of DBI indicating the address and location of the Proposed Project; the scope of work, including specific location; methods and tools to be used; anticipated job start and completion dates for the work; and notifications, among other items. The ordinance contains provisions regarding inspection and sampling for compliance as well as enforcement by DBI, and describes penalties for noncompliance with the requirements of the ordinance.

Compliance with these regulations and implementation of the required procedures already established as part of the building permit review process would ensure that impacts related to exposure to LBP would be minimized to the extent required by law. Therefore, no significant impact related to the release of LBP would occur as a result of the growth in the study areas.

As described on pages 4.17-39 through 4.17-42 of the Draft EIR, LBP was found to be present in the structures at PS-1, 2801 Leavenworth Street (The Cannery), PS-2, 700 Montgomery Street, and PS-3, 625 Polk Street, and was found to likely be present at PS-4, 150 Hayes Street, and PS-6, 2225 Jerrold Avenue. However, the removal of LBP would be managed through compliance with BAAQMD and DBI permitting procedures, which would require testing and, if necessary, abatement. Abatement, if necessary, would occur in conjunction with issuance of building permits for tenant improvements and compliance with the established regulatory framework would reduce the impacts to less than significant.

As discussed on page 4.17-39 of the Draft EIR, Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials would reduce impacts associated with the presence of PCBs to a less-than-significant level:

Mitigation Measure M HZ 2.1 – Testing and Removal of Hazardous Building Materials. AAU shall ensure that for any existing building where tenant improvements are planned, the building is surveyed for hazardous building materials including PCB-containing electrical equipment, fluorescent light ballasts containing PCBs or DEHP, and fluorescent light tubes containing mercury vapors. The results of testing shall be provided to DBI. The materials not meeting regulatory standards shall be removed and properly disposed of prior to the start of tenant improvements for buildings in the study areas. Old light ballasts that are removed during renovation shall be evaluated for the presence of PCBs. In the case where the presence of PCBs in the light ballast cannot be verified, the light ballast shall be assumed to contain PCBs and handled and disposed of as such, according to applicable laws and regulations. Any other

hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

The Draft EIR found that with implementation of this mitigation measure, impacts associated with PCBs would be less than significant.

COMMENT HZ-3: PREVIOUS AGRICULTURAL USE

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DTSC

If the site was previously used for agricultural purposes, pesticides (such as DDT, DOE, and toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the "Interim Guidance for Sampling Agricultural Soils (Third Revision), dated August 2008". This guidance should be followed to sample agricultural properties where development is anticipated. (*Harold Duke, PG, Department of Toxic Substances Control; Letter; April 24, 2015 [A-DTSC]*)

RESPONSE HZ-3

The commenter is concerned about the potential presence of agricultural chemicals and/or bio-accumulative toxic substances on sites previously used for agricultural purposes, and recommends that relevant DTSC guidance for development on such sites be followed. As described in Section 4.19,

Agricultural and Forest Resources, of the Draft EIR (on pages 4.19-1 to 4.19-4), the 12 study areas and six project sites for the AAU Proposed Project are located within fully developed existing neighborhoods in urbanized areas of San Francisco. The study areas and project sites were not previously used for agricultural purposes; therefore, the guidance for sampling agricultural soils is not applicable.

COMMENT HZ-4: PROXIMITY TO NATURALLY OCCURRING ASBESTOS

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DTSC

The Project area appears to be located within 10-miles of a geological unit potentially containing naturally occurring asbestos (NOA). Pursuant to DTSC's "Interim Guidance - Naturally Occurring Asbestos at School Sites, Revised September 24, 2004," further action should be considered and conducted to determine whether a naturally occurring hazardous material (i.e., NOA) is present, based on reasonably available information about the properties and the areas in their vicinity. (*Harold Duke, PG, Department of Toxic Substances Control; Letter; April 24, 2015 [A-DTSC]*)

RESPONSE HZ-4

The commenter recommends that further action be considered and conducted to determine whether naturally occurring asbestos (NOA) is present within the Project area. In response to this comment, the following text is revised on page 4.17-7 in the Draft EIR:

Naturally Occurring Asbestos

Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Exposure to asbestos can result in health ailments such as lung cancer, mesothelioma (cancer of the lungs and abdomen), and asbestosis (scarring of lung tissues that results in constricted breathing). The risk of disease depends upon the intensity and duration of exposure; health risk from NOA exposure is proportional to the cumulative inhaled dose (quantity of fibers) and increases with the time since first exposure. A number of factors influence the disease-causing potency of any given asbestos (such as fiber length and width, fiber type, and fiber chemistry); however all forms are carcinogens. Although the California Air Resources Board (ARB) has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.

The following revisions are made to page 4.17-22 of the Draft EIR:

Naturally Occurring Asbestos

To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001, which became effective for projects located within the San Francisco Bay Area Air Basin (SFBAAB) on November 19, 2002. The requirements established by the

Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,³⁵ and are enforced by the Bay Area Air Quality Management District (BAAQMD).

The following text is added to page 4.17-37 of the Draft EIR:

The Asbestos Airborne Toxic Control Measure (ATCM) requires construction activities in areas where Naturally Occurring Asbestos (NOA) is likely to be found to employ best available dust control measures. Dust suppression activities required by the Construction Dust Control Ordinance include: watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp which would need to be braced down, or other equivalent soil stabilization techniques could be used to stabilize stockpiles.

The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the

³⁵ California Air Resources Board, *Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*, July 29, 2002.

workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Proposed Project site PS-5 (121 Wisconsin) is located within an area underlain by NOA; however, the Proposed Project would not include any soil disturbance that would potentially release NOA into the environment. Therefore, no significant impact related to the release of NOA would occur as a result of the proposed project.

With these revisions, the EIR adequately addresses naturally occurring asbestos.

COMMENT HZ-5: PUBLIC HEALTH AND ENVIRONMENTAL IMPACTS

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

A-DTSC

If a response action is required at the site based on the results of the above investigations, and/or other information, the EIR will require an analysis of the potential public health and environmental impacts associated with any proposed response action, pursuant to requirements of the CEQA (Pub. Resources Code, div. 13, §21000 et seq.), and its implementing Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), prior to approval or adoption of the EIR for the project. Included in the EIR, if necessary, should be a discussion of the mitigation and/or removal actions and associated cumulative impacts to the site and the surrounding environment. If sufficient information to discuss the proposed mitigation and/or removal actions and their associated impacts to the site and the surrounding environment are not available for inclusion in the EIR, then an Addendum or Subsequent to the EIR may be required. (*Harold Duke, PG, Department of Toxic Substances Control; Letter; April 24, 2015 [A-DTSC]*)

RESPONSE HZ-5

The commenter notes that if a response action related to hazards or hazardous materials is required at a project site, the Draft EIR should include an analysis of the potential public health and environmental impacts associated with any proposed response action. The commenter also requests that mitigation and/or removal actions and associated cumulative impacts to the site and the surrounding environment be included in the Draft EIR.

As discussed in **Responses HZ-1 to HZ-4** (on pages 274, 276, 278, and 279, respectively), the Draft EIR addresses concerns related to potential public health and environmental impacts associated with hazards and hazardous materials, and no response action is anticipated for any of the Proposed Project sites. Further, as discussed on page 4.17-44 of the Draft EIR, all of the 12 study areas contain areas of Bay fill, areas of current or historical industrial use, areas within 150 feet of an elevated freeway, or areas within 100 feet of sites with current or past USTs (including but not limited to current and former gas stations and dry cleaners), and development in these areas would be subject to the requirements of Article 22A, the Maher Ordinance, because they are situated in areas with soils that may contain contaminants. Figure 4.17-1, Hazardous Waste Sites and Areas Subject to San Francisco Health Code Article 22A (the Maher Ordinance), on page 4.17-45 of the Draft EIR illustrates the areas of the City that are subject to the Ordinance, including all or portions of the Proposed Project study areas and project sites.

As noted on page 4.17-23 of the Draft EIR, the Maher Ordinance is applicable to projects disturbing more than 50 cubic yards of soil and located in an area with suspected soil/groundwater contamination. Therefore any potential encounter with hazardous materials from future tenant improvement work within the study areas that would disturb more than 50 cubic yards of soil and located within areas identified as being subject to the Maher Ordinance would be subject to SFHC Article 22A, which requires the Proposed Project sponsor to retain the services of a qualified professional to prepare a Phase I ESA that meets the requirements of SFHC Section 22.A.6. The Phase I would determine the potential for site contamination and level of exposure risk associated with the

Proposed Project. Based on that information, the Project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the Proposed Project sponsor is required to submit a site mitigation plan (SMP) to SFDPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. Because none of the project sites contain hazardous substances in excess of state or federal standards, SMPs were not required.

Cumulative impacts associated with hazards and hazardous materials are addressed on page 4.17-56 of the Draft EIR. Specifically, the analysis concludes that the Proposed Project would not result in a cumulatively considerable contribution to significant cumulative hazard and hazardous materials impacts with implementation of Mitigation Measure M-HZ-2.1- Testing and Removal of Hazardous Building Materials, as described on page 4.17-33 of the Draft EIR (also see **Response HZ-2** on page 276).

Q. OTHER CEQA CONSIDERATIONS

The comments and corresponding responses in this section cover topics in Chapter 5, Other CEQA Considerations, of the Draft EIR. These include topics related to:

- OC-1: Existing Sites Technical Memorandum
- OC-2: AAU Failure to Receive Project Entitlements

COMMENT OC-1: EXISTING SITES TECHNICAL MEMORANDUM

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Hestor6
I-Jones2
I-Wermer1
I-Wermer2
I-Wermer3

In general, there is insufficient evidence in the record to allow ANY reliance on a list of code or approval changes required for the buildings listed in these tables. The public has been told to wait on an ESTM for answers. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

In the media, the EIR was represented to the public and to other governmental officials as a means to address longstanding concerns about the failure of the AAU to secure the necessary use permits for its buildings, the continued acquisition of buildings during the protracted EIR process, and the requirement of the city to enforce the approved legislation limiting the acquisition by for-profit post-secondary institutions of rental housing. However, the EIR refers to a separate process being pursued in an “Existing Sites Technical Memorandum” to cover 28 of the 34 sites where the AAU is using buildings “... without the appropriate authorization”. There is no description in the EIR of the actual process and scope of this parallel effort or its expected completion.

...

The City Attorney on behalf of the general public should be adequately briefed on the following:

- The exclusion of the 28 non-complying properties from this EIR begun 7 years ago.
- The terms of the agreement made by the Planning Department to suspend calculation and collection of penalties and fees against AAU in exchange for completion of the EIR.
- The scope of work and state of negotiations involved in the separate Existing Sites Technical Memorandum.
- Full disclosure of the parties and consultants involved in setting out the Memorandum plus a status report to be presented in a public forum.

(R. Thomas Jones; Letter; April 27, 2015 [I-Jones2])

In the Feb 5 Planning Commission Memorandum "Informational Update and Progress Report on the Academy of Art University (AAU) Enforcement Program", Planning make the (very much appreciated point) that the Existing Sites Technical Memorandum (ESTM) is required to evaluate the environmental effects from the time of occupation of a building by AAU, since these cannot be covered in the EIR.

Is this document available yet? It's needed so that we can have informed public comment on the AAU impact on the community. *(Paul Wermer; Email; March 28, 2015 [I-Wermer1])*

The difficulty we're facing here is that nothing before 2010 is incorporated in this draft EIR. And perhaps not recent acquisitions are treated as projects but are still in the programmatic, let's scope out this huge area where we can do things segment.

That makes in particular the ESTM all the more important, because so much information about the impact of AAU's operations on the city is actually to be found in that document. And it makes it difficult to comment intelligently on the Draft EIR without knowing what has been addressed or

incorporated in that Existing Site Technical Memo. (*Paul Wermer; Transcript; April 16, 2015 [I-Wermer2]*)

As I noted in my comments at the April 16 Planning Commission comments on the AAU DEIR, in the absence of the Existing Site Technical Memos, it is very difficult to assess how well the DEIR assesses the impacts of AAU operations on San Francisco. These impacts occurred during a period when AAU expanded without appropriate permits or public comment, so the impacts have not been assessed. (*Paul Wermer; Email; April 27, 2015 [I-Wermer3]*)

RESPONSE OC-1

The comments note that while the public has been advised that AAU code compliance at its 34 existing properties will be addressed in the Academy of Art University (AAU) Existing Sites Technical Memorandum (ESTM), the ESTM has not yet been made available for public comment, and the Draft EIR contains no description of what the scope or timeline of the ESTM process will be, or when there will be opportunity for public comment on the document.

As described in Section 4.1, Introduction to the Analysis, of the Draft EIR, and above in **Response PD-7** on page 132 the ESTM was prepared to present an analysis of the environmental effects that have resulted from the changes in use and associated tenant improvements undertaken by AAU at its existing 34 sites. Because CEQA requires an analysis of changes to the environment from the current existing conditions, regardless of whether the current existing conditions are legally sanctioned, the ESTM will include analysis of the changes of use from the previous use to the current AAU use. More specifically, the ESTM analysis will review at a general level the environmental effects associated with prior physical actions that can be deduced from the time of the previous use and prior to conversion of the building to AAU occupation and ongoing operations. Additionally, the ESTM will

recommend Conditions of Approval to lessen any identified environmental effects at AAU's existing properties (page 4-15).

The ESTM will be part of the record for use by the City staff, Planning Commission, and Historic Preservation Commission in acting on the Conditional Use (CU) and Building Permit (BP) applications and/or historic approvals for the 28 existing AAU sites. These are sites where AAU deviated from the normal course of review by changing the use of properties and/or making physical alterations to buildings without obtaining the appropriate authorizations.

The Existing Sites Technical Memorandum (ESTM) has been prepared by the San Francisco Planning Department in connection with the discretionary approvals necessary to legalize AAU's existing sites and was published for public review on May 4, 2016 for a 30-day public review period. The report is available for public review on the Planning Department's Negative Declarations and EIRs web page (<http://www.sf-planning.org/sfceqadocs>). CDs are also available at the Planning Information Center (PIC) counter on the first floor of 1660 Mission Street, San Francisco. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street. A public hearing on the ESTM was held at the Planning Commission on May 19, 2016, and a Historic Preservation Commission hearing was held May 18, 2016 to receive public comment on the ESTM. The 30-day public review period ended on Friday, June 3, 2016, and a Final ESTM was published on June 30, 2016 incorporating all public comments.

COMMENT OC-2: AAU FAILURE TO RECEIVE PROJECT ENTITLEMENTS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Richards
I-Hestor6
I-Jones2

I think the DEIR needs to have two things in it. I think I echo Commissioner Johnson's comments. All the alternatives are hinging on approval of code changes and us approving CUs for all these different violations. What happens if that doesn't happen? I mean, there might be a chance that it doesn't. There might be a good chance that it doesn't. (*Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Richards]*)

Throughout the Draft EIR statements are made that the AAU will act in compliance with the law. This is contrary to AAU's continued, CONSCIOUS flaunting of the Planning Code and just about every other San Francisco Code. The AAU had to be dragged kicking, screaming, and resisting - if not actively misleading the City - to issue this DEIR. The DEIR is not based in the real world when it comes to the AAU. There are explicit statements throughout that ASSUME without any basis that the AAU will apply for permits BEFORE THEY CONVERT. That the AAU will seek approval from the Planning Commission before they decide on a course of expansion. That the AAU will comply with Planning Code Section 304.5 requiring them to file and maintain an ACCURATE, COMPLETE Institutional Master Plan. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

The EIR needs also to clarify if the proposed project or an alternative is approved, does this mean no building specific EIR will be performed on any subsequent acquisitions within the proposed study areas. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

RESPONSE OC-2

The commenters note that implementation of the Proposed Project, or any of the Project Alternatives, relies on the City's approval of required *Planning Code* changes and other permit approvals, and question whether AAU would seek required approvals in the future due to their failure to obtain

permits in the past. One commenter also asks whether building-specific EIRs would be required for future AAU acquisitions within the study areas.

The commenters are correct that implementation of the Proposed Project (or one of the Project Alternatives that would permit AAU growth), which would allow future AAU growth within the study areas and at the six project sites, would require AAU to obtain the required permits from the City or any other responsible agency. If AAU does not obtain all required permits and approvals for future changes in use and/or physical building alterations, the institution would not be allowed by the City to proceed with their plans for expansion. The commenter is correct that AAU has not consistently complied with City requirements in the past; however, AAU has applied for all required legislative text amendments, conditional use permits, and building permits to bring all of its buildings into compliance, which can be acted upon after certification of the EIR. Under CEQA, compliance with existing laws, regulations and orders as part of addressing potential impacts to the environment is assumed. Therefore, in the analysis in an EIR, the assumption is that the project proponent, such as AAU, will comply with such laws and regulations. If a project sponsor deviates from compliance with these requirements, enforcement measures would be taken.

As noted in Chapter 3, Project Description, of the Draft EIR, when AAU acquires future properties that require discretionary approvals from the City in one or more of the study areas evaluated in this EIR, each property will be subject to any necessary site-specific environmental review. The City will determine whether additional environmental review is required as part of the planning and/or permitting process. The EIR is not intended to include evaluation of any future AAU uses outside of the study areas. Any project proposed by AAU in the future outside of the study areas or beyond the scope of alternatives analyzed in the EIR would require additional environmental review (page 3-149) as required pursuant to CEQA.

R. ALTERNATIVES

The comments and corresponding responses in this section cover topics in Chapter 6, Alternatives, of the Draft EIR. These include topics related to:

- AL-1: Draft EIR Analysis of Project Alternatives

COMMENT AL-1: DRAFT EIR ANALYSIS OF PROJECT ALTERNATIVES

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Hillis	I-Hestor7	O-CCDC
A-CPC-Johnson	I-Jones1	O-CCHO
A-CPC-Richards	I-Jones2	O-CSFN2
A-CPC-Wu	I-Martin2	O-CSFN4
I-Eliza	I-Shaw	O-RCA
I-Francis	I-Wermer3	O-TODCO2
I-Hestor6	I-Whitaker	

So it would be good to explore that more because I do believe that you could build to meet the housing demand or potentially to have an alternative where their population growth for the students is tied to new housing being acquired or built in the city. So it would be good to explore those options. (*Richard Hillis, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Hillis]*)

Next, I was -- we didn't consider the building construction growth alternative in the DEIR. And I find that troubling because the way this process is going to work the Commission and the Department, and maybe potentially other city departments, will have to look at specific project sites, both the ones that are listed here and project sites that are identified under program level growth in the future for approval. And if many of them are not approved it is not clear whether or not the AAU would change their strategy to construct new buildings or otherwise find space.

So I think that the fact that that alternative was not looked at it any way, whether I think the one of creating one big campus is pretty implausible. But there -- we didn't even consider new construction of buildings around San Francisco. I think that that is unfortunate for this EIR because it is the program EIR that we're going to be using for all of our approvals in the future. And if we start not approving project sites and they have to go back to the drawing board, are we going to be looking at an addendum EIR? You know, I think we need to consider that, what would be the circumstances under which they would have to construct new development. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson])*

And I think one of the ways we can have a fresh start is if the AAU does consider its operating model, not that they have to build housing for their students, but they could actually lease housing for their students. I was at a project review meeting at the housing action coalition and we were reviewing a process on 16th Street.

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And I think the second one is the alternatives, as Commissioner Hillis did say and I think a lot of speakers said, we have to have an alternative that's -- that either they're building or leasing housing to meet the demand of their students. If not, we need to put a cap on growth. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Richards])*

One is in one of the alternatives to talk about further limiting enrollment and growth. I think that that's important for actually coming into alignment with what's needed. And the other is this issue that Commissioner Richards just brought up -- Commissioner Hillis, that either in the mitigations or in the -- in the alternatives there needs to be more discussion of AAU actually building new housing to accommodate the growth. And I think that it was Tom Jones that talked about the possibility of growth capped to housing production. I think that's a really interesting idea. But whatever the mechanism is to talk about production, I think that that's important. *(Cindy Wu, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Wu])*

The EIR fails to include any Alternative that seriously reduces housing impacts, a less spread out campus area, or a partnership with other developers in areas near their core south of market holdings as a viable Alternative. *(Mari Eliza; Email; April 15, 2015 [I-Eliza])*

I believe the city officials have a responsibility to protect the public and to study alternatives to the plan. Please do not approve the project. *(Rob Francis; Transcript; April 16, 2015 [I-Francis])*

This failure is not addressed by including a Reduced Growth Alternative in the DEIR because Alternative fails to grapple with these more basic questions. An alternative should be provided setting the allowable on-site population at the on-site enrollment level in 1991 - the year that AAU was required by its acquisition of 2340 Stockton to FILE AN INSTITUTIONAL MASTER PLAN.

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What is the total annual cost of operating AAU's private bus system? What would be the cost of providing every on-site student + staff with a fast-pass so that they use Muni, and Muni has additional funds to provide expanded service?

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The AAU needs to build housing. Administrative offices can be put in a variety of buildings - even in a compact campus. The AAU owns this site and should consider building HOUSING there - not offices. It does not need to be at 150 Hayes. An alternative of building housing at this site needs to be considered - initially in the Institutional Master Plan.

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Study Area - 4 Mid Market - DEIR 3-53.

See comments on 150 Hayes Street. AAU wants to acquire 220 rooms of housing. A large chunk should be built at the 150 Hayes site. *(Sue Hestor; Letter; April 27, 2015 [I-Hestor6])*

Impacts on Transportation and Circulation - DEIR 5-6. The Significant and Unavoidable impacts on Muni capacity are NOT unavoidable. The corridors affected at the Kearny/Stockton corridor and the Geary corridor. If the Planning Commission acts to require a rather compact AAU campus area compared to the existing sprawl - and if those facilities have walkable distances, and are convenient to people using bicycles - the demand on the above corridors will be reduced.

The current uncontrolled spread out nature of AAU facilities PLUS AAU refusal to build student housing near their other facilities PLUS lack of any limit on AAU enrollment, all work to increase the impact on Muni corridors. There IS a solution, but it requires a relatively compact walkable "campus," a limitation on enrollment AND construction of student housing by the AAU. The impacts of uncontrolled growth ARE significant. But if the Planning Commission imposes limits pursuant to their power under the IMP ordinance AND their approval process, the City can avoid significant impacts on Muni capacity. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

Secondly, that it hasn't built a single unit of new housing. And in its Institutional Master Plan, which they simply file and you host on your website, it says point-blank, we do not do new development. The fact that this EIR took so long on a project which does not have in any of the alternatives any commitment to build a single new unit of housing I think is a problem. I don't want to delay the EIR, but I think a project alternative that, one, had more reasonable growth to match that growth with some development of new housing.

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Finally, I think there are a lot of other issues I'll put in writing, but again I think the EIR spells it out very nakedly. There's a deficiency of new housing that they're asking to be accepted as part of the project, and no alternative showing more housing, higher concentration in a smaller area, or growth cap-to-housing was actually evaluated in the EIR. (*Tom Jones; Transcript; April 16, 2015 [I-Jones1]*)

The EIR or the Planning Staff should offer a comparison to other educational institution master plans in terms of their commitment to developing a core campus with administrative and common learning areas central, with student housing and dining in close proximity, and with growth plans that match enrollment increases to the provision of new student housing.

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The EIR fails to define and analyze environmentally superior alternatives to the project that are actually achievable and would particularly address the acknowledged major negative impact on housing generated by the project, and the precedent setting widely dispersed "campus" area defined in the 12 study sites and 6 project sites.

None of the EIR Alternatives except the No Project Alternative show any meaningful reduction of the negative housing impacts as identified in section 4.4-25 and 26.

Alternative 2, Central Growth, sets up an extreme model of finding 1 large parcel able to accommodate the combined classroom, administrative, and housing needs of the AAU. A more realistic variant of this alternative would have identified a cluster of sites within the SA-5 district that could be developed or co-developed with other partners to achieve AAU space need goals, provide a more compact campus, and add more housing. The EIR and project sponsor fail to consider partnerships with other developers undertaking mixed use projects that are currently not pre-leased and have areas within their plans that could accommodate AAU, such as the 5M project or Pier 70. The CCA and Conservatory of Music have partnered with a housing developer to provide student housing for their combined students at the same time the AAU and the EIR fail to consider this approach.

Alternative 3, Reduced Growth, does not increase the ratio of housing to new enrollment so the conclusion is that the housing demand impact remains significant and unavoidable.

Alternative 4, Reduced Program Growth provides a token greater percentage of housing, but the conclusion is still that the housing demand impact remains significant and unavoidable.

A new Alternative 5, Compact Campus and Responsible Housing Alternative, should be undertaken that provides new housing at the ratio of one bed for every 3 new students as a starting point. The EIR should include a listing of current AAU housing rates which indicate that for double occupancy accommodation, the aggregate rents charged by AAU approach the level of market rate rents are in line with some recent market rate rental projects, and also include reference to the student housing rental arrangements entered into by CCA and the Conservatory of Music as evidence of the potential economic viability of a more balance growth.

It is suggested that Alternative 5 should also restrict growth to Study Areas that are more consolidated geographically and do not put the AAU in a position of competing with other institutions for sites. In examining the Figure 3-5 Study Areas, it is clear that certain areas that currently have no AAU declared holdings as of the start of the EIR should be eliminated as areas for consideration. The Alternative should exclude:

- SA-1 and SA-2 (sought only for conversion of existing properties to student housing)
- PS-1 The Cannery
- SA-3 portions on the west side of Van Ness which conflict with several institutions
- SA-7, SA-9, SA-11
- SA 12, which has been rezoned and will not permit their uses, so should be excluded. SA 5 should be truncated to stop at 11th Street so as to allow the Conservatory of Music and other civic center non-profit and institutional users space to grow.
- PS 4 is proposed to be used just for administrative offices, which places these at a very remote distance from student instructional areas and is also in very close proximity to several other institutions with possible expansion needs. PS-5 is too close to the CCA campus.

The proposed Alternate 5 as described consolidates newer growth in the historic core area of the school within certain appropriate blocks bounded by the midblock between California and Pine Street on the north, the east side of Van Ness on the West to Turk, then Polk Street crossing Market to 10th Street, to Bryant. On the East the boundaries would be Sansome then crossing market to Second Street, down to Bryant Street. A rectangle formed Bryant, 4th, Townsend, and 6th would be included in the areas. The study sites and existing buildings in the defined areas area also in the most well served transit area of the city. They also include areas especially within SA-5 as modified and SA 6 where the AAU could acquire land or partner with other developers to develop several new mixed use learning and living centers, or use a combination of renovation of non-residential buildings and new construction to achieve a more consolidated campus with sufficient housing to reduce the project impacts on housing demand. *(R. Thomas Jones; Letter; April 27, 2015 [I-Jones2])*

The EIR should evaluate capping student enrollment at the Academy's 1994 level, reducing the Academy's operational footprint, as well as establishing legally binding mitigation measures that fully address the adverse environmental impacts. *(Christopher Martin; Letter; April 26, 2015 [I-Martin2])*

If she says she needs more space for her Academy, she should build a "university" at either Mission Bay (area) or in an upcoming former industrial area. This would create housing all departments in one building and eliminating the needs for van transportation all over the city. *(Elizabeth S. Shaw; Email; April 15, 2015 [I-Shaw])*

AAU's model of a widely distributed campus of necessity creates significantly more impacts than a consolidated campus - especially in the area of transportation and related GHG/Air Quality impacts, and in the impact on housing. The DEIR fails to consider a minimal environmental impact alternative: Consolidation onto one or 2 sites, with purpose built student housing. By failing to

assess this, the DEIR does not adequately explore the net adverse impact of AAU's operations. If a distributed campus model was common, this omission might be appropriate. However, academic institutions with a significant non-local enrollment rarely (if ever) operate on such a distributed campus model for the undergraduate education. This is a deficiency in the analysis.

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And again, the failure to assess impacts against a consolidated campus model means that you are accepting as "no impact" a relatively high and avoidable GHG impact and air quality impact from the transportation needs of the students and staff. *(Paul Wermer; Email; April 27, 2015 [I-Wermer3])*

The EIR fails to include any Alternative that seriously reduces housing impacts. This could be done by including an Alternative that substantially scaled back institutional growth while keeping the proposed 400 sleeping spaces or that substantially increased the proposed amount of new housing.

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The EIR Alternatives fail to seriously consider a less spread out campus area or possible AAU partnership with other developers in areas near their core south of market holdings as a viable alternative. *(Jamie Whitaker; Email; April 16, 2015 [I-Whitaker])*

And certainly we think that there should be additional language and analysis of holding a line, a stronger alternative in which the institution doesn't -- either divests or does not grow until it addresses the impacts it's had on our neighborhoods. *(Gen Fujiaka, Chinatown Community Development Center; Transcript; April 16, 2015 [O-CCDC])*

It's been pointed out earlier in terms of looking at alternatives to what's being proposed, why isn't there a reduced project alternative, whatever that might be? Either it's a frozen situation of no new growth or whether it's measured so that the growth is only over -- at a certain rate over time that's then tied to an ability to preserve existing housing and to add new housing. So you're not just doing

a zero-sum game of removing some folks from housing to replace them for others. That kind of reduced project alternative can and should be evaluated in an EIR. (*Peter Cohen, Council of Community Housing Organizations; Transcript; April 16, 2015 [O-CCHO]*)

Page 6-3 (Alternatives): The DEIR states, "The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the fee in this mitigation measure shall satisfy the AAU's obligations under the TIDF for all projects where the mitigation measure applies."

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Why is the alternative of getting the students to use just Muni not part of the DEIR? Many students from other schools use Muni. Putting so many more shuttles onto the city streets seems to belie the goal of reducing vehicular traffic and emission of pollutants/GHGs (greenhouse gas production). AAU's shuttle buses seem to spew out much more smoke than cleaner running buses. What is the data that has been studied to show the quantity and types of pollutants from the shuttles?

Why is Muni OK for other students and not AAU students? If Muni is so dangerous to ride, why not increase the safety on them so everybody takes Muni? (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

This project fails to consider any alternatives that could reduce negative impacts on existing housing and traffic. They should consider a more compact campus area to alleviate the need for shuttling students. They could also consider partnering with developers in the areas near their core south of Market, holdings to produce new housing near their campuses if they don't want to build them themselves. (*Mari Eliza, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN4]*)

There is no plan to centralize or compartmentalize growth in the future.

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The DEIR fails to include any Alternatives that substantially scale back institutional growth that matches growth with housing.

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The EIR Alternatives fail to consider a less spread out campus or possible AAU partnership with other developers and institutions near their core south of market holding. AAU holdings are spread throughout the City and results in the need for a fleet of busses. This causes havoc for other drivers, bikers, pedestrians, and Muni. Can you imagine if San Francisco State University or University of California Berkeley had students and faculty spread throughout the City as AAU, it would be horrendous. AAU needs to centralize and compartmentalize there facilities. Each of the AAU holding by itself may not be significant, but if all the holdings considered as one holding would be very significant. (*Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA]*)

The site that we want to highlight where they can build 500 or more units, group housing units, with 1,000 or more beds is in the South Market (phonetic), it's in the Central SOMA Plan. It's at 5th and Brannan Street. They own that property. We would support a major student housing campus there. That would be specific mitigation to incorporate because the Central SOMA Plan rezoning can set the -- give them the authorization they need. (*John Elberling, President, TODCO Development; Transcript; April 16, 2015 [O-TODCO2]*)

RESPONSE AL-1

The commenters are concerned with the impacts of AAU's growth, including unmet housing demand, as well as traffic, air quality and greenhouse gas emissions associated with shuttle buses.

The commenters propose alternatives to the Proposed Project to reduce or avoid those impacts and suggest that the following should be studied:

- Current operations reduced to 1991 or 1994 levels or no new growth or scale back institutional growth;
- Relocate the existing sites into one campus, for example within Mission Bay, the site of the 5M project (925 Mission Street and Various Parcels), or within Pier 70;
- Compare a distributed campus to core campus model or compare the project to other campus master plans;
- Meet housing demand through acquisition or construction, for example at Fifth and Brannan, or in the SoMA core;
- Match growth with housing, tie growth to housing, or require a bed for every three students; and
- Require a compact campus to eliminate shuttle need or eliminate the shuttle bus and require MUNI use only.

Further, some commenters object to Alternative 2: Centralized Growth Alternative as a false premise of finding one large parcel in the City, and state that Alternative 3: Reduced Growth Alternative and Alternative 4: Reduced Institutional Growth Alternative do not adequately reduce housing demand of the Proposed Project.

The response below provides discussion of the comments and concludes that the alternatives analysis conducted in the Draft EIR was adequate and complete. The Draft EIR identified and evaluated several alternatives to the Proposed Project including the required Alternative 1: No Project Alternative, and several reduced or changed Alternatives. Alternatives evaluated include Alternative 2: Centralized Growth Alternative to address whether limiting AAU growth to certain specific locations would reduce identified impacts; Alternative 3: Reduced Growth Alternative which provides for half of the growth of the Proposed Project to address whether a smaller project would

reduce identified impacts, and finally Alternative 4: Reduced Institutional Growth Alternative to address whether the housing demand impact could be avoided or reduced through limiting non-residential growth at AAU. In addition, the Draft EIR considered and rejected alternatives that would locate AAU growth either outside the City or to another location within the City, or that would require AAU to construct their own buildings. These alternatives were rejected as infeasible as they would not reduce the impacts of the Proposed Project, and/or would fundamentally change the nature of the project, and/or would not meet most of the project objectives.

In addition, the purposes of the alternatives proposed by the public are primarily met in the alternatives identified and assessed in the Draft EIR. CEQA requires that an EIR identify alternatives that would avoid or mitigate any potentially significant and unavoidable environmental impacts of the proposed project while meeting most of the project sponsor's objectives. The alternatives that were rejected as infeasible would be considered if they would offer substantial environmental advantages, or be more feasible than the alternatives analyzed in the Draft EIR (CEQA Guidelines, Section 15204 [a]).

Alternatives to Address Reducing AAU Current Size, No New Growth, or Reduced Institutional Growth

With regard to comments received that the EIR should address an alternative that caps enrollment levels to 1991 levels, or alternately to 1994 levels, or that provide for no new AAU growth or that would to scale back AAU institutional growth, the Draft EIR provides analysis of Alternative 1: No Project, Alternative 3: Reduced Growth, and Alternative 4: Reduced Institutional Growth Alternatives in Chapter 6, Alternatives Analysis. Chapter 6, Alternatives, in the Draft EIR, includes assessment of Alternative 1: No Project Alternative – which includes no new growth in the study areas, AAU occupation of three project sites with no change in use (625 Polk Street, 121 Wisconsin, and 2225 Jerrold Avenue) and vacation of three project sites (2801 Leavenworth [The Cannery], 700 Montgomery Street, and 150 Hayes Street); Alternative 3: Reduced Growth Alternative – which would reduce the Proposed Project by 33 percent (reduce study areas by 50 percent and no change to

project sites); and Alternative 4: Reduced Institutional Growth Alternative – which would reduce the Proposed Project by 72 percent (no institutional growth at the study areas; no change to project sites).

CEQA requires an analysis of the baseline conditions as of the issuance of the Notice of Preparation. Therefore, the 2010 baseline year has been established for this EIR, which is the year the AAU NOP was published. With regard to the discussion of reducing AAU growth to enrollment levels when AAU was required to file an Institutional Master Plan in 1991, or to cap enrollment at 1994 levels. CEQA requires an analysis of a proposed project's changes to the environment as it existed at the time environmental review began, even if that existing condition resulted from unpermitted or otherwise unlawful activity. This means that the Draft EIR's analysis of the impacts of the legalization of AAU's pre-NOP changes, like the Draft EIR's analysis of the other three elements of the Proposed Project (program-level growth, project-level growth and shuttle expansion), is measured against the existing conditions at the time of the NOP. Also, because no further change at AAU's existing sites is proposed in the future, for purposes of the Draft EIR there is no impact resulting from the legalization of the pre-NOP changes as compared to the 2010 baseline; therefore, an analysis of reducing AAU enrollment to 1991 or 1994 levels is not required in the alternatives analysis.

As described in **Response PD-7** on page 132, a separate document, the Existing Sites Technical Memorandum (ESTM), was prepared by the Planning Department to disclose and assess the impacts of AAU occupancy and change of use at AAU's 34 existing sites. With regard to scaling back the proposed growth or reducing institutional growth, these scenarios were evaluated in the Alternatives Analysis as Alternative 1: No Project Alternative, Alternative 3: Reduced Growth Alternative and Alternative 4: Reduced Institutional Growth Alternative. With each of these alternatives, it is assumed that enrollment would be less than current levels. Enrollment is not tied to a specific campus size; however, it is expected that enrollment would slow or decline with no or slowed future growth.

Alternative 3: Reduced Growth Alternative would result in an approximately 33 percent reduction in total growth (including only half the proposed growth in the study areas and including all of the

growth at the project sites), and would include 110 beds/200 rooms, 335,000 sf of institutional use and 17,533 sf of recreational use in the 12 study areas, with the use and improvements at the project sites remaining the same as under the Proposed Project. It is assumed that over time, the reduced total growth would result in a proportionate reduction in AAU enrollment and faculty/staff compared to the Proposed Project. While Alternative 3: Reduced Growth Alternative reduces the significant and unavoidable impact to the Kearny/Stockton corridor to a less-than-significant level, it reduces, but not to a less-than-significant level, the impact on the Geary corridor. Alternative 3: Reduced Growth Alternative would also reduce the Proposed Project's significant and unavoidable impact to housing demand because it would reduce AAU enrollment and employment in San Francisco. For other impacts, Alternative 3: Reduced Growth Alternative would reduce the less-than-significant-with-mitigation impacts. With regard to meeting the Proposed Project objectives, Alternative 3: Reduced Growth Alternative would meet or partially meet some of the Project sponsor's objectives; however, this alternative would not meet any of the project sponsor's primary objectives related to offering on-site residential housing for new full-time students who desire to live in AAU housing; managing facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs; and enabling long-range programs and service planning to meet the needs of the community.

Alternative 4: Reduced Institutional Growth Alternative would reduce AAU's institutional growth compared to the Proposed Project while maintaining the same level of residential growth. Alternative 4: Reduced Institutional Growth Alternative would result in approximately 72 percent of the total growth (including half the institutional growth in the study areas, all the residential growth in the study areas, and all of the growth at the project sites) proposed under the Proposed Project. This would include growth of 110,000 sf (400 beds/220 rooms) of residential use and 335,000 sf of institutional use in the 12 study areas, with the use and improvements at the project sites remaining the same as under the Proposed Project. The reduced total growth would result in a proportionate reduction in AAU enrollment and faculty/staff increases compared to the Proposed Project.

Alternative 4: Reduced Institutional Growth Alternative was developed to reduce the significant and unavoidable housing demand impact identified for the Proposed Project. Additionally, it would also

reduce the significant and unavoidable cumulative transit impacts for the Kearny/Stockton and Geary corridors identified for the Proposed Project under Cumulative (2035) conditions, but not to a less-than-significant level. Alternative 4: Reduced Institutional Growth Alternative would also reduce the less-than-significant-with-mitigation impacts.

With regard to meeting the Proposed Project objectives, Alternative 4: Reduced Institutional Growth Alternative would meet or partially meet some of the Project sponsor's objectives; however, Alternative 4: Reduces Institutional Growth Alternative would not meet any of the project sponsor's primary objectives related to managing facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs; nor would it enable long-range programs and service planning to meet the needs of the community. Thus, the EIR included an analysis of alternatives that respond to the commenters' concerns and that would reduce the identified significant and unavoidable impacts of the Proposed Project.

Alternatives to Address Relocating AAU into One Campus, and to Identify Distributed Campus Impacts

Some commenters expressed that AAU would have less impact if they developed one campus or consolidated their growth at Mission Bay, 5M or Pier 70. The Draft EIR considered whether growth at one campus was a feasible alternative to the Proposed Project. Under the alternatives considered and rejected, a building construction growth alternative was also considered where AAU would undertake new development to meet space demand for future projects instead of occupying existing buildings. In order to meet projected demand, this would require AAU to acquire a large parcel and to develop a number of buildings, or to develop a number of buildings in separate locations within the City to meet future growth requirements. This considered and rejected building construction growth alternative was identified to address the concern that AAU converts existing housing into student housing reducing the supply of housing in the City, as well as the desire for AAU to develop its own facilities in a single campus location. A single parcel large enough to accommodate more than 850,000 sf of institutional and recreational growth, along with 110,000 sf of student residences, does

not appear to be available in San Francisco. Mission Bay has largely been approved for multiphase UCSF, biotech, and residential development projects. Phase 1 of the Candlestick Point and the Hunters Point Shipyard Development Project is primarily residential, and Phase II requires a cleanup that has not been completed. Treasure Island is not planned for extensive nonresidential use. In addition, even if the Treasure Island project were revised to allow for a large university campus, concerns regarding the ability to meet project objectives and increased environmental impacts also apply to the Treasure Island location.

Rather than attempt to develop one large parcel, AAU could attempt to accumulate contiguous parcels, demolish the existing buildings, and design and build new buildings. New development, whether on one large site or on numerous sites, would likely be located in areas of the City such as Mission Bay where AAU does not currently operate facilities since existing AAU sites are located within higher density, fully-developed areas of the City. This would disperse the impacts of AAU across a broader area of the City, as AAU would locate in areas that are not currently fully-developed. This would have further potential for infill development impacts and would be located at some distance from AAU's core campus. New development could potentially add a wholly new geographic area of AAU growth, and would require that AAU expand its bus and shuttle service to effectively serve the students and staff at the new facilities. The scenario wherein AAU focuses its new development in a smaller geographic area has been assessed in this EIR as Alternative 2: Centralized Growth Alternative, which is discussed below and under the heading Alternatives to Address Eliminating Future AAU Shuttle Use.

The considered and rejected alternatives discussion examined other locations within the City, and the other locations outside of the City, but found that other locations would not reduce the identified impacts of the Proposed Project. These rejected alternatives would relocate the impacts to other areas of the City or to other areas outside of the City. In addition to impacts already identified for the Proposed Project, the considered and rejected alternative location alternative would potentially add transportation or transit impacts resulting from AAU serving either new areas or areas that are further from their existing core campus locations.

The Draft EIR did evaluate Alternative 2: Centralized Growth Alternative (pages 6-29 to 6-46) in response to public comments suggesting to focus AAU growth in areas with existing AAU uses while maximizing public transit use (presumably reducing shuttle bus use). With Alternative 2: Centralized Growth Alternative, AAU growth would occur where there are already substantial AAU campus locations and also along major transit corridors such as Market Street and Mission Street, Geary Boulevard, and Van Ness Avenue. Alternative 2: Centralized Growth Alternative would result in less transit demand, and growth; however, as the growth projections would be the same, most impacts (except cumulative transit demand) would be similar to those identified for the Proposed Project.

Future residential uses under the Proposed Project would be focused in Study Areas 3 and 4 where ten AAU housing sites already exist. Future non-residential uses would be focused in Study Areas 4, 5, 6, and 10, where 11 sites of AAU institutional uses already exist. The EIR analysis determined that Alternative 2: Centralized Growth Alternative would not result in new or greater impacts than the Proposed Project. The significant and unavoidable cumulative transit demand impact, in comparison to the Proposed Project, would be reduced under Alternative 2: Centralized Growth Alternative from two to one corridor with the Muni downtown screenlines; however, a significant and unavoidable impact to transit demand on the Geary corridor would remain, similar to the Proposed Project cumulative transit analysis. Under Cumulative conditions, Alternative 2: Centralized Growth Alternative, due to a more centralized distribution of growth, would reduce the number of transit trips being contributed to the Kearny Stockton Corridor. With this reduction in transit trips, Alternative 2: Centralized Growth Alternative would avoid the significant cumulative transit impact to the Kearny Stockton corridor that would occur under the Proposed Project. Alternative 2: Centralized Growth Alternative under Cumulative conditions, however, would have a similar significant and unavoidable impact on the Geary corridor, as it would cause the corridor to worsen from 85 percent to 87 percent. Therefore, overall, Alternative 2: Centralized Growth Alternative under Cumulative conditions would have a significant and unavoidable local cumulative transit impact and less-than-significant cumulative regional transit impact.

Alternative 2: Centralized Growth Alternative would result in the same amount of growth as the Proposed Project. Therefore, the impact related to increased population and demand for housing would be similar under Alternative 2: Centralized Growth Alternative to the Proposed Project, and would remain a significant and unavoidable impact on housing demand. Additionally, a significant and unavoidable transit impact would still occur under this alternative. Thus, focusing AAU growth in a smaller area of the City and near transit would not change the conclusions or analysis identified for the Proposed Project. Alternative 2: Centralized Growth Alternative would have the same or similar impacts as the Proposed Project.

Alternatives to Address Housing Demand Through AAU Residential Acquisition or Construction

As described above, under the considered and rejected building construction growth alternative, which was eliminated from further consideration in the Draft EIR, AAU would undertake new development to meet space demand in upcoming years instead of occupying existing building stock.

If the considered and rejected building construction growth alternative would involve demolition and replacement of existing buildings, it could cause greater impacts to archaeological resources, historical architectural resources, and human remains; result in increased generation of toxic air contaminants, criteria air pollutant emissions and greenhouse gases, and increase releases of hazardous building materials into the environment as compared to the Proposed Project. Depending on location, potentially significant but mitigable air quality impacts associated with being located within an Air Pollution Exposure Zone or use of generators or boilers could be either greater or less than under the Proposed Project. New development under the considered and rejected building construction growth alternative would not avoid or substantially lessen the significant cumulative transit impacts of the Proposed Project. Unless the considered and rejected building construction growth alternative were expanded to include more housing, it would not reduce the Proposed Project's significant and unavoidable impact on housing demand for residential and institutional uses. Overall, new development would increase construction impacts and could create new or greater physical impacts by creating a new campus location in the City. For these reasons, the considered and

rejected building construction growth alternative has been eliminated from detailed consideration in this EIR. See **Response MR-2** on page 77 for discussion of whether AAU should be required to add more housing than what is proposed by the Project sponsor.

Alternatives to Address Tying Growth to Meeting Housing Demand

As discussed in Impact PH-2.1 on page 4.4.-31 of the Draft EIR, the Proposed Project would result in a total demand for approximately 2,203 new housing units. This figure includes housing to accommodate growth in the 12 study areas and at the six project sites. The Proposed Project would create a significant demand for additional housing. The Proposed Project does include 220 rooms to house 400 students, and while this would reduce the impacts related to housing demand, such impacts would not be reduced to a less-than-significant level. Therefore, the Proposed Project's impact to housing demand would be significant and unavoidable.

Addition of residential uses to sufficiently mitigate the housing demand impact, or reduction of institutional growth sufficient to minimize housing demand would fundamentally alter the Proposed Project. As discussed in **Response MR-2**, on page 77, there is no feasible mitigation for this impact. An alternative incorporating reduced institutional growth to address housing demand is analyzed in Chapter 6, Alternatives of the Draft EIR. Alternative 3: Reduced Growth Alternative would result in an approximately 33 percent reduction in total growth (including only half the growth in the study areas and including all of the growth at the project sites) and would include 110 beds/200 rooms, 335,000 sf of institutional use and 17,533 sf of recreational use in the 12 study areas, with the use and improvements at the project sites remaining the same as under the Proposed Project. It is assumed that over time, the reduced total growth would result in a proportionate reduction in AAU enrollment and faculty/staff compared to the Proposed Project.

Alternative 3: Reduced Growth Alternative would reduce the Proposed Project's significant and unavoidable impact to housing demand because it would reduce AAU enrollment and employment in San Francisco. Alternative 3: Reduced Growth Alternative would be considered the Environmen-

tally Superior Alternative. Overall, Alternative 3: Reduced Growth Alternative would reduce the impacts of the Proposed Project, including the significant and unavoidable impacts associated with housing demand and shuttle demand affecting local transit, because it would reduce AAU activities. Alternative 3: Reduced Growth Alternative would not reduce the significant and unavoidable impact on the Geary corridor to a less-than-significant level. However, Alternative 3: Reduced Growth Alternative would fail to meet or would significantly fall short of three of the basic project sponsor's objectives: to offer on-site residential housing for new full-time students who desire to live in AAU housing; to manage facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs; or to enable long-range programs and service planning to meet the needs of the community and provide increased employment opportunities. Alternative 3: Reduced Growth Alternative addresses the commenter's concern that institutional growth should be tied to housing growth because limiting future growth would reduce the housing demand generated by the Proposed Project.

Alternatives to Address Eliminating Future AAU Shuttle Use

Commenters expressed concern that expansion of the shuttle system would have impacts resulting from dispersed facilities, that MUNI will be further compromised by private shuttle services, that the shuttle buses are inefficient and more polluting than cleaner energy MUNI buses, and that the cost of using MUNI is lower than the cost of running a private shuttle system. See **Response TR-6** on page 213, which describes the EIR transportation analysis of shuttle impacts, regulations associated with private shuttles, and mitigation for impacts to MUNI service. As described in **Response AQ-1** on page 245, impacts related to the expansion of the shuttle bus system were also accounted for in the analysis of air quality impacts. More specifically, impacts associated with the expanded shuttle bus system were found to be less than significant for criteria air pollutants, mobile source TAC emissions, and on residential receptors near roadways.

To address increased use of public transit, the Draft EIR evaluated Alternative 2: Centralized Growth Alternative (pages 6-29 to 6-46) as an effort to consider ways to focus AAU growth in areas with

existing AAU uses while maximizing public transit use, presumably reducing shuttle bus use. Overall, Alternative 2: Centralized Growth Alternative would have similar impacts to the Project, including a significant unavoidable impact on transit loading. Focusing growth in specific study areas would not measurably reduce impacts associated with the Project or reduce the significant unavoidable housing and transit impacts that were identified in the DEIR.

Adequacy of the Draft EIR Alternatives Analysis

One commenter objects to Proposed Project Alternative 2: Centralized Growth Alternative as a false premise of finding one large parcel in the City. The Draft EIR does address either finding one large parcel or contiguous parcels for housing development, as discussed above under the considered and rejected alternatives to address housing demand through acquisition or construction. The Building Construction Growth Alternative was dismissed from consideration in the EIR.

One commenter states that Project Alternative 3: Reduced Growth Alternative and Alternative 4: Reduced Institutional Growth Alternative do not reduce housing demand enough. The discussion above under Alternatives to Address Tying Growth to Meeting Housing Demand, which discusses the EIR analysis of housing demand, and **Response MR-2** on page 77, which discusses whether AAU should be required to provide more housing to address reducing the Proposed Project housing demand. Alternative 1: No Project Alternative is the scenario where no future growth is evaluated. These assessments of reduced growth identify that if the Proposed Project is reduced by half or if institutional growth is reduced by half, the significant unavoidable impacts of the Project would remain.

The basis for the development and analysis of project alternatives is described on pages 6-1 through 6-2 of the Draft EIR. The comments, however, do not suggest additional alternatives that would avoid or mitigate any potentially significant environmental impacts of the proposed Project while meeting most of the project sponsor's objectives, or those that would offer substantial environmental advantages, or be more feasible than the alternatives analyzed in the Draft EIR (CEQA Guidelines,

Section 15204 [a]). Section 15126.6(a) of the CEQA Guidelines provides that “[a]n EIR need not consider every conceivable alternative to a project. Under the “rule of reason” governing the selection of the range of alternatives, the EIR is required “to set forth only those alternatives necessary to permit a reasoned choice” (CEQA Guidelines, Section 15126.6 [f]). This section also requires the presentation of a reasonable range of alternatives. Although an EIR must consider a reasonable range of potentially feasible alternatives, it does not have to identify and analyze alternatives that would not meet most of the project sponsor’s basic objectives, nor does it have to discuss every possible variant or permutation of alternatives, or alternatives that do not further reduce or eliminate significant impacts of the project. The alternatives identified and evaluated in the Draft EIR were developed on this basis.

In addition to the Proposed Project, the Draft EIR identified three alternatives to the project and the required No Project alternative. These alternatives were developed with the intention of reducing the environmental impacts of the Proposed Project while still meeting most of the project’s basic objectives, key requirements for the development of project alternatives in an EIR. The Draft EIR also discusses a range of both on- and off-site alternatives that were considered for analysis, and explains why these additional alternatives were ultimately rejected and not considered for further analysis. The Draft EIR evaluated a reasonable range of alternatives, as required by CEQA that allows City decision-makers and the public to evaluate and compare the potential impacts of the proposed project with other similar development scenarios designed to lessen the project’s environmental effects.

S. GENERAL COMMENTS

The comments and corresponding responses in this section cover general subjects not directly related to a specific section of the Draft EIR. These include topics related to:

- GC-1: Adequacy of the Draft EIR
- GC-2: Project Merits
- GC-3: General Concerns Not Related to Project Impacts or the Adequacy of the Draft EIR
- GC-4: General Comments in Support of the Project Sponsor
- GC-5: Mitigation Monitoring and Reporting Program

Portions of some of the comments addressed in this section also relate to other resource topics and are therefore responded to more fully in those sections.

COMMENT GC-1: ADEQUACY OF THE DRAFT EIR

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Johnson	I-Jones2	O-RCA
A-CPC-Moore	I-Nogueraa	O-SAVEMUNI
I-Hestor2	O-CCHO	O-TODCO1
I-Jones1	O-CSFN3	O-TODCO2

I do think that the EIR does a pretty good job with the cumulative impacts, again, future cycling and pedestrian and streetscape improvement plans. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson])*

I'd like to ask three questions. The first one is how can the EIR process properly assess impacts when the EIR process is not set up to deal with changes of use, non-permitted changes of use, although changes in use may be dramatic in impact under the Planning Code? (*Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Moore]*)

DEIR note - there is a consistent problem of the pages of the DEIR showing Admin Draft instead of Draft EIR. More than a few pages. That will presumably be corrected in the Final DEIR. (*Sue Hestor; Email; April 13, 2015 [I-Hestor2]*)

I think four things are really important here. This is a very unusual EIR. I want to compliment the staff. It is enormous, extremely well done. I also agree with the previous speaker. Whatever your thoughts are we need to move forward to action, and approving an EIR is necessary for that. However, the EIR says a few things I think are important to note.

First of all, this is an EIR on a very ambitious attempt to lay out territory in which to buy buildings. And I would -- I think it would be helpful for decision makers, for you and the general public, to tie to the EIR some important key facts and figures so people can really conceptualize this. (*Tom Jones; Transcript; April 16, 2015 [I-Jones1]*)

I am writing to express concerns about the Draft EIR for the Academy of Art University. The document is based on a highly unusual "project" for an educational institution that establishes widely dispersed designated study areas plus 6 specific building sites acquired after the start of the EIR, to be essentially defined as a de facto educational campus. As an important document to assist decision makers evaluate the nature of the project and its impact on the environment, it is critical to provide an accurate portrayal of the project and this proposed campus. The Draft EIR fails to

adequately convey the magnitude of the project and the exceptional nature of the project. (*R. Thomas Jones; Letter; April 27, 2015 [I-Jones2]*)

Also a full EIR should be done. (*Gary Nogueraa; Email; April 2, 2015 [I-Nogueraa]*)

And we have to be holding sponsors responsible for at least partially if not fully mitigating the impacts of that increased demand. That's just logic for any kind of infrastructure. You don't add more demand to transportation or to parks or to community facilities without expecting it to be mitigated in some way. And that's what this EIR should fundamentally do. (*Peter Cohen, Council of Community Housing Organizations; Transcript; April 16, 2015 [O-CCHO]*)

The EIR is inaccurate and insufficient and inadequate. It doesn't mitigate the housing impacts in a meaningful way. It still cannibalizes (inaudible). And the past violations are not corrected and the city made whole. AAU must be forced to build new housing. It's not as though they're cash poor. (*Hiroshi Fukuda, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN3]*)

The DEIR for the Academy of Art University (AAU) is inaccurate, inadequate, and insufficient for the following reasons:

1. The DEIR does not take into account the significant growth in the previous 15 years..
- ...
3. MITIGATIONS are totally inadequate and insufficient.
4. Cumulative impacts of the previous 15 years of growth not considered with future growth
- ...

The Richmond Community Association urges the Planning Commission to reject the DEIR for the Academy of Art University. An Environmental Impact Report must be accurate, adequate, complete,

and sufficient. (*Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA]*)

With AAU's projected growth to 17, 282 students and 3,511 faculty and staff by 2020, the DEIR must study and plan for impacts on loss of existing/ affordable housing, land values/ gentrification, historic resources, streets, public realm, public transit.... In addition to a compact campus plan, strict enforcement of building and planning requirements would avoid impacts. (*Howard Wong, AIA, Save Muni; Email; April 21, 2015 [O-SAVEMUNI]*)

This is the first ever complete EIR for the entire AAU of San Francisco. Thus legally it must be treated as if the Academy is an entirely new project, not an incremental addition to an existing group of facilities. The impacts of all its 17,000 students and 3,000 employees must be fully evaluated and mitigated. (*John Elberling, President, TODCO Development; Letter; April 16, 2015 [O-TODCO1]*)

The EIR's first fatal flaw is that in analyzing the impacts it only talks about the proposed additions to what exists now from now on as it grows. But of course, since this is the first ever comprehensive EIR for the whole institution, obviously as a matter of law the entire impacts of the existing and future student body employees must be fully analyzed, and they're not. (*John Elberling, President, TODCO Development; Transcript; April 16, 2015 [O-TODCO2]*)

RESPONSE GC-1

These comments generally relate to the overall adequacy of the Draft EIR. The commenters refer to the unusual nature of the Draft EIR, and question whether it accurately portrays the Proposed Project. Commenters suggested flaws in the Draft EIR including: the Draft EIR sometimes references

a previous draft; the Draft EIR does not mitigate housing impacts in a meaningful way; the Draft EIR does not take into account the significant growth in the previous 15 years; and the mitigation measures included in the Draft EIR are inadequate. One commenter also notes the unusual nature of the Proposed Project itself, given the dispersed campus, as opposed to consolidated nature of the AAU campus, and claims that the Draft EIR has failed to adequately convey the magnitude and the exceptional nature of the Proposed Project.

CEQA Guidelines Section 15151 contains the standards used to determine whether an EIR is adequate: “An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the Draft EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”

The purpose of the Draft EIR is to analyze potential program- and project-level environmental impacts associated with AAU’s future growth in the study areas and at the Proposed Project sites, including expansion of AAU’s shuttle service. The Draft EIR also addresses the Legalization Approvals required for AAU’s existing sites. However, as discussed in Chapter 2, Introduction, of the Draft EIR, because AAU had already changed the use and/or appearance of the buildings that need Legalization Approvals prior to the NOP, and no further change is proposed, there is no impact resulting from the legalization of the pre-NOP changes as compared to the baseline. As discussed in **Response OC-1** on page 287, and described on page 4-15 of the Draft EIR, an Existing Sites Technical Memorandum (ESTM) was prepared to provide the public and decision-makers with information regarding the environmental effects that have resulted from the illegal changes in use and associated tenant improvements undertaken by AAU at its existing properties. More specifically, the analysis will review at a general level the environmental effects associated with prior physical actions that can be deduced from the time of the previous use and prior to conversion of the building to AAU

occupation and ongoing operations. Additionally, the ESTM will recommend Conditions of Approval to lessen any identified environmental effects at AAU's existing properties.

When AAU acquires future properties that require discretionary approvals from the City in one or more of the study areas evaluated in this EIR, each property will be subject to site-specific environmental review. The City will determine whether additional environmental review is required as part of the planning and/or permitting process. Before discretionary project approvals may be granted for the Proposed Project by the City or a responsible agency, the San Francisco Planning Commission, as the approval body of the lead agency, must certify that the Draft EIR was presented, that the Planning Commission reviewed and considered the information in it, that the Draft EIR complies with CEQA, and that the Draft EIR reflects the City's independent judgment and analysis. A list of discretionary and nondiscretionary approvals that would or may be required for implementation of the Proposed Project, if approved, is provided beginning on page 3-149 of the Draft EIR.

One commenter refers to pages of the Draft EIR showing Admin Draft. No such pages were identified and no changes to the Draft EIR were made in response to this comment.

Regarding the comment that recent AAU property acquisitions have not been captured by the Draft EIR, see **Response PD-1** on page 95, which discusses 2250 Van Ness Avenue. See also **Response MR-2** on page 77 regarding Proposed Project-related housing impacts, **Response TR-4** on page 202 regarding traffic impacts, **Response TR-5** on page 206 regarding transit impacts, and **Responses CP-1** and **CP-2** on pages 177 and 183, respectively, regarding impacts to cultural resources.

COMMENT GC-2: PROJECT MERITS

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Allen	I-Hestor7	I-Whitaker	O-RCA
I-Eliza	I-Nogueraa	O-CCDC	O-SAVEMUNI
I-Heller	I-Savery	O-CSFN2	O-SOMCAN
I-Hestor4	I-Seiter2	O-CSFN3	O-TODCO1
I-Hestor5	I-Shaw	O-CSFN4	
I-Hestor6	I-Stinchfield	O-HRCSF	

As a resident of the Northeast quadrant of San Francisco I am deeply saddened to hear that the San Francisco planning commission is forfeiting so much of its housing and historic buildings to the Privately owned Academy of Art University. As it is the housing crisis is a mess, meanwhile I can name 4 storefront locations off the top of my head that are in my neighborhood owned by the AAU sitting empty and wasted in a high tourist traffic area. A "cafe" (always empty and not available to the public) on Sutter/ Mason, 2 galleries up the street (never anyone in there but the student putting in hours), a "gym" on either Pine or Bush between Jones and Taylor which never has anyone going in or coming out. I know money talks but these spaces are not adding to San Francisco as a whole but satisfying one greedy private owner who is raping these young hopeful students blind so she can buy up half the city. That is another issue altogether.

...

The argument could be made that the AAU is providing jobs but from several sources I hear that the already employed are not making livable wages to afford San Francisco city living.

I have nothing against the AAU or the hopeful art students sprinkling the neighborhood but when every other building is being taken over for one privately owned institution, this is when I feel the need to speak up in order to keep San Francisco unique, diverse, available, and interesting for everyone.

Thank you for your time and please take my solo quiet protest in consideration during this crucial remodeling of San Francisco. (*Andrea Allen; Email; April 10, 2015 [I-Allen]*)

Please do not approve the above referenced Draft EIR on the AAU General Plan. (*Mari Eliza; Email; April 15, 2015 [I-Eliza]*)

Close down all of these sites now so we have affordable housing. (*Lee Heller; Letter; February 26, 2015 [I-Heller]*)

You must reduce your impact on the city. You have the power right now if you take it to tell them you can't do that. You have to build housing. You must go through all of the things that you have the power to do under the law. And you should talk to the city attorney if you have any question about it.

...

Secondarily, you have a whole bunch of applications from four attorneys ago. You -- they actually had some competent attorneys at what point in time. And one of the attorneys had them file CU applications to legalize projects. They're on that list that I provided you. Set hearings on the cases, informational hearings at the least. You don't need to have a full EIR if you start turning down projects. There's no requirement to have an EIR. (*Sue Hestor; Transcript; April 16, 2015 [I-Hestor4]*)

The Academy of Art is a PRIVATE FOR PROFIT INSTITUTION started by and for the benefit of the Stephens family. Each building appears to have an individual LLC. Acquisitions may be by Stephens Institute, Stephens Family Revocable Trust or other entity controlled by Elisa Stephens or Scott Stephens. They own the buildings in which AAU operates as individual LLCs or other entity

controlled by them. Their flaunting of the Planning Code has enabled uncontrolled growth by the AAU over 25 years.

...

On April 23, 2015 several Planning Commissioners raised the issue of wanting to discuss AAU operations in the next few months. Planning Department staff raised immediate concern that the Commission must wait, presumably until 2016, for Final EIR before they may even discuss the status of individual AAU buildings. Department seems to claim that any discussion of specific projects would violate CEQA. (*Sue Hestor; Letter; April 26, 2015 [I-Hestor5]*)

The DEIR assumes, against available evidence, that the AAU will be honest and forthcoming in its dealings with the Planning Department and Commission. Instead the AAU has used the FOUR YEAR DELAY in issuing the DEIR after the September 2010 Notice of EIR preparation - delay which the AAU created - to buy up FOUR buildings that became the "project" in the EIR. DEIR 2-7. Then buy or lease even more buildings through entities which the members of the family which own the PRIVATE FOR-PROFIT AAU.

...

WHERE shall the AAU be located? Does it make planning sense TO THE PLANNING COMMISSION for the AAU to be the only educational institution with no centralized campus? Is that the decision SOLELY of the AAU President?

...

Does the AAU get to decide that the only City role is just approve the 24 years of illegal expansion and legalize buildings that they bought - never built?

...

Although it located a block downhill from the San Francisco Art Institute, this building is outside any reasonable concentration for AAU facilities. AAU use must be disapproved.

...

If AAU facilities are concentrated into a geographic area or areas that have decent Muni service, there is no need for a private shuttle bus system. A system that runs mostly nearly empty buses on

downtown streets that are already congested. Operation of the AAU system conflicts with Muni operations.

There is the capability to track AAU bus movements by installing a monitor in each bus that transmits a signal to the same system that monitors the location of Muni vehicles. Why has no electronic monitoring of AAU vehicles and the route taken not been done? DEIR 3-17 states shuttle routes in 2010 operated at 16% of capacity and carried no passengers for 18% of the time. The AAU buses continue to hinder traffic flow even when they are empty or almost empty. This has been the majority of the time I have observed them on 5th at Market and in the Tenderloin. In terms of efficiently moving riders they should be contrasted to Muni. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

2295 Taylor - see prior comments regarding this site. This site should NOT be approved because it is isolated from the rest of AAU facilities. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

Re the above mentioned issue [Case 2008.0586e]: I strongly object to any approval by The Planning Department. That college has too many locations as it is now. (*Gary Nogueraa; Email; April 2, 2015 [I-Nogueraa]*)

I received a notice in the mail from the Planning Department, informing me of the Environment Impact Report related to the Academy of Art University's (AAU) proposed expansion plans. I will be unable to attend the April 16th public hearing, so wanted to contact you directly with my feedback.

The notice itself doesn't provide details of the EIR, but outlines what has been known for years about the Academy's long-term goals of expanding its real estate foot print and increasing the size of its bus

fleet. As a 10-year resident at 795 Sutter Street (an AAU hot spot), I am deeply concerned by any expansion plans for the University, and believe such expansion should be rejected [...]

...

Ultimately, if the AAU wants to expand their real estate presence, they should look into constructing a bona fide campus outside of San Francisco. Otherwise, they should be confined to their existing real estate footprint with the expansion of online training, if they wish to attract additional students.

(Mark Savery; Email; March 1, 2015 [I-Savery])

I am submitting this to you as written comment regarding item 2008.0586E before the Planning Commission, specifically a request from Art Academy University for permission to expand and update its use at a number of locations throughout the city. I am adamantly opposed to this.

The Environmental Impact Report clearly outlines the impact these projects would have on affordable housing stock, infrastructure, and services. It is the conclusion of the report that these would be significantly negative, and that this is a bad deal for the City and the neighborhoods affected.

...

The speakers at the Planning Commission hearing conducted April 16, 2015, were quite eloquent in their opposition to this proposal, and I am certain that many of them have also submitted written comment. I am in full agreement with their opposition to Art Academy University.

...

Art Academy University is, and has been for years, in violation of the law.

Art Academy University is a private, for-profit real estate entity and what they request here is nothing more than a massive land-grab. *(Joseph Seiter; Letter; April 23, 2015 [I-Seiter2])*

It disturbs me that Elisa Stephens who heads the Academy of Art and already has FORTY properties in San Francisco wants additional properties (the Concordia Club) and possibly changing some of her current properties that are all over the city. (just on Sutter Street alone she has 6 buildings.)

...

I suggest she not be allowed to continue to increase her ownership of a greater part of San Francisco.

(Elizabeth S. Shaw; Email; April 15, 2015 [I-Shaw])

My only concern re: the Notice of Public Hearing for April 16, 2015, is this ... are the very wealthy people who continue to expand their great art school fully aware of the humanitarian issues in the Tenderloin?

I don't think they should be granted to expanding unless they are up to developing and supporting the less fortunate folks in their territory while they profit. I would appreciate a response to this situation and plan to attend to the public hearing. *(Allyson Stinchfield; Email; February 28, 2015 [I-Stinchfield])*

The city can and should consider forcing reduced admissions of students to AAU until agreements are reached on the use of the 28 out of 34 existing properties that are currently not approved.

The city can deny any and all of the applications for Conditional Use Permits by AAU without an approved EIR – and ought to certainly do this for all the residential property illegally converted to student housing.

AAU needs to be held to the same standards as other large institutions in our city. AAU has gotten away with buying up large swaths of neighborhoods in a way no others have. *(Jamie Whitaker; Email; April 16, 2015 [I-Whitaker])*

And you know, there's nothing wrong with students participating in the neighborhood. But it's -- they are not -- the institution itself is not paying its own way. It's having an impact on already a dense and resource-stretched neighborhood. And we -- we're very concerned about already the existing -- the previous growth. And so we certainly would object to additional growth of this institution until it takes responsibility for the impact it has on the communities that surround the neighborhood. (*Gen Fujiaka, Chinatown Community Development Center; Transcript; April 16, 2015 [O-CCDC]*)

Changing Planning Code to allow yet another avenue for AAU to increase its intensity of not meeting current Planning Code should not occur when the CEQA effects are in many instances "significant and unavoidable" and the communities surrounding and in the expansion areas get no benefits

...

As a member of the public, I am beginning to wonder about whether it is about the "relationship" of AAU's use impact and "transit demand" as opposed to other relationships. (*Rose Hillson, Member, Coalition for San Francisco Neighborhoods; Letter; April 15, 2015 [O-CSFN2]*)

Now some comments on -- from the website. On the AAU website it says, "We hold ourselves and strive to instill in our students the highest ethical standards of personal and professional integrity."

Now let's think about this. It's open enrollment. Anyone who could get a loan will be admitted to the school, no matter what their, you know, future outlook for employment. There's been staff violations in increasing the enrollment against Federal Law. Underperforming students have been maintained or kept in school so that the school gets their -- the loan money. They purchased housing, hotel, apartments, motels, and then subdivide them and charge for the bed, per bed, which might be equal to the unit itself.

Now in closing, they hold their students to the highest ethical standards of personal and professional integrity. How has the Academy of Art University performed as an institution regarding to ethical standards and professional integrity? I think that really has to be looked at. You know, the -- this hearing is important today. But also the whole integrity of the AAU has to be considered. (*Hiroshi Fukuda, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN3]*)

And now they want to take on more rental units and take them off the market and increase the number of shuttles on the streets.

...

AAU needs to be held to the same standards as other large institutions in our city if we're going to allow them to have these kind of expansions in our city. Please do not approve this. (*Mari Eliza, Coalition for San Francisco Neighborhoods; Transcript; April 16, 2015 [O-CSFN4]*)

Basically, I feel the CU should be denied. (*Tommi Avicolti Mecca, Housing Rights Committee; Transcript; April 16, 2015 [O-HRCSF]*)

AAU should pay community benefits and impact fees in the same manner that any large project must pay. (*Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA]*)

The Draft Environmental Impact Report needs to plan for a compact footprint of operations---in terms of consolidation of buildings, infrastructure and transportation.

Compactness is advantageous for convenience, operational efficiency, sustainability and cost savings--for the Academy of Art University (AAU), students and the City (with added burdens on

public streets, utilities and infrastructure). Moreover, a compact campus creates the social and academic interchanges that are typical of great learning centers.

...

A Transportation Master Plan should aim for efficiency and use of public transit.

AAU's aged buses are costly, while adding pollution, increasing traffic congestion, deteriorating public streets and diminishing public transit. With the uncoordinated rise of private shuttles, nonprofit bus routes and for-profit commuter buses, the Municipal Railway (Muni) will be less viable. Traffic-jammed streets and clogged Muni bus stops have been harmful. After years of improvement, Muni's 2014 on-time performance declined from 60% to 54% – well below the 85% mandated by 1999's Proposition E. The collective cost of shuttle services would be better invested into Muni transit—perhaps free shuttle bus loops. A well-conceived campus plan would integrate Muni transit for all transportation needs—a sustainable approach that promotes Muni fast passes, commuter tax rebates, walking, biking.

Legalization of past unauthorized projects and approvals for future construction should be predicated on a consolidated campus plan.

Especially with AAU's fee-based enrollment policy, the educational development of students should be paramount—rather than an emphasis on property development and campus sprawl. (*Howard Wong, AIA, Save Muni; Email; April 21, 2015 [O-SAVEMUNI]*)

... we are here today, just like a lot of other speakers before me concerned about the grid of AAU without really having a comprehensive understanding of the negative impact it will have on the city, not just in the past but also right now and in the future. (*Angelica Cabande, South of Market Community Action Network; Transcript; April 16, 2015 [O-SOMCAN]*)

The prime site for development of substantial new student housing now owned by the Academy is the 70,000 sq ft property located at Fifth and Brannan Streets. It is located within the Central SOMA Plan Area and thus can be rezoned by next year for student housing development as a "campus" concept with capacity for at least 1,000 "beds" in a group-housing format. TODCO will support such a rezoning/project, as detailed in concept in our current Central SOMA Community Plan. (*John Elberling, President, TODCO Development; Letter; April 16, 2015 [O-TODCO1]*)

RESPONSE GC-2

These comments generally pertain to the merits of the Proposed Project and not the accuracy or adequacy of information or analysis in the Draft EIR. Some comments express opposition to the Proposed Project and others question the integrity of AAU as an institution. Some of the comments also state that AAU should not be allowed to expand when it is already out of compliance with the *Planning Code*. Commenters also noted that the Draft EIR should have included a compact campus footprint, and that AAU's transportation management goals should aim for efficiency and encourage the use of public transit. Because these comments address the merits of the Proposed Project rather than the adequacy of the Draft EIR, they are not specifically addressed here. However, these comments will be transmitted to City decision-makers for their consideration as part of the Proposed Project approval process.

See **Response MR-2** on page 77 regarding the Proposed Project's impact on affordable housing and the suggestion that AAU should be required to build student housing. See **Response MR-1** on page 54 regarding *Planning Code* violations at existing AAU sites. See **Response AL-1** on page 300 regarding a compact campus footprint. See **Response GC-3** on page 344 for a discussion of the Existing Sites Technical Memorandum, which will analyze environmental impacts associated with tenant improvements at AAU's existing sites. See **Response TR-4** on page 202 regarding impacts to transit. See **Response RE-1** on page 259 regarding impacts to recreation facilities, **Response PH-1** on

page 165 regarding impacts to population and housing, and **Response TR-11** on page 230 regarding impact fees. See **Response TR-2** on page 191 regarding AAU's Transportation Management Plan.

COMMENT GC-3: GENERAL CONCERNS NOT RELATED TO PROJECT IMPACTS OR THE ADEQUACY OF THE EIR

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-CPC-Johnson	I-Heller	I-Ludwig	I-Seiter1
A-CPC-Richards	I-Hestor2	I-Martin1	I-Seiter2
A-DTSC	I-Hestor4	I-Martin2	I-Wermer2
A-DOT	I-Hestor5	I-McCann	O-CCDC
I-Adelman	I-Hestor6	I-McGoldrick	O-CSFN1
I-Bagley	I-Hestor7	I-Miguel	O-RCA
I-Edwards	I-Holden	I-Quinn	O-SOMCAN
I-Eliza	I-Ivanov	I-Rae	O-UHL2
I-Francis	I-Jones1	I-Savery	

There is a lot about AAU's growth plan and what will actually come to pass that is not related to the EIR. So today I'll be keeping my comments to the EIR, the DEIR itself, and then look forward to hearing the plan for how we're going to address looking at the actual project sites in the future. There's a lot of them, and there's even more when you consider the sites that we don't even know about from the program level growth. But -- so I'll have -- I have a few questions about the DEIR. Then we'll see what the rest of the process looks like. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Johnson])*

The last time we talked about AAU I said I'm going to keep an open mind. I'm going to be considering this a fresh start after all the things that have happened. And it's been quite lopsided here today in the things that I'm hearing about the institution.

But again, keeping an open mind, there are some good things that AAU has done. They have employment. They have [been] economic. They've been an economic engine for the city. They've done charitable things. They've had a positive effect on historic preservation. And again, I think it's time for a fresh start. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; April 16, 2015 [A-CPC-Richards])*

DTSC is also administering the Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

For additional information on DTSC's Schools process or CLEAN Program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to discuss this matter further, please contact me at (916) 255-3695, or via e-mail at bud.duke@dtsc.ca.gov. *(Harold Duke, PG, Department of Toxic Substances Control; Letter; April 24, 2015 [A-DTSC])*

Project Understanding

The proposed infill project consists of four components: study area growth where AAU could accommodate expansion of future facilities, project site growth at six additional locations, legalization of prior unauthorized changes at 28 of AAU's existing site locations, and the extension of AAU's shuttle service to growth in the study areas and project sites. In total, the project buildout estimates approximately 1,063,207 square feet (sf) of institutional uses, 17,533 sf of recreational uses, and 110,000 sf of student residential uses. The improvement of bicycle parking conditions at AAU facilities is a recommended transportation improvement measure. There are four study areas adjacent to Interstate (I-) 80 with access provided from on- and off- ramps at Bryant, Fourth, Fifth, Seventh, and Eighth Streets. In addition, there are three study areas and three project sites located near U.S.

Highway 101 (U.S. 101) with access provided from on- and off-ramps located at Bayshore Boulevard/Cesar Chavez Street and Mission Street/South Van Ness Avenue.

...

As discussed, we thank the City for providing the project's turning movement traffic per study intersection diagrams under Cumulative scenarios for review of future use patterns of the transportation system, avoidance of turning conflicts, and vehicle/non vehicle incident management.

(Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT])

I am a native of San Francisco and the daughter of two artists.

...

I am a performing artist myself, a dancer, and the managing director at Dance Mission Theater in San Francisco's Mission District. Four years ago I was lucky enough to move into an apartment in San Francisco with rent control and join the two other women already living there. When my partner and I finally decided to move into together and take that big leap we looked around and around and around and saw nothing that he, a teacher, and myself, a working artist, could afford. And so he moved into my apartment. There are currently four of us living there, and I have no idea what we're going to do when we have children because there's obviously no space.

The only choice that I see as of now is to move of San Francisco, the city where I grew up, and maybe even the Bay because Oakland is getting just as expensive as here. And BART is super expensive, it doesn't run 24 hours. And, what, we commute an hour now. What will happen when we commute two hours, three hours? How much further are going to get pushed out.

...

A city cannot be a city without diversity, without the janitors, without the teachers, without the nurses, without the artists. *(Stella Adelman; Transcript; April 16, 2015 [I-Adelman])*

I will not be in town for the Public Hearing so could you please give me the contact information as to how to express opposition to the expansion(s) requested in particular for 58-60 Federal or forward this email to the correct parties.

...

Trash and broken glass are constantly in the street and on sidewalks around many of the buildings that already have no sense of pride and do little to nothing to keep areas in front of many of the buildings clean and safe. *(Christine A. Bagley; Email; March 30, 2015 [I-Bagley])*

I live on Van Ness. And that beautiful little St. Brigid Church has been occupied now by this academy. It's closed. It's a work of art. We're not allowed in. I can see them focusing on their buildings on Van Ness, looking to enlarge them. And Van Ness is overwhelmed with construction. *(Jane Edwards; Transcript; April 16, 2015 [I-Edwards])*

The master plan cannot be approved until there is an approved EIR. AAU needs to be held to the same standards as other large institutions in our city. AAU has gotten away with buying up large swaths of neighborhoods in a way no others have. *(Mari Eliza; Email; April 15, 2015 [I-Eliza])*

I am a resident right next door to the Academy of Art on Townsend Street. I just wanted to have these for -- to be entered for everyone.

I moved into my apartment next to what is now the Academy of Art in 2009. At the time I moved in I was not aware the university -- of the university having a presence there. There was never any signage or a posting that AAU was planning on opening up a campus.

Over the last seven years the site has undergone a major expansion without any notice to the neighbors who may have objected to their expansion. The building next to mine is now a full-time AAU dorm. And many of their students are now starting to occupy units in my apartment building.

I am deeply concerned that the proposed expansion will force out the remaining tenants in my building who are middle-income earners. I'm not in a rent controlled building. And I actually lost my last apartment because my prior landlord was a speculator who lost all of his properties. It seems to me that AAU is in a habit of purchasing buildings that are close to their campus, and I'm now at ground zero. *(Rob Francis; Transcript; April 16, 2015 [I-Francis])*

Further, the AAU should be required to teach these filthy rich students on their first day in class to stop smoking. I call the AAU the Smokers' School, because they stand outside their buildings smoking their cancer sticks, claiming to be college students, when they look and act like idiots.

...

The AAU should also stop watering the sidewalk in a drought and at night as they did recently at 540 Powell Street.

The question remains, does the City of San Francisco represent the private profit AAU or does it represent the working class of San Francisco who need affordable housing NOW? *(Lee Heller; Letter; February 26, 2015 [I-Heller])*

I have been assuming that the EIR authors involved in setting out the legal status - under the Planning Code - for each individual building has been the Marchese Company. Since there is no one in Planning Department listed, is this correct? Has it evolved to the attorney for the AAU? *(Sue Hestor; Email; April 13, 2015 [I-Hestor2])*

You have to restrict your campus to a defined area.

...

Academy of Art has played us all for suckers. They have stretched the project. I've been going here for ten years. Ten years they have dragged their feet. They're a moonwalker. That has to stop and it stops with you. *(Sue Hestor; Transcript; April 16, 2015 [I-Hestor4])*

The AAU EIR is required to provide information on institutional and residential facilities owned by the Academy or an affiliated entity. Where the facility is occupied by the AAU for its institutional or residential use, it is a leased building if it is owned by a wholly unaffiliated entity. *(Sue Hestor; Letter; April 26, 2015 [I-Hestor5])*

Buildings on Van Ness Ave under terms of plans FOR VAN NESS emphasize the importance of ACTIVE RETAIL on ground floors to keep throngs of pedestrians walking on Van Ness. The City just spent YEARS dealing with CPMC in the area around Geary and Van Ness and the NEED to make medical office buildings and facilities ACTIVE in ground level uses. Hundreds of millions of dollars are invested in Bus Rapid Transit to encourage transit ridership with pedestrian activity. CPMC is under construction and a reality. Compounding Van Ness problems by adding AAU dead space into the mix - where the City wants to encourage new housing uses and resident activity - undoes years of careful work put into CPMC planning.

950 Van Ness along with 930 Van Ness and 963 O'Farrell are NOT a museum. They are a collection of cars that can be located elsewhere in the City where they will not infringe on pedestrian activity planned for Van Ness. This is even compounded by the AAU recent acquisition of the Concordia Club at Post and Van Ness. Adding AAU to the north and south of medical offices on the EAST SIDE of Van Ness will result in a multi-block dead zone for pedestrians where Planning Policy is to encourage lively pedestrian activity.

...

The former CSAA building at 150 Hayes is not needed for academic programs. Since the AAU has already acquired it, the most reasonable use of the building is housing for its students. The Conservatory of Music has just submitted a timely update to THEIR Institutional Master Plan. They own property both on this block and a 2 blocks to the south. With a much smaller student body they are trying to participate in the construction of new student housing. There is a residential building just west of 150 Hayes. Both the 100 and 150 Van Ness CSAA buildings are being changed from offices to housing. Housing is being built at Polk and Hayes and on other nearby sites.

...

Existing residents near that site do not understand the nature of AAU operations or the desirability of them. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor6]*)

Besides only requiring a Building Permit a building must also be found to include acceptable use and be an appropriate location in the IMP. The Planning Commission, and the Planning Department, have the power to require mandatory discretionary review of all of these sites. (*Sue Hestor; Letter; April 27, 2015 [I-Hestor7]*)

You may not be aware how low-income we are. I've had a good career. I've made a living. I'm reasonably well known. My plays get done. I've had -- I've worked at small theaters, big theaters all around the country. And my all-time high-earning year was \$42,000 ten years ago. It doesn't -- artists accept to live in poverty in order to do, because we have the great joy of doing work that we love and we accept the tradeoff. But to be -- to be driven out of the city, for us to be driven out of the city is going to have -- is having already a really bad effect on the cultural tone, on the feeling of the city.

This is happening all around the country. It's happened in -- no one talks about Greenwich Village anymore. Nobody talks about the Lower East Side as places where artists live. Very soon they won't be talking about Brooklyn and Oakland as places where artists live.

We are -- it's ironic that the city -- we're like immigrants. We are populations that the city boasts about. We create color. We create excitement. But it does nothing to protect us, to protect our ability to stay in the city. And we're being -- it's like ethnic cleansing. *(Joan Holden; Transcript; April 16, 2015 [I-Holden])*

Please add me. The traffic on New Montgomery is horrible enough as it is. *(Rada Ivanov; Email; March 1, 2015 [I-Ivanov])*

I'm a resident and homeowner in San Francisco. I'm the former dean of the College of Architecture at Cal Poly in San Luis Obispo. I'm speaking not on behalf of my university, but I participated for many years as a dean there in institutional master planning. And Cal Poly in 2010 is the same size as the AAU wants to be in 2020, so it may be germane. I'll be submitting written comments.

...

And some of these are so far from where they are it would be like telling UCSF to go down to the Castro or Noe Valley and start shopping, or USF to go to the Marina District. In fact, USF is closer to their (inaudible) purchase than they are. *(Tom Jones; Transcript; April 16, 2015 [I-Jones1])*

I received this notice and have an important question before I proceed. Does this real estate conglomerate which operates as a for-profit university pay property taxes? In any event I would like to see a thorough investigation of its impact on the city's tax base, housing stock, and general services. *(Ann Ludwig; Email; February 28, 2015 [I-Ludwig])*

My family originally developed the cannery in the mid-1960s and operated the complex until we sold it to Patson Vornado in the year 2007. Ultimately, Patson Vornado defaulted on its loan which led to the Academy of Arts picking up title to the property in 2011.

...

Undoubtedly, the Academy's practice of violating the law puts similar institutions that follow the law at an operational and economically disadvantage. (*Christopher Martin; Transcript; April 16, 2015 [I-Martin1]*)

On another note, for over two years, the public restrooms in The Cannery have been inaccessible, requiring a card key for entry. This is a hardship for the visiting public and a violation the current use as a retail and office complex. Page 34 of the AAU's Annual Campus Safety Report states that all AAU buildings are secured electronically through AAU card access system as additional layer of security for students/staff and faculty. Additionally all Academy buildings are closed to the public are closed to the public 24 hours a day, seven days a week. (*Christopher Martin; Letter; April 26, 2015 [I-Martin2]*)

Also, I'm Patrick McCann with the San Francisco Flower Mart. And I'll be dealing with that also. But back when I was brought aware of the AAU when the art academy was trying to purchase the San Francisco Flower Market, I was all new to this.

And I find it incredibly amazing that after six years you're still stumbling along with the AAU when there's so many infractions going on with the housing depletion and all of this awareness. I just find it, new to this whole process six years ago, that we're back here. And I just keep hearing about this over and over and over again. (*Patrick McCann; Transcript; April 16, 2015 [I-McCann]*)

I think you know as much as anybody in this city, in fact, perhaps more than some of the members of the San Francisco Board of Supervisors Land Use Committee today right now. And you know what's happening to the housing right now. And you know why the rents have gone so sky high, banishing people, economically banishing people from this city when we actually have housing that should

have been preserved, and you know that. You can ask Mr. [Rahaim]. You can ask your planning director, he knows, he's a professional, what's going on? Ask him for a solution. Ask staff to get on it. They know what to do. You need to direct them. How do you direct them? You tell them scofflaws are basically committing crimes.

In another country this would be called corruption. This is a corruption issue. How do we live in a city like this and pretend that somehow or other we have ethical and moral standards. Oliver Wendell Holmes said, "The law is simply the minimal level of morality." They breaking the law every day and they're hurting people. They're driving out families. They're driving out children. They're driving out the middle class. What for? For the greed that this company calling itself a school pretends to use to provide so-called housing for students from whom they have making lots of money.

...

I teach at the University of San Francisco. We have an Institutional Master Plan. We agreed to a one percent -- one percent limit on students per year for the next ten years. Why? Because we sat down and did an honest Institutional Master Plan and said we can't expand without causing harm to the area, to the neighborhood, to the city unless we limit it to one percent, 8,000 students, 80 students per year for the next 10 years.

Why in the name of whatever you want to call it can't this outfit do it? Because this outfit and this family-owned outfit breaks the law and pays no penalty. They need to be nailed. Perhaps they need to be tarred, feathered, nailed, and taken out of town as they would do in a good congregation in the town of New England maybe these days because they believe in following the law. They helped form the kind of government we have.

How ridiculous that we've got to sit here and -- you know, I can read off the list, you've heard it all, what all the important points are, the number one important point is between Airbnb and this outfit this city is getting destroyed and people's live are getting destroyed. Can you do something about it? Will you do something about it? Will you please do something about it? Okay.

I don't often get too emotional but I see the harm that's going on all over this city. You know the harm that's going on all over this city. It's not helping, it's hurting. It's destroying a city that has a reputation for being a so-called great city.

...

Nail them, run them out of town on a rail, and make them see and make others see as an example that you will help to follow the laws of this city. (*Jake McGoldrick; Transcript; April 16, 2015 [I-McGoldrick]*)

The abject failure to legally conform to codes in spite of an ever changing cadre of highly respected land use legal talent, six or seven attorneys, has unfortunately made the department and the city attorney appear laughable to much of San Francisco.

And following along some of the things that previous speakers said in the last item before you, Paul, Peter Calvin, Sue Hestor, when asked to participate in the Housing Action Coalition's Student Housing Initiative which led to the present student housing legislation, AAU refused to come to the table, the only post-secondary institution that was not there. (*Ron Miguel; Transcript; April 16, 2015 [I-Miguel]*)

Our manager, Mahara Espinoza, has worked very well with Michael Petricca of the academy, and he did agree to remove the set-up (see correspondence below) and this is not the only correspondence as there has been contact with the SF Police and Elisa Stephens, the president of the academy, and she is also an owner of a condo at 900 Bush. Our management reached out to her also as she is a very reasonable person.

The academy has a full basketball court located on Van Ness Avenue at St. Bridig's former church, so the students certainly have a place to play if they wish.

While Michael said on May 7, 2013, that the hoops would come down, only the actual hoop has been removed. There is still the backboard and the ground still has the painted outline. Hence, as each new semester's students arrive, there is always someone who is throwing a ball -- any ball -- against the backboard.

I'm now concerned as my understanding of the wording on your NOP states:

"The Proposed Project includes legalization of changes in use and/or appearances undertaken without benefit of permits prior to issuance of the NOP at 28 of AAU's 34 existing sites. These sites are: (and one of them is 1055 Pine Street)"

From reading the Chronicle's reporting on the AAU, I understand there are multiple changes they have done throughout the City. So I am asking that this blanket legalization does not include reinstating the basketball hoop at 1055 Pine Street. We are a building comprised of professionals who work from their homes during the day, professionals who work in the hospitality industry at night and need peace and quiet during the day, seniors who don't need to be subjected to loud four-letter words that accompanied the constant bang/bang/banging of a basketball on the pavement at all hours of the day and night. So we respectfully ask your attention to this matter, and to not allow the academy to reinstate their hoop under this 'legalization proposal'.

Thank you for your time and I would appreciate hearing from you, and I will also follow the NOP proceedings. (*Phyllis Quinn; Email; April 15, 2015 [I-Quinn]*)

I do not live in San Francisco and cannot attend the Public Hearing so could you please give me the contact information as to how to express opposition to the expansion(s) requested in particular for 58-60 Federal or forward this email to the correct parties.

...

Trash and broken glass are constantly in the street and on sidewalks around many of the buildings that already have no sense of pride and do little to nothing to keep areas in front of many of the buildings clean and safe. *(Karen Rae; Email; March 31, 2015 [I-Rae])*

Public drunkenness and other bad student behavior. Some percentage of AAU student are not good neighbors. Public drunkenness, graffiti, and other quality-of-life crimes always spike whenever school is back in session. My building was even invaded by a intoxicated student about six months ago. The police were called, but no charges filed. *(Mark Savery; Email; March 1, 2015 [I-Savery])*

I have called San Francisco my home for 25 years. I'm raising my daughter on the corner of Bush and Mason Street. This is my first time at a Planning Commission hearing, and I'm here today with a number of concerns.

I have several times had encounters with the Academy of Art University. I have always been met on their part by arrogance, entitlement, and on one occasion physical intimidation. Another occasion became a police matter.

The previous speakers have voiced my concerns quite eloquently and I'm in full agreement with them. Academy of Art University is not a good citizen. Academy of Art University is not a good neighbor.

...

Academy of Art University is a real estate conglomerate. And what they request here is nothing less than carte blanche for a massive land grab by a private for-profit entity.

If my government lets me down in this matter and they get away with it, words will not express how appalled I am. *(Joseph Seiter; Transcript; April 16, 2015 [I-Seiter1])*

I myself, have, over the years, several times had dealings with Art Academy University. I have always been met on their part with arrogance, entitlement, and on one occasion outright physical intimidation.

...

Art Academy University is not a good citizen.

Art Academy University is not a good neighbor.

(Joseph Seiter; Letter; April 23, 2015 [I-Seiter2])

The first one is that I really value CEQA as the original intent was, and that is to provide decision makers with a comprehensive assessment of the impacts of a project or operation. *(Paul Wermer; Transcript; April 16, 2015 [I-Wermer2])*

I know it's -- it's both a tragedy and an irony to hear that this institution which is supposedly advancing art is displacing artists and causing the kind of harm it has to the community. And I just want to add just a few points in terms of just some of the impacts that we have seen in Chinatown on -- of what -- and we can almost trace it directly to AAU. *(Gen Fujiaka, Chinatown Community Development Center; Transcript; April 16, 2015 [O-CCDC])*

Whereas, on March 9, 2015, the Coalition for San Francisco Neighborhoods Land Use & Transportation Committee voted unanimously to support existing Coalition for San Francisco Neighborhoods (CSFN) policy to preserve housing and neighborhood character which includes transportation, noise, and other issues. *(Judith Berkowitz, President, Coalition for San Francisco Neighborhoods; Letter; March 18, 2015 [O-CSFN1])*

The City must force reducing admissions of students to AAU until agreements are reached on the use of the 28 of 34 existing properties that are currently not approved. AAU needs to be held to the same standards as other large institutions in our City.

...

STUDENT CODE OF CONDUCT.

Guideline: The Academy of Art University expects students to display honesty, integrity, and professionalism in every aspect of their behavior and work at the University. Conduct reflecting discredit on the professional ethical standards of the University.

Question: Does AAU hold its Board of Directors to display honesty, integrity, and professionalism in every aspect of their behavior and work? Answer: Obviously not.

From the Academy of Art University web site: Policy: As an higher learning institution, we expect our students to act with professionalism, courtesy, and integrity in all aspects of behavior. Ethics in Art: We hold ourselves to—and strive to instill in our students—the highest ethical standards of personal and professional integrity.

Question: Has the Board of Directors and Administration acted with the highest ethical standard, professionalism, and professional integrity? Answer: Academy of Art University illegal actions speak louder than words on their web site. (*Hiroshi Fukuda, President, Richmond Community Association; Letter; April 26, 2015 [O-RCA]*)

AAU needs to be held to the same standard as other larger institutions in our student. AAU has gotten away with buying up large swaths of neighborhood in a way no others have. So we hope that this body would take this seriously. It's been over a decade that they've been held accountable. We really need to make sure that today AAU will be held accountable and that those housing stock that they're removing from the city is going to be replaced by them. They have enough money. Their profit is growing each year. So we need to make sure they also give back and invest back to San

Francisco. (*Angelica Cabande, South of Market Community Action Network; Transcript; April 16, 2015 [O-SOMCAN]*)

You know, I've been in discussions about illegal conversions by AAU of both rent controlled housing and hotels for over a decade. And it's just galling to me that we're still here. (*Ian Lewis, Unite Here Local 2, The Hotel Workers' Union; Transcript; April 16, 2015 [O-UHL2]*)

RESPONSE GC-3

These comments relate to general concerns regarding the Proposed Project or the analysis in the Draft EIR but do not identify any particular deficiencies in the analysis and conclusions of the Draft EIR regarding the physical environmental impacts of the Proposed Project. Other comments are introductory in nature or do not address the Proposed Project or the Draft EIR. Some comments also express general concerns regarding the changing nature of San Francisco and the conclusions regarding AAU's negative influence in that regard. Specific comments that relate to the adequacy of the information and analysis in the Draft EIR are addressed in the responses under each topical subsection above. The concerns raised in these comments will be transmitted to City decision-makers for their consideration during the Proposed Project approval process.

COMMENT GC-4: GENERAL COMMENTS IN SUPPORT OF THE PROJECT SPONSOR

This response addresses comments from the commenters listed below; each comment on this topic is included in full in Appendix A:

A-SFFD	O-FWCBD	O-MSD	O-SFMMSLC
A-SFPD	O-FWN	O-NMWF	O-SFPA
I-Alioto	O-ICA	O-OFFTA	O-SFPOA
I-Elliot	O-INN	O-PUSD	O-SHC
I-Seiter2	O-KIPP	O-RCA	O-TELHI
O-AH	O-LSYS	O-RHW	O-TGP
O-BCF	O-MMA1	O-RLN	O-THC
O-BGCSF	O-MMA2	O-SBS	O-WBPMSC
O-CCSF	O-MOAD	O-SFCC	O-WCCUSD
O-CFG	O-MSA	O-SFFWA	O-YFPA
O-FAYE			

These comments generally express support for AAU and their plans to expand their operations within San Francisco.

RESPONSE GC-4

The comments provide commenters' opinions regarding the contributions AAU has made to the City as a partner in education and community improvement. These comments do not address the adequacy of the information or analysis presented in the Draft EIR, and therefore no response is required. However, the points raised in these comments will be transmitted to City decision-makers, and will be considered by City decision-makers during the Proposed Project approval process.

COMMENT GC-5: MITIGATION MONITORING AND REPORTING PROGRAM

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

A-DOT
I-Martin1
O-SAVEMUNI

As the lead agency, the City and County of San Francisco (City) is responsible for all project mitigation. The project's fair share contribution, financing, scheduling, implementation responsibilities, as well as the identified lead agency contact and monitoring, should be fully discussed for all proposed mitigation measures. *(Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT])*

Transit Impact Fees

We commend the City for requiring mitigation of the project's significant cumulative transit impacts through a fair share contribution towards the City's Transit Impact Development Fee and future Transportation Sustainability Fee (Mitigation Measure C-M-TR-2.1a). Upon adoption, Caltrans encourages the City to ensure a sufficient allocation of Transportation Sustainability Fee Program contributions toward regional transit improvements in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support the reduction of auto VMT and the increase of non-auto mode shares. *(Patricia Maurice, Acting District Branch Chief, Department of Transportation; Letter; April 27, 2015 [A-DOT])*

The EIR should ... establish binding mitigation measures that fully address the impacts to the environment. *(Christopher Martin; Transcript; April 16, 2015 [I-Martin1])*

The AAU's large anticipated growth warrants mitigation of unnecessary adverse impacts. (*Howard Wong, AIA, Save Muni; Email; April 21, 2015 [O-SAVEMUNI]*)

RESPONSE GC-5

These comments relate to the Mitigation Monitoring and Reporting Program (MMRP) that will be prepared and circulated with the Final EIR. One commenter commends the City for requiring mitigation of the Proposed Project's significant cumulative transit impacts through a fair share contribution towards the City's Transit Impact Development Fee and Transportation Sustainability Fee. Please see pages RTC-5 and RTC-6 in Chapter I, Introduction, of this RTC document, which details the timing and approval process for the MMRP. Once the MMRP is adopted by the City, the Proposed Project sponsor will be bound to comply with the mitigation measures included therein.

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V. DRAFT EIR REVISIONS

This chapter presents specific revisions to the text of the Draft EIR that are being made in responses to comments, or to amplify and clarify material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underline text. Deletions to the text are shown with ~~striketrough text~~. Page numbers correspond to the page numbers of the Draft EIR. The revisions to the Draft EIR derive from two sources: 1) comments raised in one or more of the comments letters received by the City and County of San Francisco on the Draft EIR; and 2) staff-initiated changes that correct minor inaccuracies, typographical errors or to clarify material found in the Draft EIR subsequent to its publication and circulation. Staff-initiated change to clarify information presented in the Draft EIR are highlighted by an asterisk (*) in the margin to distinguish them from text changes associated with response to comments. None of the changes or clarifications presented in this chapter significantly alters the conclusions or findings of the Draft EIR.

SUMMARY

Page 1-4 of the Draft EIR is revised to include C-PH-1 as a Significant and Unavoidable Impact:

Impact C-PH-1 identifies a significant and unavoidable impact on population and house resulting from implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity. Alternative 4, Reduced Institutional Growth Alternative, was identified and has been assessed to reduce this significant and unavoidable impact of the Proposed Project, and thus the Proposed Project's contribution to a cumulative impact on population and housing.

Table 1-2, Comparison of Proposed Project and Project Alternatives: Impacts, on page 1-62 is revised, as shown on the following page, to include C-PH-1 as a Significant and Unavoidable Impact.

Table 1-2 Comparison of Proposed Project and Project Alternatives: Impacts

NI = No impact; LTS = Less than significant or negligible impact; no mitigation required; SM = Significant but mitigable; SU = Significant and unavoidable adverse impact, no feasible mitigation; SUM = Significant and unavoidable adverse impact, after mitigation

	<i>Proposed Project</i>	<i>Alternative 1: No Project Alternative</i>	<i>Alternative 2: Centralized Growth Alternative</i>	<i>Alternative 3: Reduced Growth</i>	<i>Alternative 4: Reduced Institutional Growth</i>
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SIGNIFICANT AND UNAVOIDABLE IMPACTS

Population, Housing, and Employment

Housing	Impact PH-2.1 The Proposed Project, including growth in the 12 study areas, would displace substantial numbers of people, or existing housing units, or create demand for additional housing elsewhere, or displace a substantial number of businesses or employees. (SU)	Substantially less than proposed project. (LTS)	Similar to proposed project. (SU)	Substantially less than proposed project. (SU)	Substantially less than proposed project. (SU)
Housing	<u>Impact C-PH-1 The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on population and housing. (SU)</u>	<u>Substantially less than proposed project. (LTS)</u>	<u>Similar to proposed project. (SU)</u>	<u>Substantially less than proposed project. (SU)</u>	<u>Substantially less than proposed project. (SU)</u>

PROJECT DESCRIPTION

Page 3-22 of the Draft EIR is revised to include the following reference to Figure 3-4a, Proposed Project and Existing AAU Sites, and Figure 3-4a is added to the Draft EIR (as shown on the following pages):

Figure 3-4, Study Areas and Project Sites, p. 3-23, illustrates the 12 study areas and six project sites analyzed in this EIR, and Table 3-6, Summary of Existing and Proposed AAU Facilities, summarizes AAU's existing sites, project-level growth, and program-level growth. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational uses. The Proposed Project does not include the construction of new buildings, because AAU occupies and generally changes the use of existing buildings. Therefore, this EIR evaluates the change of use at existing buildings. Figure 3-4a, Proposed Project and Existing AAU Sites, illustrates the location of the Proposed Project study areas relative to the AAU's existing 34 sites.

Page 3-38 of the Draft EIR is revised to include the following description of the Transportation Management Plan. The Transportation Management Plan is included in the Draft EIR as Appendix C.

AAU's Transportation Management Plan

The AAU Transportation Management Plan (TMP) is a management and operating plan designed to provide multimodal access to existing and future AAU sites. The TMP is found in Appendix C of the Draft EIR. The purpose of the plan is to ensure safe and efficient access by promoting and facilitating the use of AAU's shuttle service, nearby public transit services and pedestrian and bicycle infrastructure for travel to and from AAU facilities, thereby reducing transportation impacts on the surrounding neighborhoods. The plan's primary goal is to facilitate multimodal access to/from the AAU facilities for all faculty, staff and students. The purpose of the TMP is to outline strategies to optimize access to and from AAU facilities within the constraints of the existing transportation network. Its main goal is to ensure safe and

efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network.

Figure 3-8 on Page 3-46 of the Draft EIR is revised to show the correct location of 1727 Lombard Avenue, as shown below. *

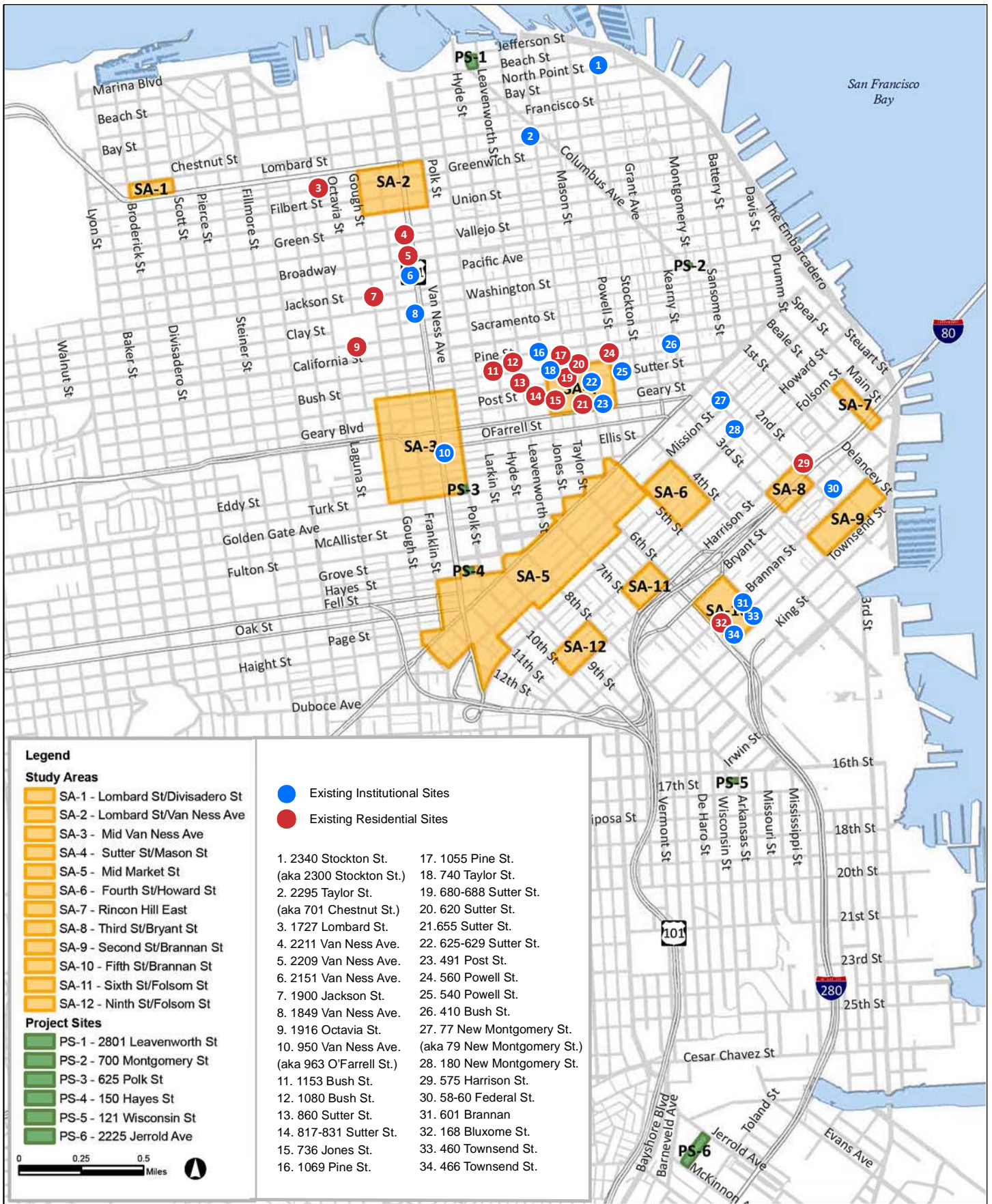
Figure 3-65 on Page 3-142 of the Draft EIR is revised per Project sponsor revisions to the site plans to change the use from 17, 533 sf of recreational uses to community facility use for PS-6, 2225 Jerrold, as shown below.

Page 3-150 of the Draft EIR is revised as follows to address changes to the Planning Code related to PS-1 and PS-2:

- PS 1, 2801 Leavenworth Street (The Cannery)
 - > The proposed conversion of office and/or retail uses to institutional uses is permitted under *Planning Code* Section ~~217(h)~~210.1; however, *Planning Code* Section 171 requires a building permit to change the *Planning Code* use category of a property (i.e., a "change of use" permit). Therefore, a building permit (i.e., a "change of use" permit from office and/or retail to institutional use) is required. A building permit application (application number 201211134023) was filed to legalize the postsecondary institutional use on November 13, 2012. (Department of Building Inspection and Planning Department approval) *

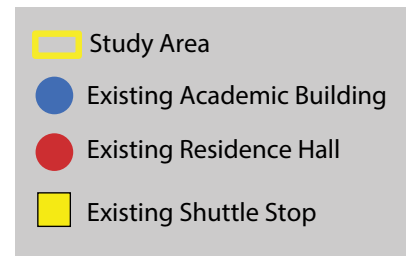
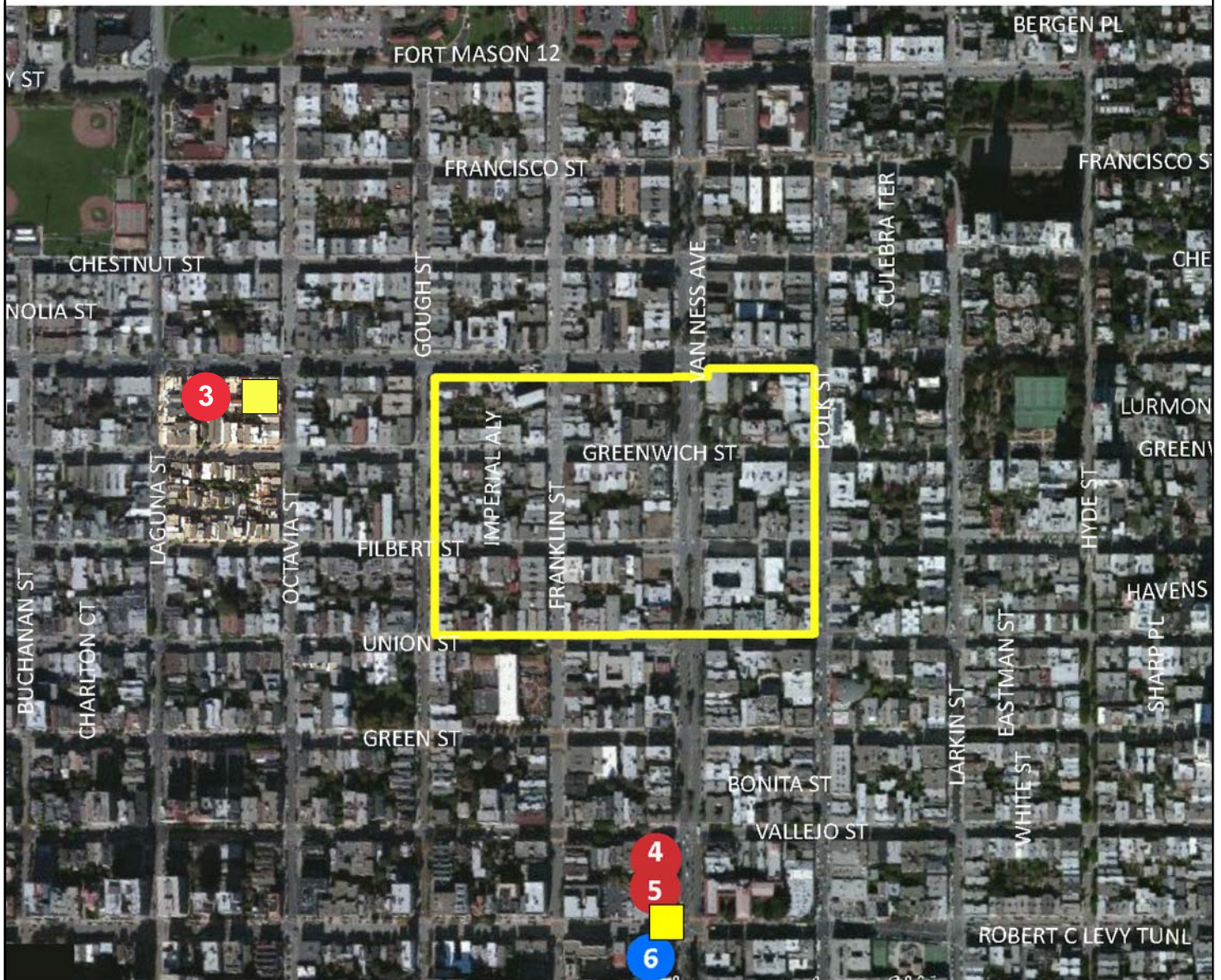
- PS 2, 700 Montgomery Street
 - > *Planning Code* Section 249.25(b)(2)(a) requires a conditional use permit for the institutional uses on the ground floor; it also requires that the Planning Commission make two additional conditional use findings in approving such uses "that the use shall be necessary to preserve the historic resource and no other use can be demonstrated to preserve the historic resource" and "the use shall be compatible with, and shall enhance, the unique retail character of the District." (Planning Commission approval)
 - > The conversion to institutional use on upper floors is permitted under *Planning Code* * Section ~~217(h)~~210.1; however, Planning Code Section 171 requires a building permit to change the Planning Code use category of a property. Therefore, a building permit (i.e., a "change of use" permit from office and/or retail to institutional use) is required. A Certificate of Appropriateness application (application number 2014.1264A), was filed on August 19, 2014, for proposed exterior signage. (Historic Preservation Commission approval)

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SOURCE: AAU, 2013; Atkins, 2013.

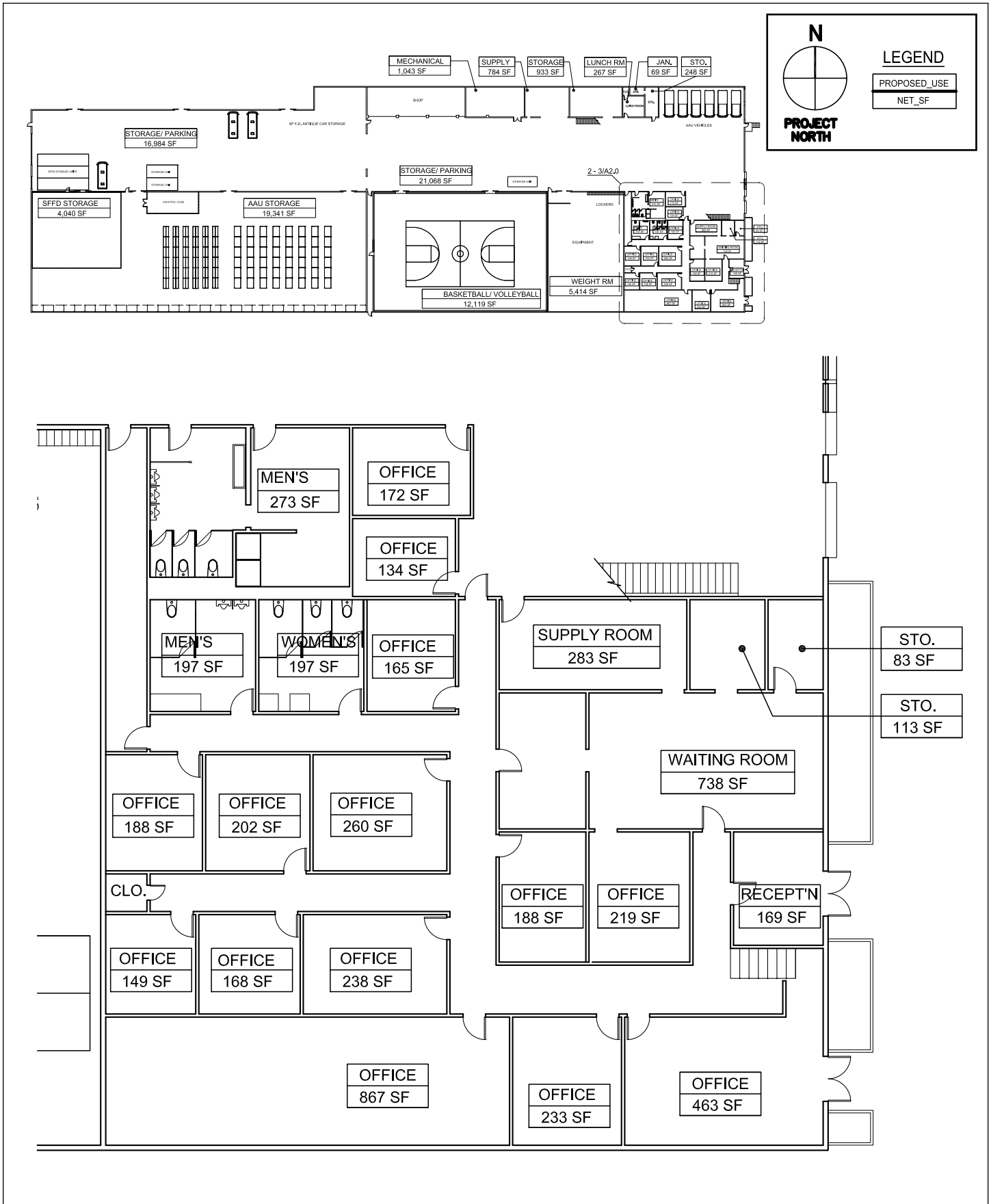
ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-4a: Proposed Project and Existing AAU Sites



Not to Scale

SOURCE: AAU, 2013; Atkins, 2013; Bing Maps, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-8 REVISED: STUDY AREA 2 (LOMBARD STREET/VAN NESS AVENUE) LOCATION



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-65 REVISED: 2225 JERROLD AVENUE - PROPOSED FIRST FLOOR PLAN

Page 3-153 of the Draft EIR is revised as follows to reflect changes to the previous use of this existing site:

817–831 Sutter Street— Change in use from ~~group housing tourist hotel~~ to ~~group student~~ housing for a postsecondary educational institution within a RC-4 (Residential Commercial Combined High Density) zoning district requiring CU authorization (*Planning Code* Section 303) and pursuant to Section 209.2(c) and BP (*Planning Code* Section 171).

Additional AAU Sites

To clarify AAU's history of use of this site, the following text has been added to page 3-78 of the Draft EIR:

Additional Identified AAU Sites

The site located at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021) has been identified as a site previously occupied by AAU and is located within Study Area 2 (Lombard/Van Ness Avenue). As of February 2015, this site had been occupied for residential use by AAU without receiving the appropriate permits. However, this site has since been vacated, and no AAU uses are proposed at this site. Therefore, 2550 Van Ness is not included as a specific project site under the Proposed Project. This site is within the proposed identified uses in Study Area 2 of up to 220 rooms or 400 beds. However, because no specific use is proposed at this site, it is captured under the program-level analysis in this EIR. If AAU proposes to use this site for housing in the future, they would need to apply for all necessary permits, and such use would be required to undergo environmental review pursuant to CEQA.

PLANS AND POLICIES

Pages 4.1-23 and 4.1-24 of the Draft EIR are revised as follows to address changes to the Western SoMa Plan Area:

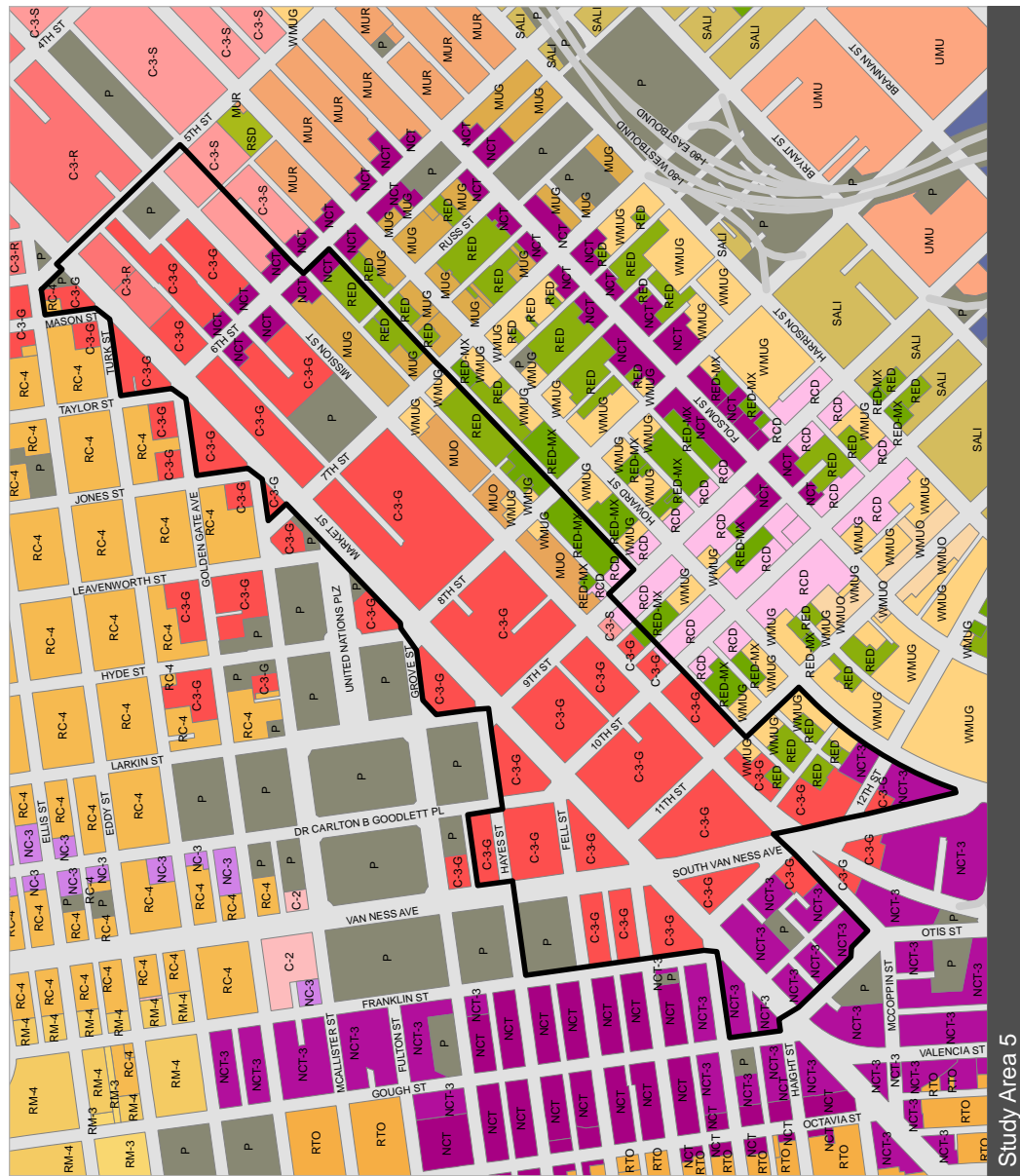
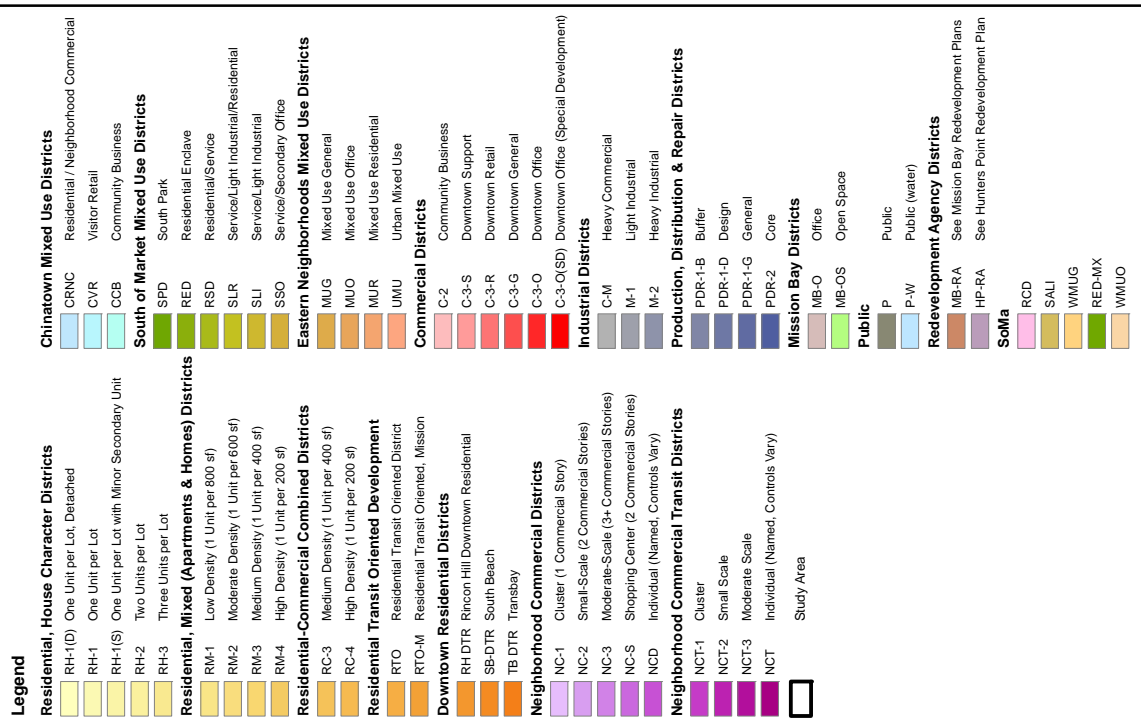
SA-5, Mid Market Street. A portion of SA-5 between Seventh and Twelfth Streets to the east and west and Minna and Howard/Natoma Streets to the north and south is within the Western SoMa Plan area. AAU anticipates that future uses within SA-5 would include up to 220 residential rooms and 200,000–480,000 sf of institutional uses. The portion of SA-5 within the Western SoMa Plan area is Regional Commercial District (RCD), South of Market Residential Enclave (RED), Residential Enclave – Mixed District (RED-MX), and Western SoMa Mixed Use-General (WMUG) primarily zoned as Service/Light Industrial/Residential (SLR). The proposed AAU institutional uses of buildings in this area would be conditionally permitted under the RED-MX and WMUG designations but would not be permitted uses under the SLR RCD or RED designations as an educational service. The Proposed Project’s residential uses in SA-5 would change the use of existing buildings in SA-5 and would not convert residential uses to nonresidential uses. Residential uses (student housing) would not be permitted under the RCD, RED, or RED-MX designations. Residential uses would be conditionally permitted in newly constructed buildings within areas zoned as WMUG (per Planning Code Section 844.23. Because it is AAU’s custom to occupy existing buildings, rather than to construct new buildings, the proposed residential uses within this study area would potentially conflict with the Consistent with AAU’s existing properties, it is expected that tourist motels/hotels and possibly other institutional uses could accommodate proposed AAU student housing. Therefore, no potential conflicts of AAU use of buildings with the Western SoMa Plan have been identified.

SA-6, Fourth Street/Howard Street. A portion of SA-6 fronting Folsom Street between Fourth and Fifth Streets is within the Western SoMa Plan area. AAU would change the use of existing buildings in SA-6 for institutional purposes of 100,000 to 190,000 sf, such as classroom use, administrative use, or studio/gallery use, which are defined as educational services in the *Planning Code*. The portion of the Western SoMa Plan area that contains SA-6 is currently zoned as Residential/Service Mixed Use (RSD)-WMUG, and institutional uses are conditionally permitted in this district. Further-Therefore, no potential conflicts of AAU’s use of buildings within SA-6 with the Western SoMa Plan have been identified.

SA-10, Fifth Street/Brannan Street. SA-10 is within the Western SoMa Plan area south of Harrison Street. AAU would change the use of existing buildings in SA-10 for institutional purposes of 70,000 to 160,000 sf, such as classroom uses, administrative use, or studio/gallery use. SA-10 is in the south of Harrison Street area of the Western SoMa Plan area. Zoning districts within this area include Service/arts/Light Industrial (SALI) and WMUG, and is currently zoned as Service/Light Industrial (SLI). Institutional uses are not permitted in the SALI district, but are conditionally permitted in the WMUG district. ~~this zoning district.~~ ~~The Western SoMa Plan envisions the south of Harrison Area as primarily supporting nonresidential uses and, therefore,~~ Therefore, while no potential conflicts of the Proposed Project within portions of the Western SoMa Plan zoned as WMUG have been identified, institutional uses within the SALI district would conflict with the Plan.

SA-12, Ninth Street/Folsom Street. SA-12 is within the Western SoMa Plan area north of Harrison Street. AAU would change the use of existing buildings in SA-12 for residential purposes of 15 to 25 rooms. SA-12 is in the north of Harrison Street area of the Western SoMa Plan area, which includes the following zoning districts: RCD, RED, RED-MX, Folsom Street Neighborhood Commercial Transit (F-NCT and WMUG, and is currently zoned as SLR. AAU's change of use of existing buildings within SA-12 for residential purposes would be a conditionally permitted use under the SLR F-NCT and WMUG zoning districts. Within these districts, residential uses are conditionally permitted in newly constructed buildings only. ~~and, therefore, no~~ if residential uses are proposed within the RCD, RED, or RED-MX districts, or within existing buildings in the F-NCT or WMUG zoning districts, ~~potential conflicts of the Proposed Project would potentially conflict with the Western SoMa Plan have been identified.~~ Refer to Section 4.4, Population, Housing, and Employment, for further discussion of the preservation of housing in the study areas.

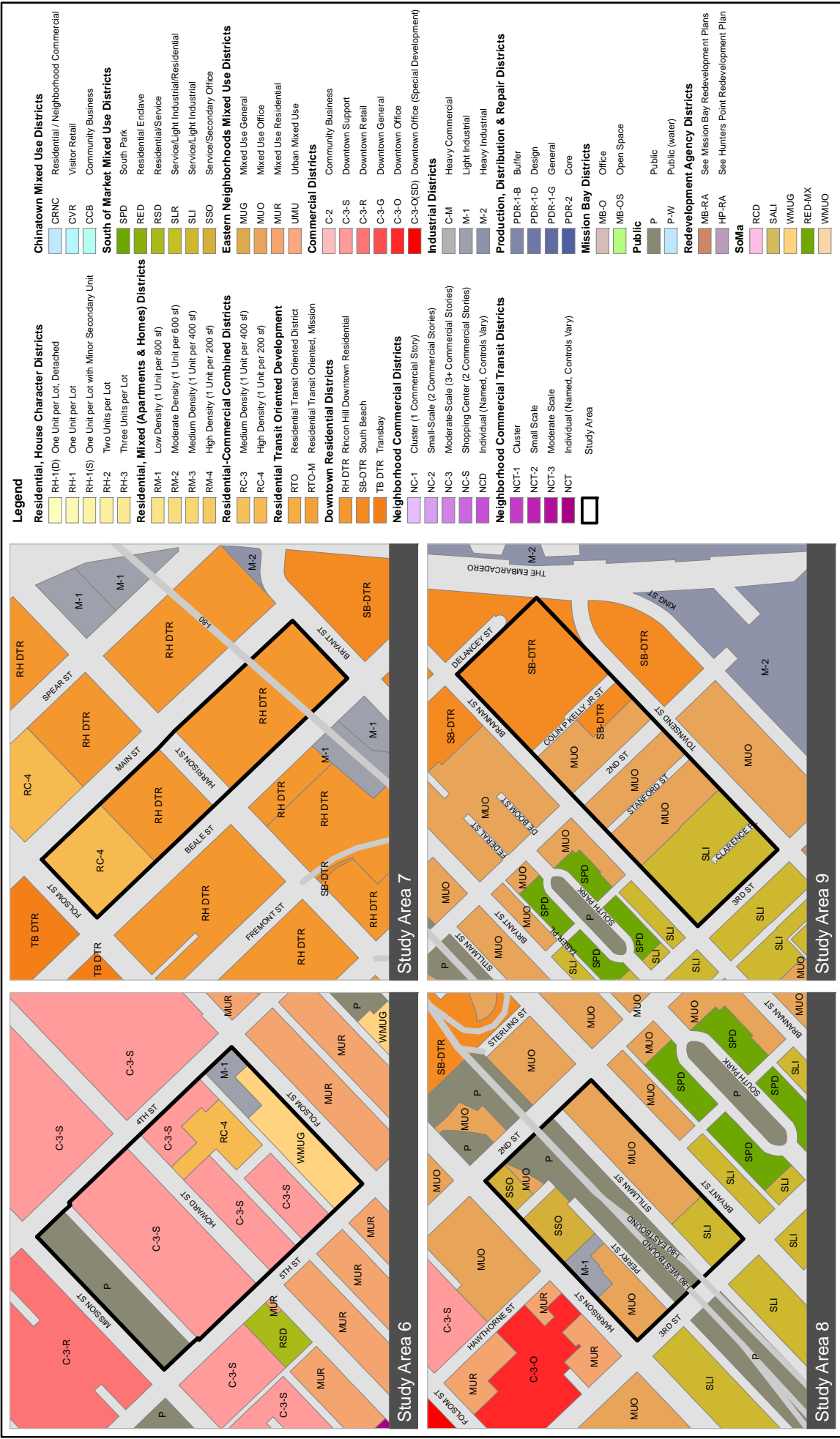
Figures 4.1-4, 4.1-5, and 4.1-6 on pages 4.1-36 through 4.1-38 of the Draft EIR are revised, as shown on the following pages, to show the correct zoning districts within the Western SoMa area.



Study Area 5

ACADEMY OF ART UNIVERSITY EIR
 FIGURE 4.1-4 REVISED: EXISTING ZONING DISTRICTS - STUDY AREA 5

SOURCE: San Francisco Planning Dept. (2015).



ACADEMY OF ART UNIVERSITY EIR
FIGURE 4.1-5 REVISED: EXISTING ZONING DISTRICTS - STUDY AREAS 6 - 9

SOURCE: San Francisco Planning Dept. (2015).



ACADEMY OF ART UNIVERSITY EIR

FIGURE 4.1-6 REVISID: EXISTING ZONING DISTRICTS - STUDY AREAS 10 - 12

SOURCE: San Francisco Planning Dept. (2015).

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Table 4.1-3 on page 4.1-41 is revised as follows:

Table 4.1-3 Existing Zoning in Study Areas		
<i>Zoning Districts</i>	<i>Permitted</i>	<i>Conditional</i>
(P): Public Use		R, I
(RH-2): Residential House, Two Family		R, I
(RH-3): Residential Houses, Three Family		R, I
(RH DTR): Rincon Hill Downtown Residential Mixed Use		R ^a , I
(RM-2): Mixed (Apartments and Houses), Moderate Density		R, I
(RM-3): Mixed (Apartments and Houses), Medium Density		R, I
(RM-4): Mixed (Apartments and Houses), High Density		R, I
(RC-3): Residential-Commercial Combined Medium Density		R, I
(RC-4): Residential-Commercial Combined High Density		R, I
(C-2): Community Business District	R, I	
(C-3-G): Downtown—General Commercial	R, I	
(C-3-R): Downtown Retail	R, I	
(C-3-S): Downtown Support	R, I	
(C-3-O[SD]): Downtown Office-Special Development	I	
(C-M): Heavy Commercial	R, I	
(F-NCT): Folsom Street Neighborhood Commercial Transit District		R ^e
(M-1): Light Industrial	R, I	
(PDR-2): Core Production, Distribution, and Repair	Not permitted ^b	Not permitted ^b
(NC-2): Small-Scale Neighborhood Commercial	R, I ^c	R, I ^d
(NC-3): Moderate-Scale Neighborhood Commercial	R, I	
(NCD): Union Street Neighborhood Commercial District	R, I	
(NCD): Polk Street Neighborhood Commercial District	R, I	
(NCT): SoMa Neighborhood Commercial Transit		R, I
(NCT-3): Neighborhood Commercial Transit-Moderate Scale	R, I	
(RCD): Regional Commercial District		
(RED): South of Market-Residential Enclave District		R, I
(RED-MX): Residential Enclave-Mixed District		I
(RSD): Residential/Service Mixed Use	R, I	
(SALI): Service/Arts/Light Industrial		
(SLI): Service/Light Industrial	R, I	
(SLR): Service/Light Industrial/Residential	R, I	
(SSO): Service/Secondary Office	R, I	
(SB DTR): South Beach Downtown Residential		R, I
(MUG): Mixed Use General		R, I
(MUO): Mixed Use Office	R, I	
(UMU): Urban Mixed Use	R	I
(WMUG): Western SoMa Mixed Use General		R^e, I
(WMUO): Western SoMa Mixed Use Office District		I

SOURCE: *San Francisco Planning Code (2012-2015)*.

R = AAU Residential Uses
I = AAU Institutional Uses

a = Residential in excess of 25,000 sf
b = Vehicle storage and storage warehouse permitted
c = Permitted on the first floor
d = Conditional on the second and third floors
e = Conditional in newly constructed buildings; otherwise, not permitted

POPULATION, HOUSING, AND EMPLOYMENT

Table 4.4-5 on page 4.4.-7 of the Draft EIR, which shows student enrollment and faculty and staff employment over a 13-year period (2000-2013), and provided a basis for AAU's future growth rate projections, is revised as follows to include 1990 enrollment data, which is the year data was available in AAU's 2011 IMP:

Table 4.4-5 Historic AAU Growth (2000-1990-2013)

Type	1990	2000	2003	2004	2005	2006	2007	2008	2009	2010	Fall 2011 ^b	Spring 2012 ^a	Fall 2012	Spring 2013	Annual Percent Change 2000-2013
On-site students	<u>1,767</u>	5,995	6,755	6,567	6,816	7,456	8,428	9,190	10,138	11,182	11,636	11,055	11,497	10,797	6.2%
On-line students	=	—	—	860	1,470	2,027	2,906	4,147	5,653	6,529	6,637	6,509	6,622	6,362	71.1%
Total	<u>1,767</u>	5,995	6,755	7,427	8,286	9,483	11,334	14,843	15,791	17,711	18,273	17,564	18,119	17,159	
Faculty	<u>165</u>	696	803	834	896	1,047	1,228	1,000	1,301	1,294	1,372	1,422	1,459	1,422	8.0%
Staff	*	480	574	644	694	773	847	853	968	997	1,221	1,314	1,341	945	7.5%
Total	<u>165</u>	1,176	1,377	1,478	1,590	1,847	2,075	1,853	2,269	2,291	2,593	2,736	2,800	2,367	

SOURCE: Bill Cash, Ray Chan, Office of Institutional Research, Registration Department, AAU (2013); Atkins (2013).

a. Annualized half year--growth computed with respect to fall 2011. Fall 2012 and spring 2013 growth rates are computed with respect to their 2011 and 2012 counterparts.

b. For informational purposes, AAU enrollment since the publication of the NOP in 2010 is provided

*data unavailable

Page 4.4-17 of the Draft EIR is revised page 4.4-17 to include the following text reflecting the availability of this additional data:

Data provided by AAU's Office of Institutional Research for the years 2010 through 2013 indicate that, on average, the percentage of new AAU students enrolled in a given year who moved into San Francisco from outside of the City was slightly higher than in 2010. More specifically, an average of approximately 71 percent of new AAU students became new San Francisco residents during the years 2011, 2012, and 2013.

Impact C-PH-1 on page 4.4-32 of the Draft EIR is revised as follows:

Impact C-PH-1 The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on population and housing. (Significant and Unavoidable)

CULTURAL AND PALEONTOLOGICAL RESOURCES

Pages 4.5-36 and 4.5-37 of the Draft EIR are revised to include the following additional text related to historic context and historical resources status:

Information regarding the existing setting at the project sites was also drawn from the results of surveys conducted by LSA Associates of the historic interiors at PS-1, PS-2, and PS-3 in November and December, 2015. The purpose of the surveys was to identify whether the character-defining features of each building have been altered as a result of, or prior to, AAU's occupation. The results of the surveys, including photographs of the character-defining features, are included in a memorandum submitted to the City in January 2016.¹

¹ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603 Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

Page 4.5-37 of the Draft EIR is revised to include the following additional text related to the Cannery's character-defining features:

Based on analysis and documentation of PS-1 conducted in November and December of 2015, and documented in a January 2015 memorandum,¹ to assess the current condition of all of The Cannery's character-defining features, the Planning Department preservation staff finds the following:

- The English long gallery located in Jack's Bar has been retrofitted with flood lights and fire alarms; recessed lighting fixtures have been fitted into the historic plaster ceiling; and modern lighting has been added to the historic wood wall paneling. It is not readily evident that the alterations occurred during AAU's ownership. Some openings in the ceiling, including openings similar in size and location to the recessed lighting openings, can be seen in an image of the space from circa 1967. However, the changes are difficult to date with certainty.

The historic integrity of the gallery remains high as the location, design, setting, materials, workmanship, feeling, and association are wholly or substantially intact. Some small amount of material has been lost where new fixtures have been added; however, these areas could be repaired in the future if the fixtures are removed. In its current condition, the modern fixtures do not disguise the design of the historic gallery and the feeling is not diminished.

- The two smaller English rooms above the bar have been retrofitted with modern air conditioning control panels and some modern wiring and plastic conduit has been installed at the corners of rooms. The fixtures are new and the work appears to have occurred during AAU's occupation.

The historic integrity of the rooms remains high as their location, design, setting, materials, workmanship, feeling, and association are wholly or substantially intact. Some small

¹ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603, Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

amount of material has been lost where new fixtures have been added; however, these areas could be repaired in the future if the fixtures are removed. In its current condition, the modern conduit and control panel do not disguise the design of the rooms and the feeling is not diminished.

- The 13th century Spanish/Moorish ceiling in AAU Room #302 is in the same condition as documented in 2008 with the exception of the tension cable-supported lighting, which has been anchored directly to flat portions of the wood paneled ceiling at approximately 12 attachment points. The attachment bolts appear to be less than 1/2" in diameter.

The historic integrity of the ceiling remains high as its location, design, setting, materials, workmanship, feeling, and association are wholly or substantially intact. Some small amount of material has been lost where the tension wire is bolted through the flat wood panels; however, these areas could be repaired in the future if the fixtures are removed. In its current condition, the modern lighting fixtures do not disguise the design of the rooms and the feeling is not diminished.

Page 4.5-38 of the Draft EIR is revised to include the following additional text related to past alterations to PS-1, 2801 Leavenworth Street (The Cannery):

As noted in the memorandum documenting the 2015 LSA site visits to PS-1, the buildings at 2801 Leavenworth display alterations circa 1980s. Alterations to fixtures, railings, banisters, cladding, and walkways predate AAU's occupancy, which began in 2011. Many windows have been altered to include opaque privacy film. Room #302, which includes the 13th century Heart interior ceiling, has been enclosed with modern partition walls. The character-defining features identified by Page & Turnbull in 2008 are extant at the site.

Page 4.5-39 of the Draft EIR is revised to include the following additional text related to past alterations to PS-2, 700 Montgomery Street:

Based on the 2015 interior surveys conducted by LSA, the publicly accessible interior space located within the building's lobby has been altered by an addition of a large glass partition, mirrored panels, installation of bicycle racks in the lobby wall, and modern tile flooring. Based on the SIF prepared for the site, a permit issued in 2008 prior to AAU occupancy permitting the installation of the lobby's glass partition (San Francisco Planning Department 2012b¹). LSA did not identify permits for the installation of mirrored panels, bicycle racks, modern tile flooring, a fireplace, or staircase recladding.

¹ Supplemental Information Form for Historical Resource Evaluation: 700 Montgomery Street. Prepared for San Francisco Planning Department, San Francisco, California by Atkins, July 2012.

Page 4.5-40 of the Draft EIR is revised to include the following additional text related to past alterations to PS-3, 625 Polk Street:

As described in the memorandum documenting LSA's 2015 interior surveys, the publicly-accessible lobby, elevator bay, hallways, great hall, and space occupied by Café Dior retain their character-defining features reflective of the German Renaissance style. The space has been altered, however, by an addition of a glass enclosure installed at the main entrance. The door panels of the main elevators were replaced as well. Additionally, the stage within the building's great hall has been enclosed with a two-story addition. No permits have been identified for the installation of a glass enclosure at the main entrance, the glass enclosure on the stage, or replacement of the elevator door panels.

Page 4.5-76 of the Draft EIR is revised to include the following additional text related to Impact CP-1.2 as it pertains to PS-1, 2801 Leavenworth Street (The Cannery):

As noted above, LSA conducted a site visits at PS-1 in November and December 2015 to document the current condition of all of the character-defining features of The Cannery, interior and exterior. Planning staff also visited the site to confirm LSA's findings. LSA found that only minor alterations of character-defining features have occurred during AAU's occupation, which began in 2011. These alterations are described in detail in LSA's January

2016 memorandum describing the findings of the 2015 site visit.¹ Additionally, Planning staff confirmed that all proposed interior work under the proposed project would not further alter the interior features.² Further, any future alterations to the site, including exterior and interior alterations, would be reviewed for conformance with the Secretary's Standards by Planning Department Preservation staff per the Department of Building Inspection's building permit application routing procedures and the Planning Department's CEQA review procedures.

¹ Memorandum from Angelique Theriot, M.A. and Michael Hibma, M.A., RPH #603 Architectural Historians, LSA Associates, Inc. to Greta Brownlow, LSA Associates, Inc., Re: Supplemental Photographic Documentation of Three Buildings Proposed for Academy of Art University Use, City and County of San Francisco, California (LSA Project #AAU1501), January 22, 2016.

² Memorandum from Shelley Caltagirone, Preservation Planner, to Chelsea Fordham, Environmental Planner, Re: Academy of Art University DEIR Response to Comments Case No. 2008.0586E, January 25, 2016.

Page 4.5-77 of the Draft EIR is revised to include the following additional text related to Impact CP-1.2 as it pertains to PS-2, 700 Montgomery Street:

Additionally, LSA's 2015 survey of PS-2 and the City's response to LSA's memorandum documenting the survey findings determined that most alterations to the interior plan, including installation of mirrored panels, bicycle racks, and modern tile flooring, occurred prior to AAU's occupation, and that none of these alterations have removed or caused substantial damage to character-defining features of the landmark property. Therefore, AAU's occupation and all proposed interior work under the Proposed Project has not and would not affect the historic integrity of the building's interior.¹ Moreover, any future alterations to the site, including exterior and interior alterations, would be reviewed for conformance with the Secretary's Standards by Planning Department Preservation staff per the Department of Building Inspection's building permit application routing procedures and the Planning Department's CEQA review procedures.

¹ Memorandum from Shelley Caltagirone, Preservation Planner, to Chelsea Fordham, Environmental Planner, Re: Academy of Art University DEIR Response to Comments Case No. 2008.0586E, January 25, 2016.

Page 4.5-78 of the Draft EIR is revised to include the following additional text related to Impact CP-1.2 as it pertains to PS-3, 625 Polk Street:

Similar to PS-2, LSA's 2015 documentation and the City's January 2016 response found that most alterations to the interior plan at PS-3 occurred prior to AAU's occupation. Alterations not documented by permit include the glass storefront enclosure and alterations to the elevators' door panels. Planning staff's review of the landmark designation file shows that the glass storefront was installed by the time the building was designated in 1984 and likely occurred in 1966 under Building Permit Application #33100. The alteration to the elevator doors cannot be dated; however the alteration does not substantially detract from character-defining features of the landmark property, including the front lobby space. Therefore, AAU's occupation has not affected the historic integrity of the building's interior. Moreover, any future alterations to the site, including exterior and interior alterations, would be reviewed for conformance with the Secretary's Standards by Planning Department Preservation staff per the Department of Building Inspection's building permit application routing procedures and the Planning Department's CEQA review procedures.

TRANSPORTATION AND CIRCULATION

Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact is revised as follows to reflect that the TIDF fee was superseded by the Transportation Sustainability Fee, Planning Code Section 411A.4.

Mitigation Measure C M TR 2.1a – AAU Fair Share Contribution to Cumulative Transit Impact. AAU shall be required to make a fair share contribution to mitigate the cumulative transit demand impact related to AAU growth in transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to

SFMTA. AAU's fair share contribution shall be made in addition to the applicable Transportation Sustainability Fee (TSF) for Non-Residential, except Hospitals and Health Services, 800-99,999 GSF and Non-Residential, except Hospitals and Health Services, all GSF above 99,999 GSF and for Residential or any successor fee that supersedes this fee.

AAU's fair share contribution fee will be calculated by determining the discount for existing uses that would otherwise be permitted by Section 411A.4, or any successor fee ordinance. Rather than discount such amounts, the amount of such discount will be paid as a fair share contribution fee ("Fair Share Fee"). The Fair Share Fee will be calculated based on the total square footage of use in the EIR for each project site and for the proposed square footage of use when a project in one of the study areas is proposed. Payment of the Fair Share Fee is due prior to the issuance of a building permit for the project or portion of the project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the Fair Share Fee shall satisfy the AAU's fair share contribution obligations for all projects where the mitigation measure applies.

~~For all institutional use, AAU shall pay a fee in the amount of the applicable Transit Impact Development Fee (TIDF), found in Planning Code Section 411.3(e) for "Cultural/Institution/Education, Post Secondary School" as that fee is indexed annually, or any successor fee that supersedes this fee. The fee will be based on the total square footage of use in the EIR for each Project Site and for the proposed square footage of use when a Project in one of the Study Areas is proposed. None of the credits permitted by Section 411 et seq., or any successor fee ordinance, shall apply. Any payment or proportional payment is due prior to the issuance of a building permit for the Project or portion of the Project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the fee in this mitigation measure shall satisfy the AAU's obligations under the TIDF for all projects where the mitigation measure applies.~~

~~For residential uses, any proposed AAU student housing proposal shall be subject to future transit impact fees if adopted. The City has conducted a nexus analysis, including on residential development, to support a future Transportation Sustainability Fee. The City anticipates that the Board of Supervisors may adopt a new impact fee or fees to offset the impact of residential use on San Francisco's transportation network. AAU student housing or other residential projects shall be subject to any future residential transit impact fees that are established prior to the project receiving a final project approval including a building permit or first certificate of occupancy, whichever occurs later. The Planning Department or the Planning Commission shall make payment of any future residential transit impact fee a condition of approval of all AAU student housing or residential project consistent with future legislation.~~

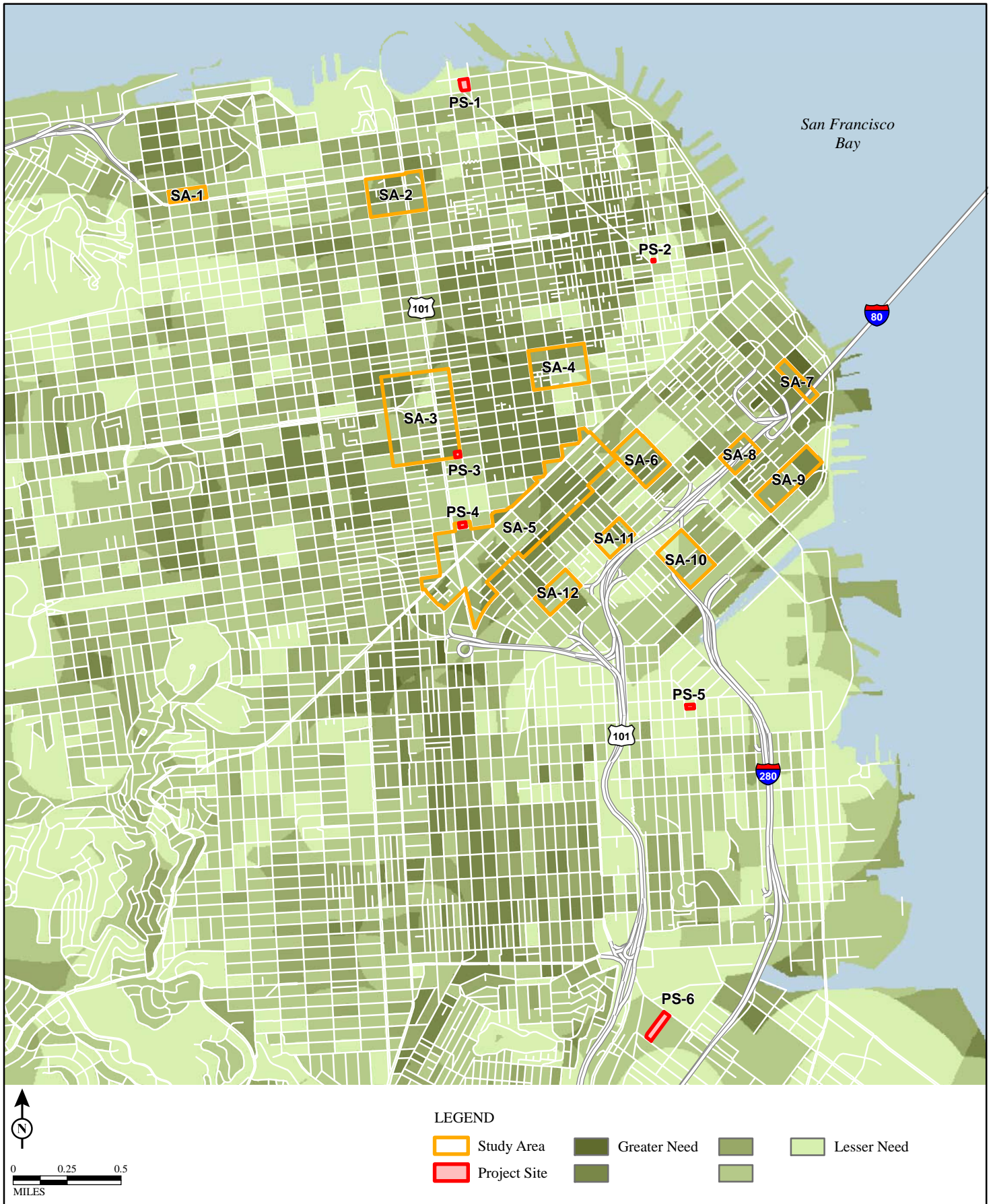
AAU may apply to the ERO to reduce, adjust, or modify this fee prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit demand and the amount of fee charged.

RECREATION

Figure RTC 4.11-2 is included as a new figure as part of Response RE-1, showing that each of the study areas contains areas of High Need for recreation and park facilities, as well as areas of Less Need.

Page 4.11-3 of the Draft EIR is revised to include the following text referencing Figure 4.11-2:

As shown in Figure 4.11-2, High Needs Areas Within The Vicinity Of The Proposed Project, each of the study areas includes areas of High Need for recreation and park facilities, as well as areas of less need.



SOURCE: San Francisco General Plan Recreation and Open Space Element, 2014.

ACADEMY OF ART UNIVERSITY EIR
FIGURE RTC 4.11-2: HIGH NEED AREAS WITHIN THE VICINITY OF THE PROPOSED PROJECT
 RTC-375

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HAZARDS AND HAZARDOUS MATERIALS

The following text is revised on page 4.17-7 in the Draft EIR:

Naturally Occurring Asbestos

Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Exposure to asbestos can result in health ailments such as lung cancer, mesothelioma (cancer of the lungs and abdomen), and asbestosis (scarring of lung tissues that results in constricted breathing). The risk of disease depends upon the intensity and duration of exposure; health risk from NOA exposure is proportional to the cumulative inhaled dose (quantity of fibers) and increases with the time since first exposure. A number of factors influence the disease-causing potency of any given asbestos (such as fiber length and width, fiber type, and fiber chemistry); however all forms are carcinogens. Although the California Air Resources Board (ARB) has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.

The following revisions are made to page 4.17-22 of the Draft EIR:

Naturally Occurring Asbestos

To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001, which became effective for projects located within the San Francisco Bay Area Air Basin (SFBAAB) on November 19, 2002. The requirements established by the

Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,² and are enforced by the Bay Area Air Quality Management District (BAAQMD).

The following text is added to page 4.17-37 of the Draft EIR:

The Asbestos Airborne Toxic Control Measure (ATCM) requires construction activities in areas where Naturally Occurring Asbestos (NOA) is likely to be found to employ best available dust control measures. Dust suppression activities required by the Construction Dust Control Ordinance include: watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp which would need to be braced down, or other equivalent soil stabilization techniques could be used to stabilize stockpiles.

The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The

² California Air Resources Board, *Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*, July 29, 2002.

project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Proposed Project site PS-5 (121 Wisconsin) is located within an area underlain by NOA; however, the Proposed Project would not include any soil disturbance that would potentially release NOA into the environment. Therefore, no significant impact related to the release of NOA would occur as a result of the proposed project.

2225 JERROLD AVENUE

As described in Chapter 2 of this RTC, since publication of the Draft EIR on February 25, 2015, the Proposed Project has been revised to incorporate community facility use at Project Site 6 (PS-6), 2225 Jerrold, in place of recreational use. This change has resulted in the need for numerous text revisions to the Draft EIR. These revisions are included in the following Table RTC-2, Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue.

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																								
Chapter 1 – Summary																									
1-2	<p>These six project sites include 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses.</p> <p>Combining the project-level and program-level growth, the Proposed Project would add about 110,000 sf of residential uses, 1,063,207 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> uses, none of which includes new construction. The Legalization Approvals would result in the full legalization of 28 of AAU’s 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational <u>community facility</u> uses.</p>																								
1-62	<table border="1"> <thead> <tr> <th colspan="6">Table 1-2 Comparison of Proposed Project and Project Alternatives: Impacts</th> </tr> <tr> <td colspan="6">NI = No impact; LTS = Less than significant or negligible impact; no mitigation required; SM = Significant but mitigable; SU = Significant and unavoidable adverse impact, no feasible mitigation; SUM = Significant and unavoidable adverse impact, after mitigation</td> </tr> <tr> <th></th> <th><i>Proposed Project</i></th> <th><i>Alternative 1: No Project Alternative</i></th> <th><i>Alternative 2: Centralized Growth Alternative</i></th> <th><i>Alternative 3: Reduced Growth</i></th> <th><i>Alternative 4: Reduced Institutional Growth</i></th> </tr> </thead> <tbody> <tr> <td>Description</td> <td>This includes 110,000 sf of institutional residential, 669,670 sf of institutional nonresidential and 17,533 sf of institutional recreation <u>community facility</u> in 12 study areas and 393,537 sf of institutional nonresidential at six project sites</td> <td>Vacation of three project sites and 164-399 rooms of existing residential, and no AAU growth in study areas</td> <td>Project growth in five study areas along major transit corridors and six project sites</td> <td>Approximately 33% reduction in Project growth (335,000 sf institutional, 55,000 sf residential, and 17,533 sf recreational <u>community facility</u> in 12 study areas and 393,537 sf at six project sites)</td> <td>Approximately 28% reduction in Project growth (335,000 sf institutional, 110,000 sf residential, and 17,533 sf recreational <u>community facility</u> in 12 study areas and 393,537 sf at six project sites)</td> </tr> </tbody> </table>	Table 1-2 Comparison of Proposed Project and Project Alternatives: Impacts						NI = No impact; LTS = Less than significant or negligible impact; no mitigation required; SM = Significant but mitigable; SU = Significant and unavoidable adverse impact, no feasible mitigation; SUM = Significant and unavoidable adverse impact, after mitigation							<i>Proposed Project</i>	<i>Alternative 1: No Project Alternative</i>	<i>Alternative 2: Centralized Growth Alternative</i>	<i>Alternative 3: Reduced Growth</i>	<i>Alternative 4: Reduced Institutional Growth</i>	Description	This includes 110,000 sf of institutional residential, 669,670 sf of institutional nonresidential and 17,533 sf of institutional recreation <u>community facility</u> in 12 study areas and 393,537 sf of institutional nonresidential at six project sites	Vacation of three project sites and 164-399 rooms of existing residential, and no AAU growth in study areas	Project growth in five study areas along major transit corridors and six project sites	Approximately 33% reduction in Project growth (335,000 sf institutional, 55,000 sf residential, and 17,533 sf recreational <u>community facility</u> in 12 study areas and 393,537 sf at six project sites)	Approximately 28% reduction in Project growth (335,000 sf institutional, 110,000 sf residential, and 17,533 sf recreational <u>community facility</u> in 12 study areas and 393,537 sf at six project sites)
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2-1	<p>Project-level growth consists of six additional buildings that have been occupied, identified, or otherwise changed by AAU since publication of the September 2010 Notice of Preparation (NOP) for this environmental impact report (EIR), but for which one or more City approvals have not yet been issued. These six project sites include 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses. The six project sites are further described in Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77, and include the following addresses: Project Site 1 (PS-1), 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625</p>																								

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
2-2	<p>The Legalization Approvals would result in the full legalization of 28 of AAU's 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses.</p> <p>...</p> <p>Combining the project-level and program-level growth, the Proposed Project would add about 110,000 sf of residential uses, 1,063,207 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> uses, none of which includes new construction. The Legalization Approvals would result in the full legalization of 28 of AAU's 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational <u>community facility</u> uses.</p>
2-6	<p>These six project sites include 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses and expansion of shuttle service to four of the sites.</p>
2-7	<p>Subsequent to publication of the NOP, several events occurred:</p> <ul style="list-style-type: none"> • AAU occupied in part 2801 Leavenworth Street (also known as The Cannery) and 700 Montgomery Street • AAU occupied the entire building space at 150 Hayes Street and 625 Polk Street (the former California Culinary Academy) • One existing AAU location at 121 Wisconsin Street was determined to have been omitted from AAU's existing properties listed in the NOP • AAU proposed recreational <u>community facility</u> uses at 2225 Jerrold Avenue that were not an existing use at the time of the NOP <p>Each of these project sites still needs at least one approval from the City; because the uses at each of these sites are known (since AAU has occupied them or has developed plans for them), these sites are being evaluated at a project level of detail (CEQA Guidelines Section 15146(a)). AAU's 2011 IMP identified the need for approximately 110,000 sf of residential uses to house about 400 students; 625,000 sf of institutional space; and 100,000 sf of recreational and other common area space for its future growth plan. The projections for future growth included in the IMP formed the basis for the establishment of Proposed Project analyzed in this EIR. As described above, since publication of the NOP, AAU has occupied four additional buildings; one site occupied by AAU prior to 2010 had inadvertently been omitted from the NOP; and one building occupied by AAU proposed with additional uses. These six project sites provide an additional 393,537 sf of institutional uses and 17,533 sf of <u>community facility</u> recreational uses beyond the program-level growth.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
	As of September 2010, AAU occupied property in 34 locations throughout the City, including 1,550,459 sf of institutional, ³ residential, and recreational <u>community facility</u> uses. The uses at AAU's existing 34 sites would not change with implementation of the Proposed Project. The existing institutional, residential, and recreational uses would continue with the same student, faculty, and staffing levels as existed at the time of publication of the NOP in September 2010. There could be some variability in the programming of classroom facilities, but there would be no change in land uses (i.e., from residential to institutional or vice versa). Therefore, the 34 existing sites are considered part of the baseline conditions, against which project-related impacts are compared (CEQA Guidelines Section 15125).
Chapter 3 – Project Description	
3-1	Project-level growth consists of six additional buildings that have been occupied, identified, or otherwise changed by AAU since publication of the September 2010 Notice of Preparation (NOP) for this environmental impact report (EIR), but for which one or more City approvals have not yet been issued. These six project sites include 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses. The six project sites are further described in Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77, and include the following addresses: Project Site 1 (PS-1), 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue.
3-2	Combining the project-level and program-level growth, the Proposed Project would add about 110,000 sf of residential uses, 1,063,207 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> uses, none of which includes new construction. <u>If approved,</u> t The Legalization Approvals would result in the full legalization of 28 of AAU's 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational <u>community facility</u> uses.
3-21	In total, the Proposed Project assumes combined program- and project-level AAU growth consisting of 110,000 sf of residential uses, 1,063,207 sf of institutional uses (669,670 sf program-level growth and 393,537 sf project-level growth), and 17,533 sf of recreational <u>community facility</u> uses.

³ The *San Francisco Planning Code* primarily describes AAU uses as postsecondary academic institution. Post secondary educational institution are defined by the *Planning Code* as an academic, professional, business or fine arts education facility. Such institution may include employee or student dormitories and other housing operated by and affiliated with the institution. Such institution shall not have industrial arts as its primary course of study. The postsecondary academic institutional uses for AAU include offices, classrooms, labs/studios, and other related uses.

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																				
3-22	<p>In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational <u>community facility</u> uses. ...</p> <p>The following sections present an overview of institutional, residential, and recreational <u>community facility</u> space expansion envisioned by AAU; the expansion of shuttle service to serve the Proposed Project; program-level growth in the 12 study areas; and project-level growth at the six project sites.</p>																																				
3-22	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: center; background-color: #e0e0e0;">Table 3-6 Summary of Existing and Proposed AAU Facilities</th> </tr> <tr> <th style="text-align: center;"><i>Use</i></th> <th style="text-align: center;"><i>Existing (sf)</i></th> <th style="text-align: center;"><i>Project Sites (sf)</i></th> <th style="text-align: center;"><i>Proposed AAU Program-Level Growth (sf)^a</i></th> <th style="text-align: center;"><i>Subtotal of Project Sites and AAU Program-Level Growth (sf)</i></th> <th style="text-align: center;"><i>AAU Total Use (sf)</i></th> </tr> </thead> <tbody> <tr> <td>Institutional</td> <td style="text-align: right;">1,050,683_b</td> <td style="text-align: right;">393,537</td> <td style="text-align: right;">669,670</td> <td style="text-align: right;">1,063,207</td> <td style="text-align: right;">2,113,890</td> </tr> <tr> <td>Community Facility <u>Recreational (2225 Jerrold Ave)</u></td> <td style="text-align: center;">—</td> <td style="text-align: right;">17,533</td> <td style="text-align: center;">—</td> <td style="text-align: right;">17,533</td> <td style="text-align: right;">17,533</td> </tr> <tr> <td>Residential</td> <td style="text-align: right;">499,776^{cb}</td> <td style="text-align: center;">—</td> <td style="text-align: right;">110,000^a</td> <td style="text-align: right;">110,000</td> <td style="text-align: right;">609,776</td> </tr> <tr> <td style="text-align: right;"><i>Total</i></td> <td style="text-align: right;"><i>1,550,459</i></td> <td style="text-align: right;"><i>411,070</i></td> <td style="text-align: right;"><i>779,670</i></td> <td style="text-align: right;"><i>1,190,740</i></td> <td style="text-align: right;"><i>2,741,199</i></td> </tr> </tbody> </table> <p>SOURCE: AAU (2014); Atkins (2014).</p> <p>a. 110,000 sf of residential uses are proposed, in approximately 220 apartment-style dwelling units (i.e., self-contained units with full-functioning kitchens) that are anticipated to accommodate 400 students.</p> <p>b. <u>17,533 sf within the 2225 Jerrold Avenue project site is proposed as a community facility, which would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use time.</u></p> <p>cb. Existing institutional and residential facilities include some recreational uses; see Table 3 2, Existing Institutional Facilities, p. 3-9; Table 3 3, Existing Residential Facilities, p. 3-10; and Table 3 4, Existing Athletic Facilities Information, p. 3-11.</p>	Table 3-6 Summary of Existing and Proposed AAU Facilities						<i>Use</i>	<i>Existing (sf)</i>	<i>Project Sites (sf)</i>	<i>Proposed AAU Program-Level Growth (sf)^a</i>	<i>Subtotal of Project Sites and AAU Program-Level Growth (sf)</i>	<i>AAU Total Use (sf)</i>	Institutional	1,050,683 _b	393,537	669,670	1,063,207	2,113,890	Community Facility <u>Recreational (2225 Jerrold Ave)</u>	—	17,533	—	17,533	17,533	Residential	499,776 ^{cb}	—	110,000 ^a	110,000	609,776	<i>Total</i>	<i>1,550,459</i>	<i>411,070</i>	<i>779,670</i>	<i>1,190,740</i>	<i>2,741,199</i>
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3-24	<p>AAU also plans to acquire or develop recreational facilities to support AAU’s athletic teams. AAU estimates the need for an additional 17,533 sf of recreational space by 2020 to meet this potential expansion. This study assumes that this space could be accommodated in the building at 2225 Jerrold Avenue, which is analyzed at a project level in this EIR. The proposed PS-6, 2225 Jerrold Avenue <u>community facility would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use time.</u> The recreational <u>community facility</u> would provide a training facility for the basketball and volleyball teams <u>including students and people using facility as a community facility</u>, as well as a weight room for students, faculty, staff, and all intercollegiate athletes. Intercollegiate games would continue to be held at rented facilities, such as Kezar Pavilion, which is used for basketball and volleyball games.</p>																																				

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																			
3-26	<p style="text-align: center;">Table 3-8 Summary of Project Site Daytime Population</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><i>Project Sites</i></th> <th style="text-align: center;"><i>Proposed Use</i></th> <th style="text-align: center;"><i>Square Feet</i></th> <th style="text-align: center;"><i>Students^a</i></th> <th style="text-align: center;"><i>Faculty/Staff</i></th> </tr> </thead> <tbody> <tr> <td>PS-1, 2801 Leavenworth Street (The Cannery)</td> <td>Administrative office, classrooms, restaurant, multi-use event space</td> <td style="text-align: center;">133,675</td> <td style="text-align: center;">1,600</td> <td style="text-align: center;">18</td> </tr> <tr> <td>PS-2, 700 Montgomery Street</td> <td>Administrative office, restaurant, classroom</td> <td style="text-align: center;">11,455</td> <td style="text-align: center;">15</td> <td style="text-align: center;">20</td> </tr> <tr> <td>PS-3, 625 Polk Street</td> <td>Classrooms</td> <td style="text-align: center;">93,103</td> <td style="text-align: center;">1,675</td> <td style="text-align: center;">168</td> </tr> <tr> <td>PS-4, 150 Hayes Street</td> <td>Administrative offices</td> <td style="text-align: center;">80,330</td> <td style="text-align: center;">0</td> <td style="text-align: center;">390</td> </tr> <tr> <td>PS-5, 121 Wisconsin Street</td> <td>Shuttle bus storage yard</td> <td style="text-align: center;">1,140</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> </tr> <tr> <td>PS-6, 2225 Jerrold Avenue</td> <td>Recreational center <u>Community facility,</u> offices, storage</td> <td style="text-align: center;">91,367</td> <td style="text-align: center;">110</td> <td style="text-align: center;">20</td> </tr> </tbody> </table> <p>SOURCE: AAU (2012).</p> <p>a. Figures in this column represent the maximum number of students that could be expected in each facility on a given day and throughout the day, assuming students move from site to site throughout the day for different classes and activities. This number does not represent a total population increase at the site; rather, these populations are part of overall Proposed Project population growth.</p> <p>b. <u>17,533 sf within the 2225 Jerrold Avenue project site is proposed as a community facility which would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use time. Therefore, the total number of users (students, faculty/staff) shown in this table represents a combination of community and AAU users.</u></p>	<i>Project Sites</i>	<i>Proposed Use</i>	<i>Square Feet</i>	<i>Students^a</i>	<i>Faculty/Staff</i>	PS-1, 2801 Leavenworth Street (The Cannery)	Administrative office, classrooms, restaurant, multi-use event space	133,675	1,600	18	PS-2, 700 Montgomery Street	Administrative office, restaurant, classroom	11,455	15	20	PS-3, 625 Polk Street	Classrooms	93,103	1,675	168	PS-4, 150 Hayes Street	Administrative offices	80,330	0	390	PS-5, 121 Wisconsin Street	Shuttle bus storage yard	1,140	0	2	PS-6, 2225 Jerrold Avenue	Recreational center <u>Community facility,</u> offices, storage	91,367	110	20
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PS-5, 121 Wisconsin Street	Shuttle bus storage yard	1,140	0	2																																
PS-6, 2225 Jerrold Avenue	Recreational center <u>Community facility,</u> offices, storage	91,367	110	20																																
3-77	<p>As discussed previously, six locations are being evaluated at a project level in this EIR because they have not yet received all permits from the City and they were either occupied, identified, or otherwise changed by AAU since publication of the September 2010 NOP:</p> <ul style="list-style-type: none"> • AAU occupied, in whole or in part: 2801 Leavenworth Street (also known as The Cannery), 625 Polk Street (the former California Culinary Academy), 700 Montgomery Street, and 150 Hayes Street. • One existing AAU location at 121 Wisconsin Street was discovered to have been omitted from the list of AAU properties provided in the NOP. • AAU proposed recreational <u>community facility</u> uses at 2225 Jerrold Avenue that were not an existing use at the time of publication of the NOP. <p>Each of these project sites still needs at least one discretionary approval from the City.</p>																																			

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
3-139	<p>AAU occupied this building prior to publication of the NOP; however, this site is being analyzed at a project level because new uses are being proposed that were not in place at the time of the NOP. Proposed AAU uses at PS-6 would include 17,533 sf of recreational uses <u>community facility</u>, 11,244 sf of office uses, and 62,590 sf of general storage (for AAU and the SFFD), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. The office uses would continue to include administrative offices for business and transportation operations, a security patrol office, an athletic personnel office, and the San Francisco Toy Program offices. The 22,683 sf of San Francisco Fire Department Toy Program use would be anticipated to continue; if the Toy Program were to move elsewhere, it is anticipated that AAU would use the vacated space for similar storage and office uses. Any overflow of shuttle parking from PS-5, 121 Wisconsin Street, would be accommodated at this site. <u>The community facility</u> Recreational uses would include a weight room and basketball/volleyball court to be utilized <u>principally by persons from the immediate neighborhood.</u> <u>AAU students and staff would use the community facility on an accessory basis up to one-third of total use, with use scheduled at limited times</u> between the hours of 6:00 a.m. and 10:00 p.m. Recreational uses <u>The community facility</u> at PS-6 would include training and practice for AAU sports teams and no intercollegiate games would be played at this site. <u>Proposed community use at 2225 Jerrold would accommodate 110 users, consisting of community users, as well as AAU students, faculty, and staff; however, maximum use by AAU would not exceed one-third of total use of the community facility.</u> Construction at PS-6 for recreational uses would include laying down flooring for athletic courts (basketball/volleyball), renovation of bathrooms, creation of locker room facilities, and painting of the building and interior spaces. Internal utility upgrades, including electrical and plumbing, would be required to service the expanded use of the site. Structural improvements are not anticipated at this time. ADA accessibility would require improvements to pedestrian access points, bathroom facilities, and locker rooms.</p> <p>Because institutional and recreational uses are not permitted in the PDR-2 Zoning District, a legislated text change to the <i>Planning Code</i> would be required to allow AAU's uses as either a permitted or conditional use. Such a text amendment is part of the Proposed Project (refer to Section 3.6.1, p. Proposed Project Approvals, p. 3-149).</p> <p>Proposed site plans and floor plans are provided by Figure 3-64, 2225 Jerrold Avenue—Proposed Site Plan, p. 3-141, through Figure 3-68, 2225 Jerrold Avenue—Proposed South, East, and West Elevations, p. 3-145. Figure 3-68 shows the existing south and west elevations (which will remain unchanged). Figure 3-69, 2225 Jerrold Avenue—Building Façade, p. 3-146, provides a photograph of the existing building façade from Jerrold Avenue. As shown on Figure 3-67, 2225 Jerrold Avenue—Proposed North Elevation, p. 3-144, and Figure 3-68, AAU proposes new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue, a new building sign facing Upton Street, and landscaping and replacement of street curbs along McKinnon Avenue. To create the recreational uses <u>community facility</u>, gym flooring and a modular volleyball/basketball facility would be installed.</p> <p>As noted above, Figure 3-65 (on page 367) is revised per Project sponsor revisions to the site plans for PS-6, 2225 Jerrold.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
3-151	<ul style="list-style-type: none"> • PS-6, 2225 Jerrold Avenue <p>> The recreational uses and any non-accessory office uses are not permitted uses under <i>Planning Code</i> Section 217(h), which prohibits any type of postsecondary institutional use in the PDR-2 zoning district. Prior to use approvals, a legislated change to the <i>Planning Code</i>, referred to as a text amendment, would be required to allow postsecondary educational uses or to allow athletic facilities associated with a postsecondary education use as either a permitted or conditional use. (The Planning Commission must review any proposed amendment to the <i>Planning Code</i> and the Board of Supervisors must approve it.)</p> <p>> <u>Change in use from industrial to community facility is permitted under Planning Code Section 2103; however, <i>Planning Code</i> Section 171 requires a building permit to change the <i>Planning Code</i> use category of a property (i.e., a “change of use” permit). A building permit application (application number 201211134022) was filed on November 13, 2012, for the commercial passenger vehicle storage and accessory office uses, and was updated on April 14, 2016, to include the community facility use.</u></p>
Chapter 4 – Introduction to the Analysis	
4-2	<p>Project-level growth consists of six additional buildings that have been occupied, identified, or otherwise changed by AAU since publication of the September 2010 Notice of Preparation (NOP) for this EIR, but for which one or more discretionary approvals have not yet been issued. These six project sites, which include 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses, consist of the following locations: PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue. The 393,537 sf of institutional uses at the six project sites is in addition to the proposed program growth discussed above. Prior uses at these sites include offices, retail and restaurant, law offices and a restaurant, the California Culinary Academy, American Automobile Association offices, bus storage yard, and corporation yard, respectively.</p>
Chapter 4.1 – Plans and Policies	
4.1-27	<p>PS-6, 2225 Jerrold Avenue. The institutional <u>use</u> and recreational uses <u>community facility</u> proposed for PS-6 within the Oakinba Activity Node, including vehicle storage, storage warehouse, and accessory office uses, would not conflict with surrounding light industrial uses and, therefore, would not be inconsistent with BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. As discussed below under “San Francisco Planning Code (Zoning Ordinance),” p. 4.1.33, the proposed recreational uses at PS-6 would require a text amendment to the <i>Planning Code</i>. The AAU recreational <u>The community facility would be utilized principally by persons from the immediate neighborhood. AAU students and staff would use the community facility on an accessory basis up to one-third of total use, with use scheduled at limited times between the hours of 6:00 a.m. and 10:00 p.m. Therefore, the community facility use proposed for PS-6 would be</u> facilities are not proposed to be available for public uses and would potentially be inconsistent with the BVHP Plan. See Impact LU-2.2 in Section 4.2, Land Use, for a discussion of potential inconsistencies with the BVHP Plan. No other potential conflicts of the Proposed Project with the BVHP Plan have been identified.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.1-33	<p>PS-6, 2225 Jerrold Avenue. The AAU institutional <u>uses</u> and <u>community facility</u> recreational uses proposed in PS-6 within the Oakinba Activity Node, including vehicle storage, storage warehouse, and accessory office uses, would not conflict with surrounding light industrial uses and, therefore, would not be inconsistent with BVHP Redevelopment Plan policies intended to maintain or enhance industrial uses in this node. <u>The community facility would be utilized principally by persons from the immediate neighborhood. AAU students and staff would use the community facility on an accessory basis up to one-third of total use, with use scheduled at limited times between the hours of 6:00 a.m. and 10:00 p.m. Therefore, the community facility use proposed for PS-6 would be</u> The AAU recreational facilities are not proposed to be available for public uses and would potentially be inconsistent with the BVHP Plan. See Impact LU-2.2 in Section 4.2, Land Use, for a discussion of potential inconsistencies with the BVHP Plan. As discussed below under “Zoning Districts,” the proposed recreational uses would not be permitted at PS-6. AAU is proposing to seek an amendment to the City’s Planning Code to allow these uses. Aside from the potential inconsistency identified above, <u>No potential conflicts of the Proposed Project with the BVHP Plan have been identified.</u></p>
4.1-34	<p>Zoning Districts</p> <p>The use districts and study areas are identified in Figure 4.1 3, Existing Zoning Districts – Study Areas 1–4, p. 4.1-35, through Figure 4.1 8, Existing Zoning Districts – Project Sites 4–6, p. 4.1-40, and Table 4.1 3, Existing Zoning in Study Areas, p. 4.1-41. As noted earlier, AAU is a “Postsecondary Educational Institution,” as defined in the <i>Planning Code</i>. While specific AAU sites could be occupied for instructional, administrative, recreational, or residential purposes, all AAU uses, except for <u>community facility and</u> vehicle storage and storage warehouse uses, would be considered “institutional” (or “residential” for an institution) in the context of the <i>Planning Code</i>. Where Table 4.1-3 identifies a proposed AAU institutional or residential use as permitted within a particular zoning district, the AAU use would be considered consistent with the <i>Planning Code</i>. Table 4.1-3 also identifies where a proposed AAU use would be conditional within a particular zoning district. As discussed under the “Conditional Use Permit” bulleted item in Chapter 3, Project Description (Section 3.6.1, Proposed Project Approvals, p. 3-147), such uses would require review and determination of compatibility within that zoning district. If such determinations were made, the uses would be approvable and would be consistent with the <i>Planning Code</i>.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																			
4.1-42	<table border="1" data-bbox="472 277 1770 609"> <thead> <tr> <th colspan="7" data-bbox="472 277 1770 310">Table 4.1-4 Project-Level Zoning Districts</th> </tr> <tr> <th data-bbox="472 310 678 386"></th> <th data-bbox="678 310 911 386">PS-1, 2801 Leavenworth Street (The Cannery)</th> <th data-bbox="911 310 1104 386">PS-2, 700 Montgomery Street</th> <th data-bbox="1104 310 1257 386">PS-3, 625 Polk Street</th> <th data-bbox="1257 310 1392 386">PS-4, 150 Hayes Street</th> <th data-bbox="1392 310 1566 386">PS-5, 121 Wisconsin Street</th> <th data-bbox="1566 310 1770 386">PS-6 2225 Jerrold Avenue</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 386 678 410">Zoning District</td> <td data-bbox="678 386 911 410">C-2</td> <td data-bbox="911 386 1104 410">C-2</td> <td data-bbox="1104 386 1257 410">NC-3</td> <td data-bbox="1257 386 1392 410">C-3-G</td> <td data-bbox="1392 386 1566 410">UMU</td> <td data-bbox="1566 386 1770 410">PDR-2</td> </tr> <tr> <td data-bbox="472 410 678 508">AAU Use</td> <td data-bbox="678 410 911 508">I (Office, Gallery, Instruction)</td> <td data-bbox="911 410 1104 508">I (Office, Instruction)</td> <td data-bbox="1104 410 1257 508">I (Instruction)</td> <td data-bbox="1257 410 1392 508">I (Office)</td> <td data-bbox="1392 410 1566 508">I (Bus Storage)</td> <td data-bbox="1566 410 1770 508">(Recreation Community Facility); Vehicle Storage, Storage Warehouse</td> </tr> <tr> <td data-bbox="472 508 678 609">Permitted = P Conditional = C Not Permitted = NP Institutional = I</td> <td data-bbox="678 508 911 609">P</td> <td data-bbox="911 508 1104 609">P</td> <td data-bbox="1104 508 1257 609">P</td> <td data-bbox="1257 508 1392 609">P</td> <td data-bbox="1392 508 1566 609">NP^a</td> <td data-bbox="1566 508 1770 609">NP: I (Recreation); P: (Community Facility) Storage Uses^b</td> </tr> </tbody> </table> <p data-bbox="472 609 699 633">SOURCE: Atkins (2013).</p> <p data-bbox="472 633 972 657">a. Nonconforming use permitted by previous M-2 zoning.</p> <p data-bbox="472 657 1087 678">b. AAU will seek a text amendment to allow recreation uses at this site.</p>	Table 4.1-4 Project-Level Zoning Districts								PS-1, 2801 Leavenworth Street (The Cannery)	PS-2, 700 Montgomery Street	PS-3, 625 Polk Street	PS-4, 150 Hayes Street	PS-5, 121 Wisconsin Street	PS-6 2225 Jerrold Avenue	Zoning District	C-2	C-2	NC-3	C-3-G	UMU	PDR-2	AAU Use	I (Office, Gallery, Instruction)	I (Office, Instruction)	I (Instruction)	I (Office)	I (Bus Storage)	(Recreation Community Facility); Vehicle Storage, Storage Warehouse	Permitted = P Conditional = C Not Permitted = NP Institutional = I	P	P	P	P	NP ^a	NP: I (Recreation); P: (Community Facility) Storage Uses ^b
Table 4.1-4 Project-Level Zoning Districts																																				
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Zoning District	C-2	C-2	NC-3	C-3-G	UMU	PDR-2																														
AAU Use	I (Office, Gallery, Instruction)	I (Office, Instruction)	I (Instruction)	I (Office)	I (Bus Storage)	(Recreation Community Facility); Vehicle Storage, Storage Warehouse																														
Permitted = P Conditional = C Not Permitted = NP Institutional = I	P	P	P	P	NP ^a	NP: I (Recreation); P: (Community Facility) Storage Uses ^b																														
4.1-41/ 42	<p data-bbox="338 683 1906 751">The zoning districts in SA-1 through SA-12 would all allow AAU institutional (including residential) activities as a permitted or conditional use. PDR-2 zoning does not permit <u>community facility institutional</u> uses.</p> <p data-bbox="338 792 1906 894">Table 4.1 4, Project-Level Zoning Districts, p. 4.1-42, lists the six project sites and identifies whether the proposed use would be a permitted use, conditionally permitted use, or not permitted in the zoning district. As shown in the table, AAU institutional uses would be permitted uses under the applicable <i>Planning Code</i> designations at:</p> <ul data-bbox="338 899 919 1036" style="list-style-type: none"> • PS-1, 2801 Leavenworth Street (The Cannery) • PS-2, 700 Montgomery Street • PS-3, 625 Polk Street • PS-4, 150 Hayes Street <p data-bbox="338 1052 373 1073">...</p> <p data-bbox="338 1078 1906 1356">PS-6, 2225 Jerrold Avenue. PS-6 is within a Core Production, Distribution, and Repair (PDR-2) zoning district. According to <i>Planning Code</i> Section 217(h)10.3, a “postsecondary educational institution for the purposes of academic, professional, business or fine arts education, which is required to submit an institutional master plan pursuant to Section 304.5 of this Code” is neither a permitted nor conditional use in a PDR-2 district. AAU recreational facilities <u>The community facility</u> proposed at PS-6, would not be consistent with the <i>Planning Code</i>, <u>and would not require</u> without an amendment. As noted above, a text amendment to the Planning Code would be required to allow these proposed uses, following which such uses would be consistent with the Planning Code. Additionally, Other AAU uses proposed at PS-6, including vehicle storage, storage warehouse, and accessory office uses, would also be consistent with the Planning Code and would not require in the absence of any Planning Code amendments.</p>																																			

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.2 – Land Use	
4.2-18	<p>PS-6, 2225 Jerrold Avenue</p> <p>The proposed AAU occupancy at PS-6 for proposed <u>community facility</u> recreational and institutional uses would change some activities at the site from former warehouse and would differ from nearby industrial and warehouse activities. However, the Proposed Project at PS-6 would not demolish the existing structure nor build a new structure that would have the potential to physically divide an existing community. Therefore, there would be no impact.</p> <p>...</p> <p>AAU would accommodate its growth through occupation and change of use of existing buildings for educational, student residential or recreational <u>community facility</u> purposes. Institutional and residential uses would be consistent with the existing pattern of development or range of existing uses in the study areas and project-level sites, all of which exist in a dense urban context. Overall, AAU uses under the Proposed Project within the 12 study areas would not physically divide an established community or present a physical barrier to movement through the surrounding area because the Proposed Project would occupy existing buildings; therefore, there would be no impact.</p>
4.2-21	<p>The Proposed Project at PS-6 would add recreational uses <u>community facility uses</u> to storage and accessory office uses at PS-6. The addition of recreational <u>community facility</u> uses at this site would <u>require a “change of use” permit and would not</u> require a text amendment to the <i>Planning Code</i>.</p> <p>These uses would differ from nearby industrial, warehouse, and large-scale retail uses in the nearby Bayview Hunters Point vicinity, but would not change the scale of development or have a substantial adverse effect on the existing character of the vicinity because this is a relatively small use within the project site and a small area compared to industrial uses in the vicinity. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU recreational uses <u>Community facility uses</u> would not be compatible with existing uses, however, they would be <u>small</u> relative to the size of the building, could not occur without an amendment of the <i>Planning Code</i>; therefore, the Proposed Project at PS-6 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.</p> <p>...</p> <p>AAU would accommodate its growth through occupation and change of use of existing buildings for institutional uses, including instructional, administrative, student residential, or recreational <u>community facility</u> purposes within study areas and project sites. AAU would not demolish or replace existing buildings, or develop new buildings. The Proposed Project would not change the scale of development in the study areas and the vicinity. In general, institutional uses would be consistent with the existing character of development and range of existing uses in the study areas and at the project sites.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.2-26	<p>Impact LU-3.2: PS-6, 2225 Jerrold Avenue. The Proposed Project at PS-6, which would include AAU uses at of PS-6 for proposed <u>community facility and institutional, storage, and recreational</u> uses, would change the activities at the site from warehouse and bus storage uses. As discussed in Section 4.1, Plans and Policies, PS-6 is within the Oakinba Activity Node of the Bayview Hunters Point Area Plan (BVHP Plan) and would not be responsive to BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. PS-6 is within a PDR-2 Core Production, Distribution, and Repair zoning district. According to <i>Planning Code</i> Section 217(h), a “post secondary educational institution for the purposes of academic, professional, business or fine arts education, which is required to submit an institutional master plan pursuant to Section 304.5 of this Code” are neither a permitted nor conditional use in a PDR 2 district. AAU uses, including the AAU recreational facilities proposed at PS 6, would not be consistent with the <i>Planning Code</i>, without the text amendment. A text amendment to the <i>Planning Code</i> would be required to allow these proposed uses, following which such uses would be consistent with the <i>Planning Code</i>. Other AAU uses proposed at PS-6, including <u>community facility,</u> vehicle storage, storage warehouse, and accessory office uses, would be consistent with the <i>Planning Code</i> in the absence of any <i>Planning Code</i> amendments. AAU use of PS 6 for recreational and institutional uses would be a land use policy issue, and not a conflict with regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Proposed Project at PS-6 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.</p>
4.2-27	<p>Impact LU-3.3. The Proposed Project, including the growth within the 12 study areas and at six project sites, would involve the occupation and change of use in existing buildings for the growth of AAU’s institutional, student residential, or <u>community recreational</u> facilities. The Proposed Project would not involve new construction, or demolition or major expansion of existing buildings. As discussed in Section 4.1, Plans and Policies, the Proposed Project would be generally consistent with the <i>General Plan</i>, including the Air Quality Element, Transportation Element, and Housing Element. The discussion of consistency with the <i>General Plan</i> Air Quality and Transportation Elements is discussed in Section 4.6, Transportation and Circulation; Section 4.8, Air Quality; and Section 4.9, Greenhouse Gas Emissions, which discuss the Proposed Project’s effects in relation to the Proposed Project’s future tenant improvements and operation activities. The Proposed Project’s would be generally consistency with the Housing Element; however, as discussed further in Section 4.4, Population, Housing, and Employment, the Proposed Project would create a substantial demand for housing. Because it is unknown at this time which buildings AAU would occupy within the 12 study areas, whether or not growth in the study areas would conflict with provisions of the <i>Planning Code</i> cannot be determined. The six project sites would generally not result in a conflict with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. AAU uses at of PS-6, 2225 Jerrold Avenue, for proposed institutional, storage, and recreational uses <u>community facility uses</u> would not be responsive to BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. PS-6 is within a PDR-2 Core Production, Distribution, and Repair zoning district, which does not permit institutional uses as either a permitted nor conditional use in a PDR-2 district. AAU uses, including the AAU <u>community facility recreational facilities</u> proposed at PS-6, would not be consistent with the <i>Planning Code</i>, without the text amendment. A text amendment to the <i>Planning Code</i> would be required to allow these proposed uses, following which such uses would be consistent with the <i>Planning Code</i>. AAU use of PS-6 for recreational <u>community facility and institutional</u> uses would be a land use policy issue, and not a conflict.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.3 – Aesthetics	
4.3-48	<p>Impact AE-1.2: PS-6, 2225 Jerrold Avenue. The Proposed Project at PS-6 would result in a change in use from a corporation yard for AAU to a <u>community facility</u> for institutional recreation and office and storage use. Proposed AAU uses would include <u>community recreational facility</u> uses, <u>including recreation space for community and AAU use</u>, office uses, general storage (for AAU and the SFFD), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. As shown in Figure 3-68, 2225 Jerrold Avenue—Proposed South, East, and West Elevations, in Chapter 3, the Proposed Project at PS-6 would include new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue and a new building sign facing Upton Street. The installation of signage, and the replacement of the sidewalk, street curbs, and landscaping along McKinnon Avenue are the only proposed exterior alterations at PS-6.</p>
4.3-59	<p>Impact AE-3.2: PS-6, 2225 Jerrold Avenue. Under the Proposed Project, PS-6 would include recreational <u>community facility</u> and office uses, vehicle storage, and miscellaneous storage. Proposed changes would consist primarily of interior building alterations, and associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures. Therefore, AAU’s proposed occupation and change of use of the building at PS-6 would not result in a substantial increase in ambient and security lighting in and around the project site.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.4 – Population, Housing, and Employment	
4.4-14	<p>Net Growth from Project</p> <p>As described previously, the Proposed Project would accommodate growth in enrollment over the 2010 to 2020 period at an average of five percent per year, resulting in 6,100 new students, for a total of 17,282 on-site students. These students and 1,220 net new faculty/staff⁴ would be accommodated in new facilities of approximately 110,000 net sf of residential uses to house about 400 students, 1,063,207 net sf of institutional space, and 17,533 net sf of recreational <u>community facility</u> space.⁵ There was no net new enrollment growth associated with AAU’s use and occupancy of the six project sites. The six project sites are included as part of the Proposed Project growth, and did not result in increased AAU enrollment during the 2011–2012 school years when these six sites were occupied. According to the project sponsor, these sites were occupied in order to adapt to changing program needs and to accommodate atypical classroom layouts. As technology in the arts has evolved, AAU has created new academic departments, and additional space was required to house these new programs. Buildings were thus occupied to meet the needs of specific programs, while classrooms were shifted and consolidated to accommodate these changes in curriculum. Additional space was also needed to accommodate programs, such as industrial design, motion picture and music production, and metal fabrication, which necessitate larger floor areas than a typical classroom layout. In the future, it is anticipated that enrollment growth and any associated increase in faculty and staff cannot be ascribed to any particular building and for this reason, the analysis lists all population and employment growth under program-level growth and does not attempt to separate project-site from program-level population and employment growth.</p> <p>AAU plans to accommodate Proposed Project growth in enrollment and programs through the occupancy and use of existing buildings. Table 4.4 7, Summary of Existing and Proposed AAU Facilities, summarizes the existing and proposed <u>AAU</u> institutional, recreational, and residential, and <u>community AAU</u> facilities.</p>

⁴ The number of faculty and staff under the Proposed Project is calculated using a generation formula of number of on-site students * 0.20 = total faculty and staff. This is based on the baseline year (2010) ratio of faculty/staff to on-site students.

⁵ This includes program-level growth in the study areas, as well as growth at the six project sites.

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																														
4.4-15	<p>Table 4.4-7 Summary of Existing and Proposed AAU Facilities</p> <table border="1"> <thead> <tr> <th>Use</th> <th>Existing (sf)^a</th> <th>Project Sites (sf)</th> <th>Proposed AAU Program-Level Growth (sf)</th> <th>Subtotal of Project Sites and AAU Program-Level Growth (sf)</th> <th>AAU Total Use (sf)</th> </tr> </thead> <tbody> <tr> <td>Institutional</td> <td>1,050,683</td> <td>393,537</td> <td>669,670</td> <td>1,063,207</td> <td>2,113,890</td> </tr> <tr> <td>Recreational <u>Community Facility</u>^a (2225 Jerrold Ave)</td> <td>—</td> <td>17,533</td> <td>—</td> <td>17,533</td> <td>17,533</td> </tr> <tr> <td>Residential</td> <td>499,776</td> <td>—</td> <td>110,000</td> <td>110,000</td> <td>609,776</td> </tr> <tr> <td><i>Total</i></td> <td><i>1,550,459</i></td> <td><i>411,070</i></td> <td><i>779,670</i></td> <td><i>1,190,740</i></td> <td><i>2,741,199</i></td> </tr> </tbody> </table> <p>SOURCE: AAU (2014); Atkins (2014). <u>a. 17,533 sf within the 2225 Jerrold Avenue project site is proposed as a community facility which would be used principally for recreation by persons from the immediate neighborhood. AAU would use the community facility on an accessory basis, up to one-third of total use.</u></p>	Use	Existing (sf) ^a	Project Sites (sf)	Proposed AAU Program-Level Growth (sf)	Subtotal of Project Sites and AAU Program-Level Growth (sf)	AAU Total Use (sf)	Institutional	1,050,683	393,537	669,670	1,063,207	2,113,890	Recreational <u>Community Facility</u> ^a (2225 Jerrold Ave)	—	17,533	—	17,533	17,533	Residential	499,776	—	110,000	110,000	609,776	<i>Total</i>	<i>1,550,459</i>	<i>411,070</i>	<i>779,670</i>	<i>1,190,740</i>	<i>2,741,199</i>
Use	Existing (sf) ^a	Project Sites (sf)	Proposed AAU Program-Level Growth (sf)	Subtotal of Project Sites and AAU Program-Level Growth (sf)	AAU Total Use (sf)																										
Institutional	1,050,683	393,537	669,670	1,063,207	2,113,890																										
Recreational <u>Community Facility</u> ^a (2225 Jerrold Ave)	—	17,533	—	17,533	17,533																										
Residential	499,776	—	110,000	110,000	609,776																										
<i>Total</i>	<i>1,550,459</i>	<i>411,070</i>	<i>779,670</i>	<i>1,190,740</i>	<i>2,741,199</i>																										
4.4-21	<p>Impact PH-1.2. The Proposed Project would result in growth at six project sites consisting of individual buildings totaling 393,537 sf of institutional uses and 17,533 sf of recreational <u>community facility</u> uses.</p>																														
4.4-23	<p>Impact PH-1.2: PS-6, 2225 Jerrold. AAU plans to utilize PS-6 as a community facility institutional and recreational use. <u>Proposed community use would accommodate 110 users, consisting of community users, as well as AAU students, faculty, and staff.</u> Occupancy and use of PS-6 would not induce substantial population growth in the area. These students and faculty/staff are part of the 6,100 students and 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth and occupancy of this project site would not result in an additional increase in enrollment. Therefore, implementation of the Proposed Project at PS-6 would not substantially induce population growth, and this impact would be less than significant.</p> <p>...</p> <p>The Proposed Project would result in growth in the 12 study areas and at six project sites totaling 1,063,207 sf of institutional uses, 110,000 sf of residential uses, and 17,533 sf of recreational uses <u>community facility use</u>. The Proposed Project, including both program-level and project-level growth, would result in approximately 6,100 net new students and 1,220 net new faculty/staff, for a total of 7,320 net new people.</p>																														
4.4-30	<p>Impact PH-2.2: PS-6, 2225 Jerrold. PS-6 is a 125,581 sf site containing a 91,367 sf building that houses AAU office space (in the southeast corner of the building), storage areas for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes. In addition, 22,683 sf is being used by the San Francisco Fire Department (SFFD) for storage and office space for SFFD’s Toy Program. Under the Proposed Project, the SFFD Toy Program use would be anticipated to continue. The Proposed Project at PS-6 would include a change of use to accommodate recreational use <u>community facility use</u>. The use at the site would not otherwise change with AAU occupation. The site does not include any residential uses. Therefore, no displacement of persons or businesses would occur at the site, and there would be no impact.</p>																														

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.5 – Cultural and Paleontological Resources	
4.5-75 / 76	<p>Impact CP-1.2: PS-6, 2225 Jerrold. The Proposed Project at PS-6 would include the change of use of this site to recreational <u>community facility</u>, office, and storage uses. This would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue side of the site. PS-6 holds no local, state, or federal designation as a historical resource and substantial evidence does not support such a designation. Therefore, PS-6 is not considered a historical resource as defined by CEQA.</p> <p>Because PS-6 is not a historical resource for the purposes of CEQA, the Proposed Project at PS-6 has no potential to cause a substantial adverse change on historical resources, and there would be no impact.</p>
4.5-81	<p>Impact CP-2.2: PS-6, 2225 Jerrold. PS-6 is a 91,367 sf building that would be used for <u>community facility</u>, storage, <u>and</u> offices, and AAU recreational uses. Proposed Project changes at PS-6 would include installing AAU signs on the entrance doorway, interior construction associated with installation of recreational <u>community facility</u> uses, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site. No substantial ground disturbance would occur.</p> <p>According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,⁶ the Proposed Project at PS-6 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.</p>
4.5-84	<p>Impact CP-3.2: PS-6, 2225 Jerrold. The Proposed Project at PS-6 would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue side of the site. No substantial ground disturbance would take place. There are no improvements at PS-6 that would result in any substantial ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.</p>

⁶ Preliminary Archeological Review (PAR), *ibid*.

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision												
Chapter 4.6 – Transportation and Circulation													
4.6-56	<p>Table 4.6–16 Comparison of Land Use by Option and Sub Option</p> <table border="1"> <thead> <tr> <th>Study Area/ Project Site</th> <th>Proposed Building Use (units)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">PS-6, 2225 Jerrold Ave</td> <td>Recreational Community facility (sf)</td> </tr> <tr> <td>Institutional—office/storage (sf)</td> </tr> <tr> <td rowspan="2">Project-Level Subtotal</td> <td>Institutional (sf)</td> </tr> <tr> <td>Recreational Community facility(sf)</td> </tr> <tr> <td rowspan="3">Total</td> <td>Institutional (sf)</td> </tr> <tr> <td>Residential (rooms)⁷</td> </tr> <tr> <td>Recreational Community facility (sf)</td> </tr> </tbody> </table>	Study Area/ Project Site	Proposed Building Use (units)	PS-6, 2225 Jerrold Ave	Recreational Community facility (sf)	Institutional—office/storage (sf)	Project-Level Subtotal	Institutional (sf)	Recreational Community facility (sf)	Total	Institutional (sf)	Residential (rooms) ⁷	Recreational Community facility (sf)
Study Area/ Project Site	Proposed Building Use (units)												
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Total	Institutional (sf)												
	Residential (rooms) ⁷												
	Recreational Community facility (sf)												
4.6-57	<p>Trip Generation Rates</p> <p>Traditionally, traffic studies in the City of San Francisco rely upon published trip generation rates, which are available from the <i>SF Guidelines</i> or the Institute of Transportation Engineers (ITE). The <i>SF Guidelines</i>, however, do not include an institutional trip generation rate, and AAU does not have a centralized campus comparable to college campuses surveyed to develop the ITE institutional trip generation rates. Thus, with one exception (the recreational community facility trip generation rate for PS-6), traditional (<i>SF Guidelines</i> or ITE) trip generation rates were not utilized for this analysis. Developing unique trip generation rates for uses in which there is no applicable data is a typical industry practice, and has been done for recent San Francisco projects such as the <i>California Pacific Medical Center (CPMC) Long Range Development Plan Environmental Impact Report</i> and other projects with land uses/characteristics not covered by the <i>SF Guidelines</i> or ITE.⁷</p>												

⁷ San Francisco Planning Department, *CPMC Long Range Development Plan EIR*, Planning Case No. 2005.0555E (April 26, 2012).

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																			
4.6-58	<p>For the recreational space <u>community facility</u> at PS-6, project-related trips would primarily include trips generated by the new recreational <u>community facility</u> uses. As of 2010, 80,123 sf of the building at this project site was used for corporation yard storage and 11,244 sf for corporation yard-related office use.⁸ Under the Project, AAU plans to maintain the office space (11,244 sf) and reduce the storage space to 62,590 sf over time, to provide 17,533 sf of new recreational <u>community facility</u> use at this site. Therefore, the trip generation estimate for PS-6 focuses on the trips associated with the new recreational <u>community facility</u> use (17,533 sf of this new use). The weekday PM peak hour person-trip estimate was determined utilizing the <i>SF Guidelines</i> trip generation rate for an “Athletic Club” use. Table 4.6 17, AAU PM Peak Period Trip Generation Rates, p. 4.6-59, summarizes the trip rates for the five AAU land use types.</p>																																			
4.6-59	<table border="1" data-bbox="548 565 1696 889"> <thead> <tr> <th colspan="5" data-bbox="548 565 1696 597">Table 4.6–17 AAU PM Peak Period Trip Generation Rates</th> </tr> <tr> <th data-bbox="548 597 911 646"><i>Land Use</i></th> <th data-bbox="911 597 1108 646"><i>Daily Person Trip Rate</i></th> <th data-bbox="1108 597 1356 646"><i>PM Peak-Hour Trip Rate</i></th> <th data-bbox="1356 597 1514 646"><i>% Inbound</i></th> <th data-bbox="1514 597 1696 646"><i>% Outbound</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="548 646 911 735">Residence Hall^a</td> <td data-bbox="911 646 1108 735">3.76 trips/student or 6.77 trips/room^b</td> <td data-bbox="1108 646 1356 735">0.65 trips/student or 1.17 trips/room^b</td> <td data-bbox="1356 646 1514 735">45%</td> <td data-bbox="1514 646 1696 735">55%</td> </tr> <tr> <td data-bbox="548 735 911 768">Academic / Administrative Building^a</td> <td data-bbox="911 735 1108 768">53.65 trips/ksf</td> <td data-bbox="1108 735 1356 768">4.56 trips/ksf</td> <td data-bbox="1356 735 1514 768">39%</td> <td data-bbox="1514 735 1696 768">61%</td> </tr> <tr> <td data-bbox="548 768 911 800">Office Building^c</td> <td data-bbox="911 768 1108 800">49.89 trips/ksf</td> <td data-bbox="1108 768 1356 800">4.24 trips/ksf</td> <td data-bbox="1356 768 1514 800">32%</td> <td data-bbox="1514 768 1696 800">68%</td> </tr> <tr> <td data-bbox="548 800 911 857">Recreation <u>Community facility / Practice Facility^d</u></td> <td data-bbox="911 800 1108 857">57 trips/ksf</td> <td data-bbox="1108 800 1356 857">5.99 trips/ksf</td> <td data-bbox="1356 800 1514 857">62%^e</td> <td data-bbox="1514 800 1696 857">38%^e</td> </tr> <tr> <td data-bbox="548 857 911 889">Bus Yard^f</td> <td data-bbox="911 857 1108 889">100 trips/lot</td> <td data-bbox="1108 857 1356 889">18 trips/lot</td> <td data-bbox="1356 857 1514 889">50%</td> <td data-bbox="1514 857 1696 889">50%</td> </tr> </tbody> </table> <p data-bbox="548 889 1696 954">SOURCE: CHS Consulting Group and Atkins, <i>Academy of Art University Transportation Impact Study</i>, Planning Department Case No. 2008.0586! (February 2015).</p> <ul data-bbox="548 954 1696 1247" style="list-style-type: none"> a. Trip generation rates and inbound/outbound split data were derived from actual counts of persons entering/exiting AAU residential and academic/administrative buildings conducted by Atkins in 2010, using AAU's security camera video tapes. b. A residential room occupancy factor of 1.8 was used to convert residential students to number of residential rooms. c. Office trip generation rates and the inbound/outbound split data were derived using academic/administrative rate (4.56 trips/ksf) as a base and then subtracting the estimated faculty and staff trips for AAU academic/administrative buildings from the base rate. d. Trip generation rates for the recreation <u>community facility</u>/practice facility were derived from Table C-1 (Athletic Clubs) of the <i>SF Guidelines</i>. e. Inbound and outbound split ratios for the recreation/practice facility were developed using the “Athletic Club” category from the <i>ITE Trip Generation Manual</i>, Volume 2. f. A van carrying approximately nine passengers would make one round-trip to and from PS-5 (20,000 sf / 30-bus storage capacity) between 3:00 p.m. and 4:00 p.m. to provide relief for on-route shuttle drivers. Although prior to the PM peak hour, this was included in the analysis, and therefore, may be a higher PM peak hour trip rate than anticipated. 	Table 4.6–17 AAU PM Peak Period Trip Generation Rates					<i>Land Use</i>	<i>Daily Person Trip Rate</i>	<i>PM Peak-Hour Trip Rate</i>	<i>% Inbound</i>	<i>% Outbound</i>	Residence Hall ^a	3.76 trips/student or 6.77 trips/room ^b	0.65 trips/student or 1.17 trips/room ^b	45%	55%	Academic / Administrative Building ^a	53.65 trips/ksf	4.56 trips/ksf	39%	61%	Office Building ^c	49.89 trips/ksf	4.24 trips/ksf	32%	68%	Recreation <u>Community facility / Practice Facility^d</u>	57 trips/ksf	5.99 trips/ksf	62% ^e	38% ^e	Bus Yard ^f	100 trips/lot	18 trips/lot	50%	50%
Table 4.6–17 AAU PM Peak Period Trip Generation Rates																																				
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⁸ CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2015).

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.6-66	AAU project-level growth at the six project sites for all options and sub options would result in a range of less than one to 33 average daily truck trips; the highest (with 91,367 sf of recreational institutional <u>community facility</u> , office, and warehouse spaces) would be PS-6 with an estimated 33 daily truck trips. As under trip generation calculation, the existing land uses or related commercial truck activities at the six project sites were not surveyed or credited at the project sites. Therefore, depending on the existing land uses at the project sites, the estimated loading demand for the Proposed Project could be high and thus conservative for purposes of CEQA.
4.6-106	Impact TR-4.2. Between 50 and 85 AAU shuttle bus passenger trips would be generated at four of the six project sites; the remaining two project sites (PS-2 and PS-5) are not served by AAU shuttle buses. Two of these four project sites would propose an on-street shuttle zone (PS-1 and PS-3), with PS-4 and PS-6 proposing on-site shuttle stops. The addition of project-generated AAU shuttle bus passenger trips at these two project sites during the PM peak hour would generally be spread over the peak hour. The additional shuttle passengers at PS-1 and PS-3 would not cause sidewalk crowding at shuttle bus stops or on sidewalks providing access to the project sites. At PS-6, while the proposed recreational <u>community facility</u> use would not increase the number of pedestrian trips, most student trips would be made by AAU shuttle.
4.6-111 / 112	Impact TR-5.2. Planning Staff review of the AAU proposals at the six project sites indicated that converting the existing uses to the proposed institutional or other (recreational <u>community facility</u> , administrative office) uses would not increase the bicycle parking space requirements under the <i>Planning Code</i> . ⁹ As noted above, Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities, is recommended and would require AAU to add on- or off-street (or some combination thereof) of bicycle parking facilities at project sites (including the six project sites included with the Proposed Project). The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.
4.6-113	Impact TR-5.3. Planning Staff review of the AAU proposals at the six project sites indicated that converting the existing uses to the proposed institutional or other (recreational <u>community facility</u> , administrative office) uses would not increase the bicycle parking space requirements under the <i>Planning Code</i> .

⁹ SF Planning Department Property Information Map, Zoning Administrator decision of February 3, 2014 in relation to Complaint No. 11493 for 625 Polk Street site, within Case No. 2008.0586 (accessed September 2014); SF Planning Department Review, *Planning Code* review for loading, vehicle parking, and bicycle parking requirements for the AAU project sites (except 625 Polk) (September 2014).

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.6-116	<p>Impact TR-6.2. Proposed Project development at the six project sites would generate a total of approximately 74 daily commercial truck trips, which equates to a loading demand of up to three average and four peak hour loading spaces. Three project sites (PS-2, PS-3, and PS-5) would result in a demand of less than one average and peak hour loading space due to the amount or type of use proposed. The Proposed Project at PS-1 and PS-4 would result in a demand for one average and one peak hour loading space each; PS-6, with its mix of office, recreational <u>community facility</u>, and warehouse use, would generate a demand for two average and two peak hour loading spaces. Planning Staff review of the AAU proposals at the project sites indicated that converting the existing uses to the proposed uses would not increase commercial loading space requirements under the <i>Planning Code</i>.</p>
Chapter 4.7 – Noise	
4.7-31	<p>Impact NO-1.2: PS-6, 2225 Jerrold. Proposed AAU uses at PS-6, 2225 Jerrold Avenue, would include continued office and storage uses, and the conversion of 17,533 sf to recreational <u>community facility</u> uses. The First Student School Bus Yard, Restaurant Depot, USPS distribution center, and various other industrial uses are located directly to the north. PS-6 is bounded by the San Francisco Wholesale Produce Market to the east. There is a mini storage company at the corner of Jerrold Avenue and Barneveld Street. Just south of the mini storage on Barneveld Street is Blood Centers of the Pacific. To the west are a power station, industrial uses, and various commercial uses. There are no noise-sensitive uses within the vicinity of PS-6.</p> <p>Tenant improvements at PS-6 would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along the McKinnon Avenue side of the site. As discussed under PS-1, 2801 Leavenworth Street (The Cannery), tenant improvement activities associated with the Proposed Project must comply with the San Francisco Noise Ordinance Sections 2907 and 2908. Additionally tenant improvement work would be of short duration, would not be expected to require heavy-duty equipment such as excavators, concrete mixers, or heavy trucks, and would be shielded from off-site receptors due to the work being conducted in the interior of existing buildings. The impact would be less than significant.</p>
4.7-44	<p>Impact NO-2.2: PS-6, 2225 Jerrold. AAU growth at PS-6 would include continued office and storage space, as well as the conversion of 17,533 sf of existing space to recreational <u>community facility</u> uses. <u>Proposed community use at PS-6 would accommodate 110 users, consisting of community users, as well as AAU students, faculty, and staff.</u> Shuttle service would be extended to PS-6. As shown in Table 4.7 3, Existing Ambient Noise Measurements, in Leq, p. 4.7-15, noise levels in the vicinity of PS-6 range from 73.8 to 77.4 dBA, indicating a noisy commercial environment. However, college land uses such as office, storage, and recreational <u>community facility space uses</u> are not considered a protected sensitive land use under the <i>San Francisco General Plan</i>.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																														
4.7-47	<p>Impact NO-3.1. Tenant Improvements. The Proposed Project as the six project sites would result in the change of use to institutional, recreational <u>community facility</u>, and bus yard uses. The tenant improvements at the six project sites would not require the use of heavy-duty equipment such as excavators, concrete mixers, and heavy trucks or impact tools that could result in vibration-related impacts.</p>																														
<p>Chapter 4.8 – Air Quality</p>																															
4.8-16	<table border="1" data-bbox="611 467 1633 776"> <thead> <tr> <th colspan="3" data-bbox="611 467 1633 492">Table 4.8-4 Project Sites within Air Pollutant Exposure Zones</th> </tr> <tr> <th data-bbox="611 500 1066 524"><i>Location</i></th> <th data-bbox="1077 500 1360 524"><i>Land Use Type</i></th> <th data-bbox="1371 500 1633 524"><i>Within Exposure Zone?</i></th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="611 532 1633 557"><i>Project Sites</i></td> </tr> <tr> <td data-bbox="611 565 1066 589">PS-1, 2801 Leavenworth St (The Cannery)</td> <td data-bbox="1077 565 1360 589">Institutional/ not sensitive</td> <td data-bbox="1371 565 1633 589">Yes – completely</td> </tr> <tr> <td data-bbox="611 597 1066 621">PS-2, 700 Montgomery St</td> <td data-bbox="1077 597 1360 621">Institutional/ not sensitive</td> <td data-bbox="1371 597 1633 621">No</td> </tr> <tr> <td data-bbox="611 630 1066 654">PS-3, 625 Polk St</td> <td data-bbox="1077 630 1360 654">Institutional/ not sensitive</td> <td data-bbox="1371 630 1633 654">Yes – completely</td> </tr> <tr> <td data-bbox="611 662 1066 686">PS-4, 150 Hayes St</td> <td data-bbox="1077 662 1360 686">Institutional/ not sensitive</td> <td data-bbox="1371 662 1633 686">Yes – completely</td> </tr> <tr> <td data-bbox="611 695 1066 719">PS-5, 121 Wisconsin St</td> <td data-bbox="1077 695 1360 719">Institutional/ not sensitive</td> <td data-bbox="1371 695 1633 719">No</td> </tr> <tr> <td data-bbox="611 727 1066 751">PS-6, 2225 Jerrold Ave</td> <td data-bbox="1077 727 1360 751">Recreational<u>Community Facility</u>/ not sensitive</td> <td data-bbox="1371 727 1633 751">Yes – completely</td> </tr> <tr> <td colspan="3" data-bbox="611 760 1633 776">SOURCE: City of San Francisco Database (December 2012).</td> </tr> </tbody> </table>	Table 4.8-4 Project Sites within Air Pollutant Exposure Zones			<i>Location</i>	<i>Land Use Type</i>	<i>Within Exposure Zone?</i>	<i>Project Sites</i>			PS-1, 2801 Leavenworth St (The Cannery)	Institutional/ not sensitive	Yes – completely	PS-2, 700 Montgomery St	Institutional/ not sensitive	No	PS-3, 625 Polk St	Institutional/ not sensitive	Yes – completely	PS-4, 150 Hayes St	Institutional/ not sensitive	Yes – completely	PS-5, 121 Wisconsin St	Institutional/ not sensitive	No	PS-6, 2225 Jerrold Ave	Recreational <u>Community Facility</u> / not sensitive	Yes – completely	SOURCE: City of San Francisco Database (December 2012).		
Table 4.8-4 Project Sites within Air Pollutant Exposure Zones																															
<i>Location</i>	<i>Land Use Type</i>	<i>Within Exposure Zone?</i>																													
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PS-4, 150 Hayes St	Institutional/ not sensitive	Yes – completely																													
PS-5, 121 Wisconsin St	Institutional/ not sensitive	No																													
PS-6, 2225 Jerrold Ave	Recreational <u>Community Facility</u> / not sensitive	Yes – completely																													
SOURCE: City of San Francisco Database (December 2012).																															
4.8-66	<p>Impact AQ-6.2. Similar to Impact AQ-6.1, the Proposed Project at the six project sites would include the renovation and operation of institutional and recreational <u>community facility</u> land uses, and would therefore not create significant sources of new odors. During construction, any diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Therefore, odor impacts at the six project sites would be less than significant.</p> <p>...</p> <p>Similar to Impact AQ-6.1, the Proposed Project at the six project sites would include the renovation and operation of institutional and recreational <u>community facility</u> land uses, and would therefore not create significant sources of new odors. During construction, any diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Therefore, odor impacts at the six project sites would be less than significant.</p>																														

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.10 – Wind and Shadow	
4.10-7	<p>Impact WS-1.1. The Proposed Project includes AAU growth within 12 study areas, including occupation and change of use of existing buildings for residential, institutional, and recreational <u>community facility</u> uses. Construction activities related to changes in use would be limited to tenant improvements, including interior construction, fire sprinkler/alarm upgrades, seismic retrofit work, and/or the addition of exterior signage, awnings, windows, or lighting. Therefore, the Proposed Project would not involve any new development or additions that would change the height and bulk of existing structures and therefore, would not alter wind environments. Furthermore, any future improvements would be required to comply with all applicable policies and regulations, including <i>Planning Code</i> Section 148, intended to reduce wind impacts. Therefore, the Proposed Project, including growth in the 12 study areas, would not alter wind in a manner that substantially affects public areas, and no impact would occur.</p>
4.10-10	<p>The project site at PS-6 is located at the southeasterly portion of a trapezoidal block bounded by Jerrold Avenue to the north, Upton Street to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west in the Bayshore area. The Proposed Project at PS-6 would involve a change of use from 91,367 sf of offices and vehicle storage for AAU to include 17,533 sf of recreational <u>community facility</u> uses, including a basketball/volleyball court to be utilized <u>principally for recreation by persons from the immediate neighborhood.</u> AAU would use the community facility on an accessory basis, up to one-third of total use. by students and staff. Office and storage uses would continue.</p>
4.10-13	<p>Impact WS-1.2. PS-6, 2225 Jerrold. The Proposed Project at PS-6 consists of the change of use of a 91,367 sf warehouse to provide offices, as well as vehicle storage for AAU. Under the Proposed Project, office and storage uses would remain, and 17,533 sf of recreational <u>community facility</u> uses would be added. The Proposed Project at PS-6 would include new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue and a new building sign facing Upton Street, as well as replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue. No construction activities that would increase the height or bulk of the existing building would occur at PS-6. As the Proposed Project at PS-6 would not construct any new structures, it would not be subject to the requirements of Section 295. Therefore, the Proposed Project would result in no impact related to shadows.</p> <p>...</p> <p>The Proposed Project consists of AAU growth through change of use and occupancy of existing buildings within the 12 study areas and at the six project sites, including occupation and use of existing buildings for residential, institutional, and recreational <u>community facility</u> uses. Construction activities in the study areas and at the project sites would be limited to tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), fire sprinkler/fire alarm upgrades, seismic retrofit work, and/or addition of exterior signage, or other exterior improvements such as awnings, lighting, or windows, and would not involve any new development or major additions. Therefore, the Proposed Project would not involve construction of new above grade structures or construction activities that would change the height and bulk of existing structures, and would not alter shadows or be subject to the requirements of Section 295. Furthermore, any future improvements and/or change of use of existing buildings would comply with all applicable policies and regulations, including <i>Planning Code</i> Section 295, intended to reduce shadow impacts. Therefore, the Proposed Project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, and would result in no impact related to shadows.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.11 – Recreation	
4.11-14	<p>Impact RE-1.1. As demonstrated by Figure 4.11 1, Nearby Parks and Recreation Facilities within the Vicinity of the Proposed Project, p. 4.11-6, and Table 4.11 1, Parks and Recreational Facilities in the Vicinity of the 12 Study Areas and Six Project Sites, p. 4.11-3, which show and describe parks and other recreational facilities located within the vicinity of each of the 12 study areas, the areas identified for AAU growth currently are well-served by local recreational facilities. Additionally, as identified in Table 4.11 2, Existing Athletic Facilities Used by AAU, p. 4.11-7, AAU provides recreational facilities in the form of gymnasiums and related facilities open for use by students, faculty, and staff at 1069 Pine Street, 620 Sutter Street, and 601 Brannan Street. AAU also facilitates access for students, faculty, and staff at other nearby facilities, as listed in Table 4.11 2, where practice and game space is provided for various AAU athletic programs. The student housing facilities would be required to meet the open space requirements for student housing, as specified in <i>Planning Code</i> Section 135. AAU is also proposing a <u>recreational community facility uses</u> at PS-6, 2225 Jerrold Avenue, <u>which would be used on an accessory basis as recreational space for AAU</u>, that could decrease the demand over time for use of City-owned parks and recreational facilities by AAU students and staff. Proposed uses at PS-6 are discussed further below under the project-level analysis.</p>
4.11-18	<p>Impact RE-1.2: PS-6, 2225 Jerrold. Prior to publication of the 2010 NOP for this EIR, PS-6 was used as a corporation yard for AAU. Under the Proposed Project, uses at PS-6 would include 17,533 sf of new <u>recreational community facility uses</u>, 11,244 sf of office uses, and 62,590 sf of general storage, vehicle storage, and miscellaneous storage. <u>Proposed community use at PS-6</u> would accommodate 110 <u>users, consisting of community users, as well as AAU students, faculty, and staff</u>. As shown in Figure 4.11 1, Nearby Parks and Recreation Facilities within the Vicinity of the Proposed Project, p. 4.11-6, and Table 4.11 1, Parks and Recreational Facilities in the Vicinity of the 12 Study Areas and Six Project Sites, p. 4.11-3, PS-6 is not in the immediate vicinity of any park or recreational facility. PS-6 would not contribute to heavy use of existing local parks and recreational facilities in a way that would result in their deterioration or degradation since there are no nearby parks and the site is proposed, in part, for recreational uses. In fact, the 17,533 sf of <u>recreational community facility use</u> proposed at PS-6, <u>which would be used on an accessory basis as recreational space for AAU</u>, could decrease the demand over time for use of City-owned parks and recreational facilities by AAU student and staff.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
4.11-20	<p>Impact RE-1.3. As stated above, the Proposed Project, including growth in 12 study areas and six project sites would be limited to the occupation and change of use of existing buildings in already developed areas of the City and would not result in new development. The Proposed Project would include AAU growth in the 12 study areas combined with the growth at the six project sites, resulting in the addition of a total of 1,063,207 sf of institutional uses, 17,533 sf of recreational <u>community facility</u> uses, and 110,000 sf (or 400 beds) of residential uses. As described in Section 4.4, Population, Housing, and Employment, this growth would result in a net population increase of approximately 4,209 new student residents and approximately 1,191 (525 new faculty and staff and 666 of their families) nonstudent residents by 2020.¹⁰ Thus total AAU growth could result in a net population growth in the City of 5,400 new residents.</p> <p>This increase in population would likely result in a small increase in the use of local parks. However, growth within the 12 study areas and at the six project sites would occur gradually over time until the year 2020 and would be distributed throughout the City. A gradual increase of approximately 5,400 persons citywide over a 10-year period would not substantially contribute to the deterioration of nearby recreational resources, nor would such growth be substantial enough to necessitate the expansion or construction of new facilities.</p> <p>As noted above, and shown in Table 4.11 1, Parks and Recreational Facilities in the Vicinity of the 12 Study Areas and Six Project Sites, p. 4.11-3, the study areas and project sites are well served by local recreational facilities. Such facilities include a range of recreational resources, including, but not limited to, plazas, parks, and other open spaces, various types of ball courts and playfields, picnic areas, and play structures. Additionally, as identified in Table 4.11 2, Existing Athletic Facilities Used by AAU, p. 4.11-7, AAU provides recreational facilities in the form of gymnasiums and related facilities open for use by students, faculty, and staff at 1069 Pine Street, 620 Sutter Street, and 601 Brannan Street. AAU also facilitates access for students, staff, and faculty at other nearby facilities, as listed in Table 4.11-2 where practice and game space is provided for various AAU athletic programs. Additionally, future occupied AAU student housing facilities would be required to meet the open space requirements for new residential units specified in <i>Planning Code</i> Section 135. AAU is also proposing 17,533 sf of recreational uses <u>community facility use</u> at PS-6, 2225 Jerrold Avenue, <u>which would be used on an accessory basis as recreational space for AAU. This additional community facility</u> which could decrease the demand over time for use of City-owned parks and recreational facilities. <u>Proposed community use at PS-6 would accommodate 110 users, consisting of community users, as well as AAU students, and faculty, and staff.</u></p>

¹⁰ Generation factor is based on the historical trends that 69 percent of AAU students and 43 percent of faculty/staff are new residents to the City. For Faculty/Staff, this assumes that there would be an average household size of 2.27 pph. See Section 4.4, Population, Housing, and Employment for further discussion.

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																																						
	The proposed development of recreational facilities at PS-6 would construct the new recreational <u>community facility</u> facilities within the existing structure. Construction at PS-6 would be limited to laying down flooring for athletic courts (basketball/volleyball), renovation of bathrooms, creation of locker room facilities, and painting of the building and interior spaces. Internal utility upgrades, including electrical and plumbing, would be required to service the expanded use of the site. Structural improvements are not anticipated at this time. ADA accessibility would require improvements to pedestrian access points, bathroom facilities, and locker rooms.																																																						
Chapter 4.12 – Utilities and Service Systems																																																							
4.12-19	Impact UT-2.2. The Proposed Project at the six project sites would involve the change of use to institutional use, recreational, <u>community facility</u> , and offices uses and would not substantially increase stormwater and wastewater generation because all of the project sites are completely covered with impervious surfaces and would remain so with implementation of the Proposed Project.																																																						
4.12-20	Impact UT-3.1. AAU would accommodate growth in the study areas through the occupancy and change in use of existing buildings served by the City’s solid waste collection system (Recology). Solid waste generation is estimated using generation rates from the California Department of Resources Recycling and Recovery (CalRecycle). For solid waste associated with residential uses, a disposal rate of approximately three pounds per resident per day is applied. For institutional and recreational uses a disposal rate of 0.007 pounds per sf per day is applied. As shown in Table 4.12 1, Estimated Range of Solid Waste Generation by AAU Study Areas, p. 4.12-21, shows the range of solid waste disposal that could be generated within each of the 12 program-level study areas. As explained below, it is important to note that the total solid waste generated by all program-level study areas should not be calculated by aggregating the individual study areas shown in Table 4.12 1. Rather, this is a range and maximum for each study area.																																																						
4.12-23	<table border="1"> <thead> <tr> <th colspan="6">Table 4.12-2 Estimated Solid Waste Generated at the Project Sites</th> </tr> <tr> <th><i>Study Area</i></th> <th><i>Site Location</i></th> <th><i>Proposed Use</i></th> <th><i>Area (sf)</i></th> <th><i>Generation Rate (lbs/sf/day)</i></th> <th><i>Solid Waste (tons/year)</i></th> </tr> </thead> <tbody> <tr> <td>SA-1</td> <td>2801 Leavenworth Street-The Cannery</td> <td>Institutional</td> <td>133,675</td> <td>0.007</td> <td>171</td> </tr> <tr> <td>SA-2</td> <td>700 Montgomery Street</td> <td>Institutional</td> <td>11,455</td> <td>0.007</td> <td>15</td> </tr> <tr> <td>SA-3</td> <td>625 Polk Street</td> <td>Institutional</td> <td>93,103</td> <td>0.007</td> <td>119</td> </tr> <tr> <td>SA-4</td> <td>150 Hayes Street</td> <td>Institutional</td> <td>80,330</td> <td>0.007</td> <td>103</td> </tr> <tr> <td>SA-5</td> <td>121 Wisconsin Street</td> <td>Institutional</td> <td>1,140</td> <td>0.007</td> <td>1</td> </tr> <tr> <td>SA-6</td> <td>2225 Jerrold Avenue</td> <td>Institutional/Recreational <u>Community Facility</u></td> <td>91,367</td> <td>0.007</td> <td>117</td> </tr> <tr> <td><i>Total</i></td> <td></td> <td></td> <td></td> <td></td> <td><i>526</i></td> </tr> </tbody> </table> <p>SOURCE: CalRecycle, Estimated Solid Waste Generation Rates for Institutions and Service Establishments (2009).</p>	Table 4.12-2 Estimated Solid Waste Generated at the Project Sites						<i>Study Area</i>	<i>Site Location</i>	<i>Proposed Use</i>	<i>Area (sf)</i>	<i>Generation Rate (lbs/sf/day)</i>	<i>Solid Waste (tons/year)</i>	SA-1	2801 Leavenworth Street-The Cannery	Institutional	133,675	0.007	171	SA-2	700 Montgomery Street	Institutional	11,455	0.007	15	SA-3	625 Polk Street	Institutional	93,103	0.007	119	SA-4	150 Hayes Street	Institutional	80,330	0.007	103	SA-5	121 Wisconsin Street	Institutional	1,140	0.007	1	SA-6	2225 Jerrold Avenue	Institutional/Recreational <u>Community Facility</u>	91,367	0.007	117	<i>Total</i>					<i>526</i>
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Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																								
Chapter 4.13 – Public Services																																									
4.13-18	This analysis assumes that the Proposed Project would be limited to occupancy and change of use of 1,063,207 sf of intuitional space, 110,000 sf of residential space, and 17,533 sf of recreational <u>community facility</u> space in existing buildings in already developed areas of the City. As described in Chapter 3, Project Description, it is assumed that upon occupation of existing buildings, AAU would implement typical tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting. Unlike the project sites, where specific buildings have been identified, the program-level analysis assumes that within the designated study areas, AAU could occupy any building to accommodate future growth. However, beyond the project-level sites, no specific buildings within these areas have been identified.																																								
4.13-19	<table border="1"> <thead> <tr> <th colspan="5">Table 4.13-7 Summary of Project Site Daytime Population</th> </tr> <tr> <th><i>Project Sites</i></th> <th><i>Use</i></th> <th><i>Square Feet</i></th> <th><i>Students</i></th> <th><i>Faculty/Staff</i></th> </tr> </thead> <tbody> <tr> <td>PS-1, 2801 Leavenworth Street (The Cannery)</td> <td>Institutional</td> <td>133,675</td> <td>1,600</td> <td>18</td> </tr> <tr> <td>PS-2, 700 Montgomery Street</td> <td>Administrative offices</td> <td>11,455</td> <td>15</td> <td>20</td> </tr> <tr> <td>PS-3, 625 Polk Street</td> <td>Institutional</td> <td>93,103</td> <td>1,675</td> <td>168</td> </tr> <tr> <td>PS-4,150 Hayes Street</td> <td>Administrative offices</td> <td>80,330</td> <td>0</td> <td>390</td> </tr> <tr> <td>PS-5,121 Wisconsin Street</td> <td>Shuttle bus storage yard</td> <td>1,140</td> <td>0</td> <td>2</td> </tr> <tr> <td>PS-6, 2225 Jerrold Avenue</td> <td>Office, storage and recreational<u>community facility</u></td> <td>91,367</td> <td>110</td> <td>20</td> </tr> </tbody> </table> <p>SOURCE: AAU (2014). This represents the maximum number of students that could be expected in any one facility over the course of a given day, assuming students move from site to site throughout the day. This number does not represent a total population increase at the site; rather, it is part of overall Proposed Project population growth. For PS-6, the total number of users includes community users as well as AAU students, faculty, and staff.</p>	Table 4.13-7 Summary of Project Site Daytime Population					<i>Project Sites</i>	<i>Use</i>	<i>Square Feet</i>	<i>Students</i>	<i>Faculty/Staff</i>	PS-1, 2801 Leavenworth Street (The Cannery)	Institutional	133,675	1,600	18	PS-2, 700 Montgomery Street	Administrative offices	11,455	15	20	PS-3, 625 Polk Street	Institutional	93,103	1,675	168	PS-4,150 Hayes Street	Administrative offices	80,330	0	390	PS-5,121 Wisconsin Street	Shuttle bus storage yard	1,140	0	2	PS-6, 2225 Jerrold Avenue	Office, storage and recreational <u>community facility</u>	91,367	110	20
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PS-6, 2225 Jerrold Avenue	Office, storage and recreational <u>community facility</u>	91,367	110	20																																					
4.13-30	Impact PS-1.2: PS-6, 2225 Jerrold. Implementation of the Proposed Project at PS-6 would accommodate 110 <u>users, consisting of community users, as well as AAU students, faculty, and staff.</u> These students would be existing or future students using the <u>community facility proposed on the site, for recreation.</u> PS-6 is served by Fire Stations 9 (2245 Jerrold Avenue), and 37 (798 Wisconsin Street), and by the SFPD Bayview District Station (201 Williams Avenue). SFFD Station 9 is located approximately 135 feet from the project site, and Station 37 is located approximately 1.2 miles from the site. SFPD Bayview District Station is located approximately 1.7 miles from the site.																																								

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.14 – Biological Resources	
4.14-19	Impact BI-1.2: PS-6, 2225 Jerrold. The project site at PS-6 is within the area of documented occurrence for the San Francisco owl's clover, alkali milk-vetch, adobe sanicle, and fragrant fritillary. Of these listed plant species, only the San Francisco owl's-clover and the fragrant fritillary are expected to exist today. However, even in the unlikely event that one of these species is present within the vicinity of the project site, site alterations related to AAU's use of PS-6 would be limited to interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue. The project would not remove any existing trees. These types of activities would not adversely affect these listed plant species, nor would these activities result in any impacts to other biological resources that may be present in the vicinity of the project site or disturb any nesting birds.
Chapter 4.15 – Geology and Soils	
4.15-30	Impact GE-1.2: PS-6, 2225 Jerrold. The Proposed Project at PS-6 would include 91,367 sf of office uses, vehicle storage and miscellaneous storage, as well as 17,533 of proposed recreational <u>community facility</u> uses. Tenant improvements at this site would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site.
Chapter 4.16 – Hydrology and Water Quality	
4.16-31	Impact HY-1.2: PS-6, 2225 Jerrold. PS-6 would not substantially degrade water quality or contaminate a public water supply. The Proposed Project at PS-6 would convert 73,834 sf to AAU office uses, general storage (for AAU and the San Francisco Fire Department), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, San Francisco Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage, as well as 17,533 sf of new recreational <u>community facility</u> uses. The office uses that are proposed would include administrative offices for business and transportation operations, a security patrol office, an athletic personnel office, and the San Francisco Toy Program offices. Tenant improvements at this site would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along the McKinnon Avenue side of the site.

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																												
Chapter 4.17 – Hazards and Hazardous Materials																													
4.17-10	<p>Table 4.17-3 Hazardous Materials Use at the Project Sites</p> <table border="1"> <thead> <tr> <th><i>Facilities</i></th> <th><i>Proposed Use/Activities</i></th> <th><i>Typical Types of Potential Hazardous Materials Products Associated with Proposed AAU Uses</i></th> <th><i>Typical Types of Hazardous Waste</i></th> </tr> </thead> <tbody> <tr> <td>PS-1, 2801 Leavenworth Street (The Cannery)</td> <td>Offices and gallery, office, Retail, commercial, and restaurants</td> <td>Art supplies and general cleaning and maintenance products</td> <td>Household-type and art supplies-related hazardous waste</td> </tr> <tr> <td>PS-2, 700 Montgomery Street</td> <td>Office and restaurant</td> <td>General cleaning and maintenance products</td> <td>Household-type hazardous waste</td> </tr> <tr> <td>PS-3, 625 Polk Street (former California Culinary)</td> <td>School of Fashion, includes classrooms, offices, and fashion labs</td> <td>Art supplies and general cleaning and maintenance products</td> <td>Household-type and art supplies-related hazardous waste</td> </tr> <tr> <td>PS-4, 150 Hayes Street</td> <td>Offices and parking</td> <td>General cleaning and maintenance products</td> <td>Household-type hazardous waste</td> </tr> <tr> <td>PS-5, 121 Wisconsin Street</td> <td>Bus parking/storage, trailers yard</td> <td>General cleaning and maintenance products for staff trailers^a</td> <td>Household-type hazardous waste</td> </tr> <tr> <td>PS-6, 2225 Jerrold Avenue</td> <td>Warehouse with offices and vehicle storage, recreational <u>community facility</u></td> <td>General cleaning and maintenance products and hazardous materials storage</td> <td>Paint, light bulbs, ballast and solvents; household-type hazardous waste</td> </tr> </tbody> </table> <p>SOURCE: Atkins (2012); AAU (2012).</p> <p>a. Bus maintenance and fueling is performed at off-site commercial vendor.</p>	<i>Facilities</i>	<i>Proposed Use/Activities</i>	<i>Typical Types of Potential Hazardous Materials Products Associated with Proposed AAU Uses</i>	<i>Typical Types of Hazardous Waste</i>	PS-1, 2801 Leavenworth Street (The Cannery)	Offices and gallery, office, Retail, commercial, and restaurants	Art supplies and general cleaning and maintenance products	Household-type and art supplies-related hazardous waste	PS-2, 700 Montgomery Street	Office and restaurant	General cleaning and maintenance products	Household-type hazardous waste	PS-3, 625 Polk Street (former California Culinary)	School of Fashion, includes classrooms, offices, and fashion labs	Art supplies and general cleaning and maintenance products	Household-type and art supplies-related hazardous waste	PS-4, 150 Hayes Street	Offices and parking	General cleaning and maintenance products	Household-type hazardous waste	PS-5, 121 Wisconsin Street	Bus parking/storage, trailers yard	General cleaning and maintenance products for staff trailers ^a	Household-type hazardous waste	PS-6, 2225 Jerrold Avenue	Warehouse with offices and vehicle storage, recreational <u>community facility</u>	General cleaning and maintenance products and hazardous materials storage	Paint, light bulbs, ballast and solvents; household-type hazardous waste
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4.17-28	At PS-6, 2225 Jerrold Avenue, office and storage uses would require general cleaning and maintenance products and anticipated recreational uses <u>community facility uses</u> would use similar items. In addition, hazardous wastes such as paint, light bulbs, ballast and solvents would be collected at and transported from 2225 Jerrold Avenue.																												
4.17-35	Impact HZ-1.2: PS-6, 2225 Jerrold Avenue (SA-17). Under the Proposed Project, AAU would use PS-6 for storage, office, and recreational <u>community facility</u> uses. The project site would use common types of hazardous materials, such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the site. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. In addition, hazardous waste such as paint, light bulbs, ballast and solvents would be collected at this site, and hauled away regularly by licensed hazardous waste haulers.																												
4.17-50	Impact HZ-3.2: PS-6, 2225 Jerrold. Tenant improvements would include interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site.																												

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
Chapter 4.18 – Mineral and Energy Resources	
4.18-15	<p>Impact ME-1.2: PS-6, 2225 Jerrold. Proposed AAU uses at PS-6 include 11,244 sf of office uses, 62,590 sf of general storage, vehicle storage (both inside and outside of the yard) and miscellaneous storage, as well as 17,533 sf of new recreational space <u>community facility space</u>. Shuttle service would be provided at PS-6.</p> <p>Tenant improvements, including interior construction associated with installation of recreational <u>community facility</u> uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site, would not require large amounts of energy, fuel, or water and would not be atypical for normal renovation projects within the City of San Francisco.</p>
Chapter 6 – Alternatives	
6-7	<p>The Other Locations within the City Alternative would involve the development of the Proposed Project at a series of different locations other than at all six project sites and within the 12 study areas. This alternative would require AAU to vacate three project sites that would require change of use authorizations under the Proposed Project; not to add recreational use <u>community facility uses</u> at PS-6, 2225 Jerrold Avenue; and to identify new study areas for growth. This alternative also assumes that AAU would continue its traditional practice of occupying existing buildings rather than constructing new buildings. CEQA Guidelines Section 15126.6(f)(2) requires that the EIR discuss whether alternative locations to the Proposed Project would avoid or reduce any of the significant effects of the Proposed Project.</p>
6-8	<p>This alternative would require AAU to vacate three project sites that would require change of use authorizations under the Proposed Project and not to add recreational use <u>community facility uses</u> at PS-6, 2225 Jerrold Avenue. AAU would provide all future growth, including the program-level growth evaluated as part of the Proposed Project, outside of the City, creating two distinctly separate “campuses” by keeping the 34 existing buildings and three project sites in the City and focusing all other growth envisioned as part of the Proposed Project in a location or locations outside of the City. CEQA Guidelines Section 15126.6(f)(2) requires that the EIR discuss whether alternative locations to the Proposed Project would avoid or reduce any of the significant effects of the Proposed Project.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision																																																																
6-12	<p>Table 6-1 Comparison of Proposed Project and Project Alternatives: Project Characteristics</p> <table border="1"> <thead> <tr> <th rowspan="2">Scenario</th> <th colspan="2">Program-Level Maximum Residential Growth</th> <th rowspan="2">Program-Level Maximum Institutional Growth (sf)</th> <th rowspan="2">Program-Level Maximum Recreational Community Facility Growth (sf)</th> <th rowspan="2">Project Sites Growth (sf)</th> </tr> <tr> <th>Rooms</th> <th>Beds/sf</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Proposed Project</td> <td>220</td> <td>400/110,000</td> <td>669,670</td> <td>17,533</td> <td>393,537</td> </tr> <tr> <td colspan="2">Residential growth could occur in SA-1, SA-2, SA-3, SA-4, SA-5, and SA-12 up to a total of 220 rooms.</td> <td>Institutional growth could occur in SA-4, SA-5, SA-6, SA-7, SA-8, SA-9, SA-10, SA-11, and at all project sites up to a total of 669,670 sf.</td> <td>Recreational Growth Community Facility would occur within PS-6.</td> <td>Growth would occur at PS-1, PS-2, PS-3, PS-4, PS-5, and PS-6</td> </tr> <tr> <td>No Project Alternative</td> <td>-164 to -399</td> <td>0</td> <td>0</td> <td>0</td> <td>-225,460</td> </tr> <tr> <td rowspan="2">Centralized Growth Alternative</td> <td>220</td> <td>400/110,000</td> <td>669,670</td> <td>17,533</td> <td>393,537</td> </tr> <tr> <td colspan="2">Residential growth could occur in SA-3 and SA-4 up to a total of 220 rooms.</td> <td>Institutional growth could occur in SA-4, SA-5, SA-6, and SA-10, and at all project sites up to a total of 669,670 sf.</td> <td>Recreational Growth Community Facility would occur within PS-6.</td> <td>Growth would occur at PS-1, PS-2, PS-3, PS-4, PS-5, and PS-6</td> </tr> <tr> <td rowspan="2">Reduced Growth Alternative</td> <td>110</td> <td>200/55,000</td> <td>335,000</td> <td>17,533</td> <td>393,537</td> </tr> <tr> <td colspan="2">Residential growth could occur in SA-1, SA-2, SA-3, SA-4, SA-5, and SA-12 up to a total of 110 rooms.</td> <td>Institutional growth could occur in SA-4, SA-5, SA-6, SA-7, SA-8, SA-9, SA-10, SA-11, up to a total of 335,000 sf.</td> <td>Recreational Growth Community Facility would occur within PS-6.</td> <td>Growth would occur at PS-1, PS-2, PS-3, PS-4, PS-5, and PS-6</td> </tr> <tr> <td rowspan="2">Reduced Institutional Growth Alternative</td> <td>220</td> <td>400/110,000</td> <td>335,000</td> <td>17,533</td> <td>393,537</td> </tr> <tr> <td colspan="2">Residential growth could occur in SA-1, SA-2, SA-3, SA-4, SA-5, and SA-12 up to a total of 110 rooms.</td> <td>Institutional growth could occur in SA-4, SA-5, SA-6, SA-7, SA-8, SA-9, SA-10, SA-11, up to a total of 335,000 sf.</td> <td>Recreational Growth Community Facility would occur within PS-6.</td> <td>Growth would occur at PS-1, PS-2, PS-3, PS-4, PS-5, and PS-6</td> </tr> <tr> <td colspan="2"> <p>STUDY AREAS</p> <p>SA-1, Lombard Street/Divisadero Street SA-2, Lombard Street/Van Ness Avenue SA-3, Mid Van Ness Avenue SA-4, Sutter Street/Mason Street SA-5, Mid Market Street SA-6, Fourth Street/Howard Street</p> </td> <td> <p>SA-7, Rincon Hill East SA-8, Third Street/Bryant Street SA-9, Second Street/Brannan Street SA-10, Fifth Street/Brannan Street SA-11, Sixth Street/Folsom Street SA-12, Ninth Street/Folsom Street</p> </td> <td colspan="3"> <p>PROJECT SITES</p> <p>PS-1, 2801 Leavenworth Street (The Cannery) PS-2, 700 Montgomery Street PS-3, 625 Polk Street PS-4, 150 Hayes Street PS-5, 121 Wisconsin Street PS-6, 2225 Jerrold Avenue</p> </td> </tr> </tbody> </table>	Scenario	Program-Level Maximum Residential Growth		Program-Level Maximum Institutional Growth (sf)	Program-Level Maximum Recreational Community Facility Growth (sf)	Project Sites Growth (sf)	Rooms	Beds/sf	Proposed Project	220	400/110,000	669,670	17,533	393,537	Residential growth could occur in SA-1, SA-2, SA-3, SA-4, SA-5, and SA-12 up to a total of 220 rooms.		Institutional growth could occur in SA-4, SA-5, SA-6, SA-7, SA-8, SA-9, SA-10, SA-11, and at all project sites up to a total of 669,670 sf.	Recreational Growth Community Facility would occur within PS-6.	Growth would occur at PS-1, PS-2, PS-3, PS-4, PS-5, and PS-6	No Project Alternative	-164 to -399	0	0	0	-225,460	Centralized Growth Alternative	220	400/110,000	669,670	17,533	393,537	Residential growth could occur in SA-3 and SA-4 up to a total of 220 rooms.		Institutional growth could occur in SA-4, SA-5, SA-6, and SA-10, and at all project sites up to a total of 669,670 sf.	Recreational Growth Community Facility would occur within PS-6.	Growth would occur at PS-1, PS-2, PS-3, PS-4, PS-5, and PS-6	Reduced Growth Alternative	110	200/55,000	335,000	17,533	393,537	Residential growth could occur in SA-1, SA-2, SA-3, SA-4, SA-5, and SA-12 up to a total of 110 rooms.		Institutional growth could occur in SA-4, SA-5, SA-6, SA-7, SA-8, SA-9, SA-10, SA-11, up to a total of 335,000 sf.	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6-13	<p>PS-6, 2225 Jerrold Avenue, proposed for new recreational <u>community facility</u> use, would continue as a storage facility and corporation yard for AAU uses. The Proposed Project includes recreational use <u>community facility use</u> at 2225 Jerrold Avenue, which requires a code amendment <u>"change of use" permit</u>, and no no code amendment <u>"change of use" permit</u> would be sought under the No Project Alternative.</p>																																																																

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
6-16	<p>Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use, and instead would vacate 225,460 sf of space at three project sites (PS-1, 2801 Leavenworth Street [The Cannery], PS-2, 700 Montgomery Street, and PS-4, 150 Hayes Street) and 164 to 399 residential rooms at 1080 Bush Street; 1153 Bush Street; 1916 Octavia Street; 1055 Pine Street; 860 Sutter Street; 2209 Van Ness Avenue; and 2211 Van Ness Avenue. Under the No Project Alternative, AAU would not seek text amendments to the <i>Planning Code</i>. The No Project Alternative would result in a net loss of occupied space by AAU of 225,460 sf of institutional uses and 164 to 399 rooms. AAU would continue to operate in its existing 27 sites (34 existing sites minus the seven potentially vacated residential sites), plus three project sites (PS-3, 625 Polk Street, PS-5, 121 Wisconsin Street, and PS-6, 2225 Jerrold Avenue) that require no change of use authorizations for non-recreational uses.</p>
6-17	<p>Aesthetics</p> <p>Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p> <p>Population, Housing, and Employment</p> <p>Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-18	<p>Cultural and Paleontological Resources</p> <p>Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p> <p>Transportation and Circulation</p> <p>Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-20	<p>At PS-6, which under the No Project Alternative would not include <u>community facility uses</u> recreational uses or shuttle service, the improvement measure for this project site would not be implemented; Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at 2225 Jerrold Avenue is proposed to create a clear pedestrian walkway between the proposed AAU shuttle stop and adjacent parking lot to the building entrance, which may require AAU to stop utilizing up to two of the six existing loading docks east of the parking lot.</p>
6-21	<p>Noise</p> <p>Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
6-22	<p>Air Quality Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-23	<p>Greenhouse Gas Emissions Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p> <p>Wind and Shadow Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p> <p>Recreation Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-24	<p>Utilities and Service Systems Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-25	<p>Public Services Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p> <p>Biological Resources Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-26	<p>Geology and Soils Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision
6-27	<p>Hydrology and Water Quality Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p> <p>Hazards and Hazardous Materials Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-28	<p>Mineral and Energy Resources Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-29	<p>Agricultural and Forest Resources Under the No Project Alternative, AAU would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of recreational <u>community facility</u> use.</p>
6-46	<p>Alternative 3 would result in a maximum growth of 110 beds/200 rooms, 335,000 sf of institutional use and 17,533 sf of recreational <u>community facility</u> use in the 12 study areas, with the use and improvements at the project sites remaining the same as under the Proposed Project.</p>
6-50	<p>Under the Reduced Growth Alternative, AAU would implement a modified version of the Proposed Project, with select modifications that would lessen the development potential in certain study areas, with use and improvements at the six project sites remaining the same as envisioned under the Proposed Project. For purposes of this analysis, the Reduced Growth Alternative assumes that 50 to 58 percent less development would occur within the study areas overall. This would result in future AAU growth of approximately 679,137 to 728,537 sf of institutional and recreational <u>community facility</u> uses and 92 to 110 rooms, as compared to 1,080,740 sf of institutional and recreational uses and 110,000 sf of residential uses under the Proposed Project analysis.</p>
6-63	<p>For purposes of this analysis, the Reduced Institutional Growth Alternative assumes future AAU growth of approximately 746,070 sf of institutional and recreational <u>community facility</u> uses and 110,000 sf (400 rooms) of residential uses, as compared to 1,080,740 sf of institutional and recreational <u>community facility</u> uses and 110,000 sf of residential uses under the Proposed Project.</p>

Table RTC-2: Summary of Draft EIR Text Revisions Related to 2225 Jerrold Avenue

DEIR Page	Text Revision												
6-75	<p data-bbox="554 289 1692 321">Table 6-3 Comparison of Proposed Project and Project Alternatives: Impacts</p> <p data-bbox="554 329 1692 402">NI = No impact; LTS = Less than significant or negligible impact; no mitigation required; SM = Significant but mitigable; SU = Significant and unavoidable adverse impact, no feasible mitigation; SUM = Significant and unavoidable adverse impact, after mitigation</p> <table border="1" data-bbox="548 407 1692 766"> <thead> <tr> <th data-bbox="548 407 655 509"></th> <th data-bbox="661 407 884 509"><i>Proposed Project</i></th> <th data-bbox="890 407 1083 509"><i>Alternative 1: No Project Alternative</i></th> <th data-bbox="1089 407 1283 509"><i>Alternative 2: Centralized Growth Alternative</i></th> <th data-bbox="1289 407 1482 509"><i>Alternative 3: Reduced Growth</i></th> <th data-bbox="1488 407 1692 509"><i>Alternative 4: Reduced Institutional Growth</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="548 514 655 766">Description</td> <td data-bbox="661 514 884 766">This includes 110,000 sf of institutional residential, 669,670 sf of institutional nonresidential and 17,533 sf of <u>community facility institutional recreation</u> in 12 study areas and 393,537 sf of institutional nonresidential at six project sites</td> <td data-bbox="890 514 1083 766">Vacation of three project sites and 164-399 rooms of existing residential, and no AAU growth in study areas</td> <td data-bbox="1089 514 1283 766">Project growth in five study areas along major transit corridors and six project sites</td> <td data-bbox="1289 514 1482 766">Approximately 33% reduction in Project growth (335,000 sf institutional, 55,000 sf residential, and 17,533 sf <u>community facility recreational</u> in 12 study areas and 393,537 sf at six project sites)</td> <td data-bbox="1488 514 1692 766">Approximately 28% reduction in Project growth (335,000 sf institutional, 110,000 sf residential, and 17,533 sf <u>community facility recreational</u> in 12 study areas and 393,537 sf at six project sites)</td> </tr> </tbody> </table>		<i>Proposed Project</i>	<i>Alternative 1: No Project Alternative</i>	<i>Alternative 2: Centralized Growth Alternative</i>	<i>Alternative 3: Reduced Growth</i>	<i>Alternative 4: Reduced Institutional Growth</i>	Description	This includes 110,000 sf of institutional residential, 669,670 sf of institutional nonresidential and 17,533 sf of <u>community facility institutional recreation</u> in 12 study areas and 393,537 sf of institutional nonresidential at six project sites	Vacation of three project sites and 164-399 rooms of existing residential, and no AAU growth in study areas	Project growth in five study areas along major transit corridors and six project sites	Approximately 33% reduction in Project growth (335,000 sf institutional, 55,000 sf residential, and 17,533 sf <u>community facility recreational</u> in 12 study areas and 393,537 sf at six project sites)	Approximately 28% reduction in Project growth (335,000 sf institutional, 110,000 sf residential, and 17,533 sf <u>community facility recreational</u> in 12 study areas and 393,537 sf at six project sites)
	<i>Proposed Project</i>	<i>Alternative 1: No Project Alternative</i>	<i>Alternative 2: Centralized Growth Alternative</i>	<i>Alternative 3: Reduced Growth</i>	<i>Alternative 4: Reduced Institutional Growth</i>								
Description	This includes 110,000 sf of institutional residential, 669,670 sf of institutional nonresidential and 17,533 sf of <u>community facility institutional recreation</u> in 12 study areas and 393,537 sf of institutional nonresidential at six project sites	Vacation of three project sites and 164-399 rooms of existing residential, and no AAU growth in study areas	Project growth in five study areas along major transit corridors and six project sites	Approximately 33% reduction in Project growth (335,000 sf institutional, 55,000 sf residential, and 17,533 sf <u>community facility recreational</u> in 12 study areas and 393,537 sf at six project sites)	Approximately 28% reduction in Project growth (335,000 sf institutional, 110,000 sf residential, and 17,533 sf <u>community facility recreational</u> in 12 study areas and 393,537 sf at six project sites)								

RESPONSES TO COMMENTS ATTACHMENTS

A. DRAFT EIR COMMENT LETTERS AND EMAILS

B. DRAFT EIR PUBLIC HEARING TRANSCRIPT

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ATTACHMENTS

DRAFT EIR COMMENTS INTRODUCTION

This attachment contains copies of all written comments received on the Draft EIR, including comments submitted either by letter, fax, or email. Written comments are grouped under one of three categories: governmental organizations, non-governmental organization, or individuals; written comments are further grouped by letter or email. Transcripts of oral comments presented at the public hearing on the Draft EIR are included in a separate group. Tables summarizing all of the commenters in each of these four categories are presented in Chapter II of the RTC document. Within each group of comments, commenters are organized in alphabetical order by code. To facilitate the commenter in locating the responses to his or her comments, the EIR assigns a unique commenter code plus one or more topic codes to each comment, as explained below. The commenter code is shown at the top of each page with individual comment numbers shown in the margin of each written comment. Table A-1, Comment Letters and Emails, and Table B-1, Public Hearing Transcript (located following the section on Comment Codes, below), indicates each commenter code, comment number, and the topic code assigned to each comment. This information serves as a cross-reference guide for the commenter and topic codes.

COMMENTER CODES

This document assigns a code to each comment letter, email, and public hearing transcript based on the name of the organization or individual submitting the comment. Comments submitted by mail, email, or orally at the public hearing (as transcribed in the official public hearing transcript) are all coded and numbered the same way. Each commenter code has three parts. It begins with a prefix indicating whether the commenter is from a governmental agency (A), non-governmental organization (O), or is an individual (I). This is followed by a hyphen and the acronym of the agency or organization, or the individual's last name. If comments were received from multiple individuals

with the same last name, the last name is followed by a space and that individual's first initial. Finally, if a specific individual or organization submitted multiple comment letters, the last name and initial is followed by a number indicating the order that the comment was received. The parts of the commenter code that indicate the commenter's affiliation (A, O, I, etc.), name, and number of the comment letter received is shown in bold at the top of each page of every written comment. Comment topic codes are indicated along the left side of each page using brackets to indicate where in the comment letter the comment is located and a topic code that corresponds to the responses in the RTC document.

LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DEIR

The prefixes for the topic codes used in the organization of Chapter III, Comments and Responses, are shown below.

MR	Master Responses	GG	Greenhouse Gas Emissions
PD	Project Description	RE	Recreation
PO	Plans and Policies	UT	Utilities
LU	Land Use	PS	Public Services
PH	Population, Housing, and Employment	BI	Biological Resources
CP	Cultural Resources	HZ	Hazards and Hazardous Materials
TR	Transportation and Circulation	OC	Other CEQA Considerations
NO	Noise	AL	Alternatives
AQ	Air Quality	GC	General Comments

Within each section of this chapter under each topic area, similar comments are grouped together and numbered sequentially using the topic code prefix and sequential numbering for each subtopic. For example, comments on the Project Description [PD] are listed as [PD-1], [PD-2], [PD-3], and so on. Within each topic code and corresponding heading that introduces the comment subject; there are quotes of comments, including the commenter name and a unique comment code that identifies the commenter.

ATTACHMENT A

DRAFT EIR COMMENT LETTERS AND EMAILS

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Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
Federal, State, Regional and Local Agencies, Boards, and Commissions			
A-CPC-Moore2	Kathrin Moore, Commissioner	Email	PD-2 Additional Properties Not Occupied by AAU
A-DOT	Patricia Maurice, Acting District Branch Chief	Letter	TR-1 Roadway Improvements and Permitting
			TR-3 Traffic Study Methodology
			TR-5 Traffic Impacts
			TR-10 Transportation Demand Management Program
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
			GC-5 Mitigation Monitoring and Reporting Program
A-DTSC	Harold Duke, PG	Letter	HZ-1 Phase I Environmental Site Assessment
			HZ-2 Use of Lead-Based Paint and/or Pesticides
			HZ-3 Previous Agricultural Use
			HZ-4 Proximity to Naturally Occurring Asbestos
			HZ-5 Public Health and Environmental Impacts
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
A-SFFD	Joanne Hayes-White, Chief of Department	Email	GC-4 General Comments in Support of the Project Sponsor
A-SFPD	Gregory P. Suhr, Chief of Police	Letter	GC-4 General Comments in Support of the Project Sponsor
A-SFRP	Alexander Wolk, Planner	Email	RE-1 Impacts to Recreational Facilities
Organizations			
O-AH	Alec L. Lee, Executive Director	Email	GC-4 General Comments in Support of the Project Sponsor
O-BCF	Jerry Brown, Executive Director; and Lola Fraknoi, Director of Community Programs	Letter	GC-4 General Comments in Support of the Project Sponsor
O-BGCSF	Pat Zamora, Area Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-CCSF	Diane Green, Fashion	Email	GC-4 General Comments in Support of the Project Sponsor

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
	Department Chair		
O-CFG	Emily Gogol, Garden Coordinator	Letter	GC-4 General Comments in Support of the Project Sponsor
O-CSFN1	Judith Berkowitz, President	Letter	GC-4 General Comments in Support of the Project Sponsor MR-1 Planning Code Violations at Existing AAU Sites
O-CSFN2	Rose Hillson, Member	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco GC-2 Project Merits
			PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
			PO-1 Changes to the Planning Code in the Western Soma Area Plan TR-3 Traffic Study Methodology
			TR-4 Transit Impacts
			NO-1 Noise Study Methodology
			NO-2 Existing Noise as a Result of 2015 Planning Code Zoning Changes
			NO-4 Cumulative Noise Impacts
			AQ-2 Analysis of Use of San Francisco Municipal Transportation Agency (SFMTA) Vs. AAU Shuttle
			GG-1 Increased Greenhouse Gas Emissions Due to a Dispersed Campus
			UT-1 Water Supply Assessment Methodology
			PS-1 Police and Fire Impacts
			BI-1 Impacts of Noise on Biological Resources
AL-1 Draft EIR Analysis of Project Alternatives			
O-FAYE	Crisanta Malig, Founder/President	Letter	GC-4 General Comments in Support of the Project Sponsor
O-FWCBD	Troy Campbell, Executive Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-FWN	Marily Mondejar, Founder and CEO	Letter	GC-4 General Comments in Support of the Project Sponsor
O-ICA	Sister Lilly Fitzpatrick O.P., Job Acquisitions Manager	Letter	GC-4 General Comments in Support of the Project Sponsor

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
O-INN	Maurice Woods, Founder and Executive Director	Email	GC-4 General Comments in Support of the Project Sponsor
O-KIPP	Beth Sutkus Thompson, Executive Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-LSYS	Sherilyn Adams, Executive Director	Email	GC-4 General Comments in Support of the Project Sponsor
O-MMA1	Jody Breckenridge, Board Member	Letter	GC-4 General Comments in Support of the Project Sponsor
O-MMA2	Major General J. Michael Myatt USMC (Ret.), President and CEO	Letter	GC-4 General Comments in Support of the Project Sponsor
O-MOAD	Lovisa Brown, Senior Director of Education	Letter	GC-4 General Comments in Support of the Project Sponsor
O-MSA	Annie Hartje, Office and Admissions Manager	Email	GC-4 General Comments in Support of the Project Sponsor
O-MSC	David and Todd Chritton, Owners	Letter	GC-4 General Comments in Support of the Project Sponsor
O-NMWF	Narada Michael Walden, President	Letter	GC-4 General Comments in Support of the Project Sponsor
O-OFFTA	Laurie Pitman, President of the Board of Directors	Letter	GC-4 General Comments in Support of the Project Sponsor
O-PUSD	Dr. Janet Schulze, Ed.D, Superintendent	Letter	GC-4 General Comments in Support of the Project Sponsor
O-RCA	Hiroshi Fukuda, President	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			PD-3 Institutional Master Plan
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
O-RHW	David Perry	Letter	GC-4 General Comments in Support of the Project Sponsor
O-RLN	Patricia Ris	Email	GC-4 General Comments in Support of the Project Sponsor
O-SAVEMUNI	Howard Wong, AIA	Email	MR-1 Planning Code Violations at Existing AAU Sites
			PD-3 Institutional Master Plan
			TR-6 AAU Shuttle Impacts
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
			GC-5 Mitigation Monitoring and Reporting Program
O-SFCC	Jim Lazarus, Senior Vice President of Public Policy	Letter	GC-4 General Comments in Support of the Project Sponsor
O-SFFWA	Lewis W. Loeven III, Executive Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-SFMMSLC	James J. Lee, Chairman-Board of Directors	Letter	GC-4 General Comments in Support of the Project Sponsor
O-SFPA	Julia Brashares, Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-SFPOA	Martin Halloran, President	Letter	GC-4 General Comments in Support of the Project Sponsor
O-SHC	Angel-Max Guerrero, Director of Student Support	Letter	GC-4 General Comments in Support of the Project Sponsor
O-TELHI	Nestor L. Fernandez II, Executive Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-TGP	John Austin, Director of Education	Email	GC-4 General Comments in Support of the Project Sponsor
O-THC	Randy Shaw, Executive Director	Letter	GC-4 General Comments in Support of the Project Sponsor
O-TNDC	Donald S. Falk, Chief Executive Officer	Letter	MR-2 AAU Impacts on Housing in San Francisco
			PH-4 Increased Need for Low Income Housing

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
O-TODCO1	John Elberling, President	Letter	MR-2 AAU Impacts on Housing in San Francisco
			PD-3 Institutional Master Plan
			GC-1 Adequacy of the Draft EIR
O-WBPMSC	Vivian Zalvidea Araullo, Executive Director	Email	GC-4 General Comments in Support of the Project Sponsor
O-WCCUSD	Finy Prak	Letter	GC-4 General Comments in Support of the Project Sponsor
O-YFPA	Rex Magadia, President	Letter	GC-4 General Comments in Support of the Project Sponsor

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
Individuals			
I-Alioto	Angela A. Alioto, Esq.	Email	GC-4 General Comments in Support of the Project Sponsor
I-Allen	Andrea Allen	Email	MR-2 AAU Impacts on Housing in San Francisco
			GC-2 Project Merits
I-Bagley	Christine A. Bagley	Email	TR-2 Existing Traffic Conditions
			TR-7 Pedestrian & Bicycle Impacts
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Brown	Larry Brown	Email	MR-2 AAU Impacts on Housing in San Francisco
I-Dubier	Pam Dubier	Email	MR-1 Planning Code Violations at Existing AAU Sites
I-Eliza	Mari Eliza	Email	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Elliott	John W Elliot	Letter	GC-4 General Comments in Support of the Project Sponsor
I-Heller	Lee Heller	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Hestor1	Sue Hestor	Email	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
I-Hestor2	Sue Hestor	Email	PD-4 Program and Project-Level Analysis in the Draft EIR
			PD-6 Project Site and Study Area Characteristics
			TR-6 AAU Shuttle Impacts
			GC-1 Adequacy of the Draft EIR
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Hestor3	Sue Hestor	Email	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
			GC-1 Adequacy of the Draft EIR
I-Hestor5	Sue Hestor	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			PD-2 Additional Properties Not Occupied by AAU
			PD-3 Institutional Master Plan
			PH-3 Population Growth Due to Increase in AAU Population
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Hestor6	Sue Hestor	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
			PD-2 Additional Properties Not Occupied by AAU
			PD-3 Institutional Master Plan
			PD-5 Projected AAU Student Enrollment
			PD-6 Project Site and Study Area Characteristics
			PD-7 Existing AAU Site Characteristics
			PD-8 Legal Use of 121 Wisconsin
			LU-1 Neighborhood Compatibility
			TR-6 AAU Shuttle Impacts
			AQ-3 Comparison of Impacts with a Consolidated Campus Model
			RE-1 Impacts to Recreational Facilities
			OC-1 Existing Sites Technical Memorandum
			OC-2 AAU Failure to Receive Project Entitlements
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR			

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Hestor7	Sue Hestor	Letter	MR-2 AAU Impacts on Housing in San Francisco
			PD-2 Additional Properties Not Occupied by AAU
			PD-3 Institutional Master Plan
			PD-6 Project Site and Study Area Characteristics
			PD-7 Existing AAU Site Characteristics
			PD-8 Legal Use of 121 Wisconsin
			PD-9 Construction Assumptions for AAU Tenant Improvements
			LU-1 Neighborhood Compatibility
			PH-3 Population Growth Due to Increase in AAU Population
			TR-4 Transit Impacts
			TR-9 Cumulative Traffic Impacts
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-2 Project Merits
	GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR		
I-Inchauspe1	Maureen Inchauspe	Email	MR-1 Planning Code Violations at Existing AAU Sites
I-Inchauspe2	Maureen Inchauspe	Email	MR-1 Planning Code Violations at Existing AAU Sites
I-Ivanov	Rada Ivanov	Email	GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Jones2	R. Thomas Jones	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			PD-2 Additional Properties Not Occupied by AAU
			PD-3 Institutional Master Plan
			PD-6 Project Site and Study Area Characteristics
			PO-4 Consistency with the Housing Element of the San Francisco General Plan
			PH-1 Jobs-Housing Linkage
			PH-3 Population Growth Due to Increase in AAU Population
	TR-6 AAU Shuttle Impacts		

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			OC-1 Existing Sites Technical Memorandum
			OC-2 AAU Failure to Receive Project Entitlements
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-1 Adequacy of the Draft EIR
I-Ludwig	Ann Ludwig	Email	GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Martin2	Christopher Martin	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			PD-6 Project Site and Study Area Characteristics
			PO-2 Consistency with the Northeastern Waterfront Plan
			PO-3 Consistency with the Fisherman's Wharf Public Realm Plan
			PH-2 Existing Business Displacement
			CP-1 Inconsistency with Northeastern Waterfront Plan Policy 10.6
			CP-2 Inconsistency with the Cannery as Historic Structure
			TR-2 Existing Traffic Conditions
			TR-4 Transit Impacts
			TR-6 AAU Shuttle Impacts
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Mosier	Perlita Mosier	Email	NO-3 Existing Noise Sources Associated with AAU
I-Nogueraa	Gary Nogueraa	Email	AQ-1 Air Pollution Resulting from Shuttle Buses
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
I-Quan	Bill Quan	Email	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
I-Quinn	Phyllis Quinn	Email	NO-3 Existing Noise Sources Associated with AAU
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Rae	Karen Rae	Email	TR-2 Existing Traffic Conditions

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			TR-7 Pedestrian & Bicycle Impacts
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Robinson	Jan Robinson	Email	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
I-Savery	Mark Savery	Email	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			LU-1 Neighborhood Compatibility
			TR-6 AAU Shuttle Impacts
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Seiter2	Joseph Seiter	Letter	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Shaw	Elizabeth S. Shaw	Email	TR-6 AAU Shuttle Impacts
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-2 Project Merits
I-Stinchfield	Allyson Stinchfield	Email	GC-2 Project Merits
I-Wermer1	Paul Wermer	Email	OC-1 Existing Sites Technical Memorandum
I-Wermer3	Paul Wermer	Email	TR-6 AAU Shuttle Impacts
			AQ-3 Comparison of Impacts with a Consolidated Campus Model
			RE-1 Impacts to Recreational Facilities
			OC-1 Existing Sites Technical Memorandum
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-1 Adequacy of the Draft EIR

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Whitaker	Jamie Whitaker	Email	MR-1 Planning Code Violations at Existing AAU Sites
			MR-2 AAU Impacts on Housing in San Francisco
			PD-3 Institutional Master Plan
			PH-3 Population Growth Due to Increase in AAU Population
			TR-2 Existing Traffic Conditions
			TR-6 AAU Shuttle Impacts
			TR-8 Emergency Access
			RE-1 Impacts to Recreational Facilities
			AL-1 Draft EIR Analysis of Project Alternatives
			GC-2 Project Merits
I-Wong	Siu-Mei Wong	Email	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description
			PD-3 Institutional Master Plan
			TR-6 AAU Shuttle Impacts

-----Original Message-----

From: Kathrin Moore [<mailto:mooreurban@aol.com>]

Sent: Friday, April 17, 2015 2:21 PM

To: Jones, Sarah (CPC)

Subject: Re: Ahrenz Bakery

It is spelled AHRENS and is the 1946 Van Ness address

PD-2

Sent from my iPhone

> On Apr 17, 2015, at 2:10 PM, Jones, Sarah (CPC) <sarah.b.jones@sfgov.org> wrote:

>

> Thank you; I will pass this along to Chelsea, Scott Sanchez, and Chris Haw, and we will follow up and decide how to proceed.

>

> _____

> Sarah Bernstein Jones

> Environmental Review Officer

> Director of Environmental Planning

>

> Planning Department|City and County of San Francisco

> 1650 Mission Street, Suite 400, San Francisco, CA 94103

> Direct: 415-575-9034|Fax: 415-558-6409

> Email: sarah.b.jones@sfgov.org

> Web: www.sfplanning.org

>

>

> -----Original Message-----

> From: Kathrin Moore [<mailto:mooreurban@aol.com>]

> Sent: Friday, April 17, 2015 2:09 PM

> To: Jones, Sarah (CPC)

> Subject: Ahrenz Bakery

>

> AAU acquired the former Ahrenz Bakery in the 1900 block of Van Ness, at the SE corner of Van Ness/Jackson about 6 months ago: this large 1/4 block property should be added to the project discussion in what be considered an expansion area that lies outside the boundaries of SA -2 and SA-5, identified in the DEIR for the Academy of Art

PD-2

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

April 27, 2015

SFVAR002
SCH# 2010092080

Ms. Chelsea Fordham
Planning Division
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Fordham:

Academy of Art University (AAU) Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

The following comments are based on the Draft Environmental Impact Report (EIR). We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

Project Understanding

The proposed infill project consists of four components: study area growth where AAU could accommodate expansion of future facilities, project site growth at six additional locations, legalization of prior unauthorized changes at 28 of AAU's existing site locations, and the extension of AAU's shuttle service to growth in the study areas and project sites. In total, the project buildout estimates approximately 1,063,207 square feet (sf) of institutional uses, 17,533 sf of recreational uses, and 110,000 sf of student residential uses. The improvement of bicycle parking conditions at AAU facilities is a recommended transportation improvement measure. There are four study areas adjacent to Interstate (I-) 80 with access provided from on- and off-ramps at Bryant, Fourth, Fifth, Seventh, and Eighth Streets. In addition, there are three study areas and three project sites located near U.S. Highway 101 (U.S. 101) with access provided from on- and off-ramps located at Bayshore Boulevard/Cesar Chavez Street and Mission Street/South Van Ness Avenue.

GC-3

Ms. Chelsea Fordham, City and County of San Francisco
April 27, 2015
Page 2

Lead Agency

As the lead agency, the City and County of San Francisco (City) is responsible for all project mitigation. The project's fair share contribution, financing, scheduling, implementation responsibilities, as well as the identified lead agency contact and monitoring, should be fully discussed for all proposed mitigation measures. Any required roadway improvements should be complete prior to issuance of project occupancy permits. An encroachment permit is required when the project involves work in the State's right of way (ROW). Caltrans will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; please see the end of this letter for more information.

GC-5

TR-1

Project Travel Demand

Caltrans' main concern is the reduction of vehicle miles traveled (VMT) from cars and light duty truck trips on the State Highway System and minimizing growth per capita. Consider providing further clarification on the descriptions and methodology of total auto versus total vehicle trips in Table 4.6-20, which shows the comparison of travel demand by proposed conceptual development options per travel mode. We recommend the total vehicle trips be derived from all modes, including single-occupancy vehicle trips, shared vehicle trips, public transit, and shuttle trips.

TR-3

As discussed, we thank the City for providing the project's turning movement traffic per study intersection diagrams under Cumulative scenarios for review of future use patterns of the transportation system, avoidance of turning conflicts, and vehicle/non vehicle incident management.

GC-3

Transit Impact Fees

We commend the City for requiring mitigation of the project's significant cumulative transit impacts through a fair share contribution towards the City's Transit Impact Development Fee and future Transportation Sustainability Fee (Mitigation Measure C-M-TR-2.1a). Upon adoption, Caltrans encourages the City to ensure a sufficient allocation of Transportation Sustainability Fee Program contributions toward regional transit improvements in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support the reduction of auto VMT and the increase of non-auto mode shares.

GC-5

Transportation Demand Management (TDM)

Consider additional TDM measures that can be employed to encourage usage of regional and local public transit and reduce auto vehicle trips on the State Highway System. The issuance of transit passes or subsidies from the University or housing-based transit passes for both students and employees are viable methods of reducing auto trips to and from AAU facilities. Since

TR-10

Ms. Chelsea Fordham, City and County of San Francisco
April 27, 2015
Page 3

AAU trip distribution percentages indicate 41% of students and 53% of faculty and staff commute from outside of the City of San Francisco (Table 4.6-19), the proximity to regional public transit facilities should be a factor in the selection of future expansion areas and potential shuttle stops for the University.

TR-10
cont.

Early Collaboration

Although no new construction is proposed, the draft EIR states project-level analysis of circulation and access to specific buildings would occur once AAU has selected specific buildings to accommodate their projected growth (pg. 4.6-69). We encourage the City to contact Caltrans and coordinate early regarding timelines for project buildout to enable consideration of the potential site specific traffic impacts and ensure appropriate mitigation.

TR-5

Encroachment Permit

Please be advised that any future work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Where construction-related traffic restrictions and detours affect State highways, a Transportation Management Plan or construction TIS may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>

TR-1

Should you have any questions regarding this letter, please contact Sherie George at 510-286-5535 or sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara Lee, Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Edmund G. Brown Jr.
Governor

April 24, 2015

Ms. Sarah B. Jones
Environmental Review Officer
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, California 94103

REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ACADEMY OF ART UNIVERSITY PROJECT, CITY AND COUNTY OF SAN FRANCISCO, SAN FRANCISCO, SAN FRANCISCO COUNTY (SCH #20100920080)

Dear Ms. Jones:

The Department of Toxic Substances Control (DTSC) has reviewed the Draft Environmental Impact Report (EIR) for the Academy of Art University project in the City of San Francisco, San Francisco County. The due date to submit comments is April 27, 2015.

The Academy of Art University (AAU) is proposing a project consisting of four general components: study area growth, project site growth, legalization of prior unauthorized changes, and shuttle service expansion.

Based on a review of the Draft EIR, DTSC would like to provide the following comments:

1. Because the project is school site related, DTSC recommends that an environmental review, such as a Phase I Environmental Site Assessment and/or Preliminary Endangerment Assessment (PEA), be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material (e.g., radon, mercury, naturally occurring asbestos) is present based on reasonably available information about the property and the area in its vicinity. Such an environmental review should generally be conducted as part of the California Environmental Quality Act (CEQA) process. Also, such an environmental review is recommended for compliance with the requirements of California Education Code, section 17268(a) or 17213(a). If AAU elects to proceed to conduct an environmental assessment at the site under DTSC

HZ-1

Ms. Sarah B. Jones
April 24, 2015
Page 2

- oversight, it should enter into a Voluntary Cleanup Agreement with DTSC to oversee the preparation of the environmental assessment.
2. The presence of existing, older or former structures at the site may result in potential environmental concerns due to lead from lead-based paint and/or organochlorine pesticides from termiticide applications and polychlorinated biphenyls (PCBs) from electrical transformers, light ballast or window caulking or glazing. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's "*Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006*", and in accordance with the recommendations provided in the United States Environmental Protection Agency's website "*PCBs in Caulk in Older Buildings*" (<http://www.epa.gov/pcbsincaulk/index.htm>).
3. If the site was previously used for agricultural purposes, pesticides (such as DDT, DDE, and toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the "*Interim Guidance for Sampling Agricultural Soils (Third Revision), dated August 2008*". This guidance should be followed to sample agricultural properties where development is anticipated.
4. The Project area appears to be located within 10-miles of a geological unit potentially containing naturally occurring asbestos (NOA). Pursuant to DTSC's "*Interim Guidance – Naturally Occurring Asbestos at School Sites, Revised September 24, 2004*", further action should be considered and conducted to determine whether a naturally occurring hazardous material (i.e., NOA) is present, based on reasonably available information about the properties and the areas in their vicinity.
5. If a response action is required at the site based on the results of the above investigations, and/or other information, the EIR will require an analysis of the potential public health and environmental impacts associated with any proposed response action, pursuant to requirements of the CEQA (Pub. Resources Code, div. 13, §21000 et seq.), and its implementing Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), prior to approval or adoption of the EIR for the project. Included in the EIR, if necessary, should be a discussion of the mitigation and/or removal actions and associated cumulative impacts to the site and the surrounding environment. If sufficient information to discuss the proposed mitigation and/or removal actions and their associated impacts to the site and the surrounding environment are not available for inclusion in the EIR, then an Addendum or Subsequent to the EIR may be required.
- HZ-1
cont.
- HZ-2
- HZ-3
- HZ-4
- HZ-5

Ms. Sarah B. Jones
April 24, 2015
Page 3

DTSC is also administering the Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

For additional information on DTSC's Schools process or CLEAN Program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to discuss this matter further, please contact me at (916) 255-3695, or via e-mail at bud.duke@dtsc.ca.gov.

Sincerely,



for - Harold (Bud) Duke, PG
Senior Engineering Geologist
Northern California Schools
Brownfields and Environmental Restoration Program

cc: (via e-mail)

State Clearinghouse (State.clearinghouse@opr.ca.gov)
Office of Planning and Research

Michael O'Neill (MONeill@cde.ca.gov)
Department of Education – Sacramento, CA

Lisa Constancio (LConstancio@cde.ca.gov)
Department of Education – Sacramento, CA

Jose Salcedo (Jose.Salcedo@dtsc.ca.gov)
DTSC Northern California Schools Unit – Sacramento, CA

Nancy Ritter (Nancy.Ritter@dtsc.ca.gov)
DTSC CEQA Tracking Center – Sacramento, CA

GC-3

A-SFFD

JOANNE HAYES-WHITE
CHIEF OF DEPARTMENT



EDWIN M. LEE
MAYOR

SAN FRANCISCO FIRE DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

VIA EMAIL & US MAIL

April 15, 2015

Rodney Fong, Commission President
Members of the Planning Commission
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Commissioners,

The San Francisco Fire Department (SFFD) is appreciative of the support from the Academy of Art University. They have been a good community partner.

The Academy of Art University has assisted in helping to preserve the SFFD's history by providing space to house many of our antique apparatus. In 2016, the SFFD will celebrate its 150th Anniversary, where many of the antique apparatus will be on display. In addition, students from the Academy of Art University will assist with the creation and design of our 150th Anniversary logo.

Another significant aspect of the Academy of Art University's willingness to assist with community engagement is their support of the San Francisco Fire Fighters Local 798 Toy Program. Over the past four years, the Academy of Art University has provided space for the operation and distribution of gifts to over 40,000 families annually, brightening the holidays for those less fortunate.

Should you have any questions, please do not hesitate to contact me at 415-558-3401.

Sincerely,


Joanne Hayes-White
Chief of Department

GC-4



POLICE DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO
HEADQUARTERS
1245 3rd STREET
SAN FRANCISCO, CALIFORNIA 94158



GREGORY P. SUHR
CHIEF OF POLICE

April 10, 2015

Ms. Sarah B. Jones,
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones:

Please accept this letter of support for Academy of Art University as the school goes through the EIR process to meet CEQA requirements.

The San Francisco Police Department has partnered with The Academy of Art University on many of our key initiatives to benefit our community and its youth. The University's leaders and campus safety team, share our common goal of keeping San Francisco safe. Their presence provides a strong deterrent against graffiti, loitering and, in general, dissuades the proliferation of petty and violent crime in the blocks surrounding the multiple downtown campuses. The Academy's campus safety team's multiple security cameras are accessible to SFPD at any time, and in real time, through the collaborative Mutualink system. In times of emergency, this is invaluable to us.

The Academy also shares the San Francisco Police Department's goal to educate and advance the opportunities for at-risk youth. Their commitment is evident by the numerous scholarships to San Francisco teens who would not otherwise have the means to attend Academy of Art University's Summer Art Experience program.

The Academy also contributes annually to The Garden Project by donating their fleet of buses to transport local, at-risk youth from the Bayview District to garden sites around the city and to the Hetch Hetchy reservoir. The Garden Project not only beautifies our urban surroundings through the planting of crops, it also imparts invaluable information about nutrition and sustainability, and offers hands-on work opportunities, deters crime and cultivates civic pride. In the past three years, more than twelve hundred youth have benefited from the Academy's willingness to support our great community.

I appreciate the opportunity to share my thoughts about Academy of Art University.

Sincerely,


GREGORY P. SUHR
Chief of Police

GC-4



Edwin M. Lee, Mayor
Philip A. Ginsburg, General Manager

April 27, 2015

Chelsea Fordham, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Chelsea.fordham@sfgov.org

Re: Academy of Art University Draft Environmental Impact Report

Dear Ms. Fordham,

Thank you for providing the City of San Francisco's Recreation and Parks Department (RPD) with the opportunity to review the Draft Environmental Impact Report for the Academy of Art University (AAU) Expansion Project.

The Draft EIR concludes that any incremental increase in demand for recreational resources could be accommodated by existing parks and recreational resources in the area. The Draft EIR also notes that the City does not have an established target ratio of parkland to residents and therefore uses a qualitative analysis of the Proposed Project's impacts on RPD facilities.

Despite not having an established ratio, there are a number of RPD facilities located within both the program-level and project-level growth areas, some of which are within High Needs Areas, as defined by the Recreation & Open Space Element of San Francisco's General Plan. Further, given that the Proposed Project consists of growth through *change of use and occupancy* of existing buildings, there would be no impact fees assessed to offset potential impacts on parks, even though the increase in density from new AAU classrooms and dormitories could have similar impacts as newly constructed residential units. Thus, we encourage the project sponsor to improve or provide additional onsite recreational facilities, where feasible, to offset the increased use of park properties over time.

Thank you for taking these comments into consideration.

Sincerely,

Alexander Wolk
Planner
City of San Francisco
Recreation and Parks
alexander.wolk@sfgov.org
(415) 575-5606

RE-1

From: Alec Lee <alee@aimhigh.org>
Date: April 25, 2015 at 4:37:20 PM MDT
To: <Sarah.B.Jones@sfgov.org>
Cc: <rdelgado@academyart.edu>, Laura Foulke <lfoulke@aimhigh.org>
Subject: Aim High/support for AAU:

Mr. Rodney Fong, President

SF Planning Commission

650 Mission Street, Suite 400

San Francisco, CA 94103

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Mr. Fong:

I am writing on behalf of Aim High to show our support for Academy of Art University, which has been a generous and invaluable community partner to our organization and the students and families we serve. Academy of Art University has supported our work with youth from Bay Area low-income communities for many years, and we are deeply grateful for their ongoing support.

Aim High students are people of color (96%), from low-income families, will be first in their family to graduate college (78%). This year—our 30th summer—Aim High will serve close to 1,850 middle school students across the Bay Area. Additionally, we have 1,280 alumni currently in high school, and our goal is to help them stay on the path to college by opening doors and providing access to resources and support they need to be successful. We could not do this work without partnerships and support from the community, and Academy of Art University has provided unwavering support for Aim High over the years.

Through our partnership with Academy of Art University dozens of Aim High students have received full scholarships to attend AAU's pre-collegiate summer program, which is truly a life-changing experience for

Email
O-AH
Cont.

our students. In addition, AAU has also provided full Presidential Scholarships for eligible Aim High students covering the full cost for their undergraduate education--truly amazing. We are deeply grateful for the incredible support of AAU has provided our students.

Please feel free to contact me at 415.551.2323 or Laura Foulke, Director of Strategic Initiatives, at 415.551.2312 with any questions about Aim High or our partnership with Academy of Art University.

Alec L. Lee

Executive Director, Aim High

Cc: Rebecca Delgado Rottman

Alec Lee

Director

Aim High

415.551.2323

<http://www.aimhigh.org>

Reach for a Dream

GC-4
cont.



RECEIVED

APR 24 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

April 22, 2015

Ms. Sarah B. Jones,
Environmental Review Officer,
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones,

We are writing on behalf of Bethany Center, a low-income residential community for San Francisco seniors. We are strong supporters of Academy of Art University, an organization that has helped us in our goal to bring uplifting surroundings and art enrichment to the city's aging population.

Academy of Art University has been a generous partner of Bethany Center for 10 years, providing us with pro bono assistance on numerous projects, including Ruth's Table, our popular art program for San Francisco seniors and youth. Named in honor of the late beloved San Francisco artist Ruth Asawa, the program was founded to offer art activities to seniors. Over time, it expanded to include poetry and dance for seniors and children – seven days a week. We offer a truly inter-generational experience and our classes and events serve individuals age 6 to 90. Notably, when the program was created, Academy of Art University's Special Projects director, Bob Toy, filmed a documentary on the life of Ruth Asawa, further cementing her legacy. When *Ruth Asawa: Roots of an Artist*, premiered at the DeYoung Museum, all proceeds were donated to Ruth's Table.

Over the years, Academy of Art has offered us guidance on numerous art and design projects, including:

Students of the Interior Architecture and Design program generated low-cost design ideas to beautify our surroundings and have worked one-on-one with our senior residents (in numerous languages) to implement their creative vision.

Students in the Academy's School of Graphic Design have donated numerous hours to create our Bethany Center logos and branding materials.

The university's Landscape Architecture students are currently working to create a sustainable garden to enhance the patch of land behind our building and generate positive environmental impact. Some of our seniors never leave the residence and this garden will offer them a small parcel of nature and tranquility.

Bethany Center Senior Housing, Inc.
580 Capp Street
San Francisco, CA 94110 2570
tel 415 821 4515
fax 415 821 2339
tdd 415 821 4298
www.bethanycenter.org

GC-4

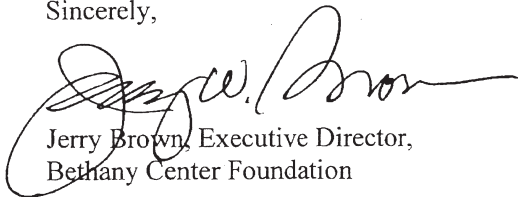
Bethany Center is committed to aging with choice. Our accomplishments, projects and daily programs would not be successful without our partnerships with various art, community service and health organizations – especially Academy of Art University.

Lastly, Academy of Art University’s president, Dr. Elisa Stephens, understands the importance of aging with grace. When she offers to help Bethany Center’s seniors, it comes from her heart.

Bethany Center is a longstanding San Francisco institution and we are honored to benefit from the mission and vision of an even older San Francisco institution, Academy of Art University.

GC-4
cont.

Sincerely,



Jerry Brown, Executive Director,
Bethany Center Foundation



Lola Fraknoi, Director of Community Programs,
Ruth’s Table



TO: Ms. Sarah B. Jones
Environmental Review Officer

FM: Pat Zamora
Area Director, Boys & Girls Clubs of San Francisco
Director Citywide Arts Program, BGCSF

April 27, 2015

Dear Ms. Jones,

I am writing this letter of recommendation on behalf of the Academy of Art and their support for the futures of low-income youth in San Francisco.

Over the years the Academy of Art has cultivated a relationship, with the Boys & Girls Clubs of San Francisco, that has helped provide additional opportunities and resources for the youth we serve across the communities of San Francisco.

Through our Citywide Arts Program, we have had the opportunity to partner with the Academy of Art through their hosting of our Citywide Fine Art shows at their school facilities. Our youth were able to experience the campus and see their art displayed in a professional environment. The Academy of Art also hosted our Citywide Art Directors Retreat, which provided a space for our Directors to reflect on their years work in an inspirational venue.

We are most excited about our teens participation in the Academy of Art's Summer School Program that provide scholarships for 10 youth to attend up to four classes per youth. The youth can select from over 80 advanced classes in the areas of multi-media, photography, music, dance, film and many other career options. Each youth also receives a small stipend for materials. This opportunity allows our teens to gain valuable skills in their area of interest, spend their summer on a college campus and develop additional skills in socialization that develop their confidence and ability to succeed. Staff from the Academy of Art, provide an orientation and guidance to ensure our youth successfully register for the classes and their completion. These resources would not be available without the Academy of Arts commitment to our youth's future.

We hope to continue to build on this partnership in the coming years and look forward to new and innovative ways that we can continue to find amazing opportunities for our youth to engage in the high quality training and college exposure that our youth so greatly desire and need.

Please let me know if you have any further questions. I can be reached at 415-609-7904.

GC-4

From: Diane Green <drgreen@ccsf.edu>
Date: April 24, 2015 at 10:23:06 PM MDT
To: "Sarah.B.Jones@sfgov.org" <Sarah.B.Jones@sfgov.org>
Cc: "Delgado, Rebecca" <RDelgado@academyart.edu>
Subject: CASE #2008.0586E; Academy of Art Draft EIR

Mr. Rodney Fong, President

Sf Planning Commission

1650 Mission Street, Suite 400

San Francisco, CA 94103

Dear Mr. Fong,

I am writing to you in support of the Academy of Art University, The Fashion Department of City College of San Francisco has had been fortunate to be the recipient of the generosity of AAU in the form of scholarships that they have given our students for the past seven years.

When we started our relationship, they only gave us one scholarship. We now receive three per year and this makes an enormous difference to our students who could never afford to attend a university of the quality of AAU. Their fashion design program rivals that of Parsons and FIT in New York. Our scholarship students who have graduated can attest to the rigorous training they receive and the preparation they are given for industry jobs.

Email
O-CCSF
Cont.

I can only speak highly of the education the Academy of Art University provides.

|

GC-4
cont.

Please feel free to contact me if you have any questions.

Sincerely,

Diane Green

Diane Green
Fashion Department Chair
City College of San Francisco

Emily Gogol

Connecticut Friendship Garden • San Francisco, CA 94107
Phone: 408.887.2882 • E-Mail: Emily.gogol@gmail.com

Date: 4.21.2015

Ms. Sarah B. Jones
Environmental Review Officer

Case Number 2008.0586E

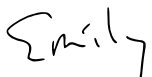
Dear Ms. Jones,

Our community garden, the Connecticut Friendship Garden (CFG), has been working in partnership with students at the Academy of Art University to design an ADA Accessible Garden and Outdoor Classroom. This work is also in partnership with local pre K-8 educational groups, SF Bee Cause, and the San Francisco Parks Alliance. The Academy of Art University is key to this project, enabling us to provide greater access to outdoor spaces and healthy activities for San Franciscans of all ages and abilities. Specifically,

- Students of the School of Landscape Architecture have agreed to provide *pro-bono* assistance to this community project in the form of a Landscape Master Plan.
- The partnership between the AAU and CFG helped secure the approval of a key grant from the mayors office, a Community Challenge Grant. This financial support has enabled CFG to move forward with the creation of a more accessible, inclusive and beautiful public garden space.

Our community enjoys working with the AAU and has already seen first-hand what a positive impact they have on green-spaces and public-spaces in San Francisco.

Sincerely,



Emily Gogol
Elected Garden Coordinator at the Connecticut Friendship Garden

GC-4

Letter
O-CSFN1

Received at CPC Hearing 4/16/15
C. Fordham

Coalition for San Francisco



www.csfn.net • PO Box 320098 • San Francisco CA 94132-0098 • 415.262.0440 • Est 1972

President

Judith Berkowitz
415.824.0617

March 18, 2015

1st Vice President

George Wooding

2nd Vice President

Rose Hillson

Recording Secretary

Charles Head

Corresponding Secretary

Glenn Rogers

Treasurer

Dick Millet

Members-at-Large

Penelope Clark

Melinda LaValle

Marlayne Morgan

President Fong
Planning Commission
1650 Mission Street, Suite 400
San Francisco CA 94103-2414

Re: Case No. 2008.0586E – Academy of Art University DEIR

Dear President Fong,

Whereas, on March 9, 2015, the Coalition for San Francisco Neighborhoods Land Use & Transportation Committee voted unanimously to support existing Coalition for San Francisco Neighborhoods (CSFN) policy to preserve housing and neighborhood character which includes transportation, noise, and other issues; and

Whereas, the Academy of Art University (AAU) has been in violation on numerous instances which affect neighborhoods; therefore be it

Resolved, the CSFN urges the Planning Commission to enforce all Planning Codes of which AAU has been in violation and to strictly enforce all penalties especially since some of the violations occurred *after* they were informed of the numerous Code violations.

Sincerely,

Judith Berkowitz
Judith Berkowitz, President

cc: Commissioners Cindy Wu, Kathrin Moore, Michael Antonini, Rich Hillis, Christine Johnson, Dennis Richards; Commissions Secretary Jonas Ionin; John Rahaim, Director of Planning; San Francisco Board of Supervisors; Angela Calvillo, Clerk of the Board of Supervisors

- Barbary Coast Neighborhood Assn
- Buena Vista Neighborhood Assn
- Cathedral Hill Neighborst Assn
- Cole Valley Improvement Assn
- Cow Hollow Assn
- Diamond Hts Neighborhood Assn
- East Mission Improvement Assn
- Ewing Terrace Neighborhood Assn
- Excelsior District Improvement Assn
- Fair Oaks Community Coalition
- Forest Knolls Neighborhood Assn
- Francisco Heights Civic Assn
- Golden Gate Hts Neighborhood Assn
- Greater W. Portal Neighborhood Assn
- Haight Ashbury Improvement Assn
- Inner Sunset Action Committee
- Jordan Park Improvement Assn
- Liberty Hill Neighborhood Assn
- Marina Civic Improvement & Property Owners Assn
- Middle Polk Neighborhood Assn
- Midtown Terrace Homeowners Assn
- Miraloma Park Improvement Club
- North Beach Neighbors
- Oceanview, Merced Heights, Ingleside – Neighbors in Action
- Outer Mission Merchants & Residents Assn
- Pacific Heights Residents Assn
- Parkmerced Action Coalition
- Potrero Boosters Neighborhood Assn
- Richmond Community Assn
- Rincon Point Neighborhood Assn
- Russian Hill Improvement Assn
- Russian Hill Neighbors
- Sunset Heights Assn of Responsible People
- Sunset-Parkside Education & Action Committee
- Telegraph Hill Dwellers
- Twin Peaks Council & Open Space Conservancy
- Twin Peaks Improvement Assn
- University Terrace Neighborhood Assn

GC-3

MR-1

April 15, 2015

Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94102-4689

Dear President Fong and Members of the Planning Commission:

Re: **Case No. 2008.0586E – Academy of Art University Project Draft Environmental Impact Report (DEIR)**

Below are my comments on the subject-referenced matter (due by April 27, 2015):

- 1. Page 4.4-13 (Population, Housing, and Employment): The DEIR states, "...AAU would not be permitted to convert any existing residential units, or change occupancy of any existing dwelling units, group housing, or SRO to student housing. In addition, AAU has 448 to 1,131 beds or 164 to 399 rooms that do not comply with Planning code Section 317 and currently cannot be legalized. To legalize these units, AAU is seeking a Code Amendment to the Planning Code."

With the many violations to Building, Health, Planning Codes that AAU has racked up, besides having the Planning Code change to redefine "student housing" in particular zoning areas, size and conversion when certain conditions are met, there is another Planning Code amendment being sought by AAU so it can further continue its expansion for rooms that do not comply with Planning Code Section 317? What is the city gaining from allowing one developer to expand and get allowances other institutions do not get? The community benefits should be large based on trying to legalize units when the AAU has for years been noncompliant. Tucking an additional 4,209 student residents (Page 4.4-17) and 1,191 faculty and family members as new residents will put a lot of pressure on communities where housing is too expensive and fewer units are now available since AAU purchased so many more buildings (older and in need of renovation = lower rent) vs. building new buildings (higher rent).

MR-2

Changing Planning Code to allow yet another avenue for AAU to increase its intensity of not meeting current Planning Code should not occur when the CEQA effects are in many instances "significant and unavoidable" and the communities surrounding and in the expansion areas get no benefits and students, faculty and its family members are encouraged to take its shuttles vs. Muni. More vehicles on the road seems to go against the Mayor's "Vision Zero" program. The DEIR also states that these same people are not likely to utilize bikes (Page 6-52). Everybody else is asked to bike and walk but not the AAU students nor faculty. There are GHG emissions that should be held to the same standards as private automobiles.

GC-2

TR-3

GG-1

- 2. Page 4.7-17 (Noise): The DEIR states, "...Noise levels are not shown for each study area or project site...roadway segments were selected based upon the segments identified in the transportation analysis as having the highest average daily trips in the study areas and project sites..."

If the DEIR is supposed to be complete, small samplings do not mean it includes a "complete" sampling. This study on noise is partially complete.

NO-1

In addition, the data map from 2013 and the statistics from 2014 do not reflect all the changes to the noise levels in the areas since uses that were restricted prior to the Planning Code zoning use changes allowing

PO-1

NO-2

<p>more uses in residential areas came into effect. Also, additional units have been built since the time of the samplings and there are cumulative effects not considered.</p>	<p>NO-2 cont. NO-4</p>
<p>3. Page 4.7-34 (Noise): In re to the backup beepers of shuttle buses at 87dBA...</p> <p>Noise levels are shown in Table 4.7-3 (Page 4.7-15). These measurements, e.g. for SA-3, Mid-Van Ness, and SA-4, Sutter/Mason, taken in 2010 need a serious update due to more traffic and other Planning Code changes that went into effect that have changed allowed uses in the areas that have the potential to increase noise levels not necessarily monitored for the statistics at the times the samples were taken. Outdated data prior to land use zoning use changes and changes to new/altered buildings.</p>	<p>NO-2</p>
<p>There are no projected noise levels for Japantown and Cathedral Hill projects even though they are foreseen with the build of the new California Pacific Medical Center (CPMC) hospital at Van Ness/Geary which would attract more vehicular traffic and noise from various CPMC-supporting noise sources. There are foreseeable developments in the pipeline such as on Van Ness. Where is this study with the foreseeable projects taken into consideration?</p>	<p>NO-2 PO-1</p>
<p>The DEIR states that the city has defined noise-sensitive uses as land uses that consist of “noise-sensitive receptors” that consist of “residences of all types, schools, hospitals, convalescent facilities, rest homes, hotels, motels, and places of worship.” (Page 4.7-4). It states that “AAU use would be located in a “noisy” environment in a city that is “urban and highly developed.”</p>	<p>NO-4</p>
<p>After the citywide land use zoning changes made through Articles 2, 4, 6 and 7 recently, there are residential units inside commercial buildings, group housing as a “residential use characteristic” and other creative definitions to allow more varied uses in the various zoning districts in the City that were, prior to the changes to the Articles in Planning Code, strictly residential or strictly commercial uses. With these changes, you have to look at the definition of “noise-sensitive” because with the mix of uses now, ALL areas of the City are “noise-sensitive receptors.” Sensitive care use in residential may not be mapped in the city. What happens when there are elderly family people in their residences that have been there prior to the build and they cannot take the additional noise and vibrations? It is a social health issue and should not be left to private lawsuits which are costly and may impact the most vulnerable. There is also a flaw based on recent changes to the Planning Code and not looking at the land uses as they are today. It would not be good to say that the environment is noisy so just add more noise. If the noise level is not what neighbors are accustomed to when they moved in and there is excess noise levels, that should be mitigated for the neighbors because that condition was not there when they occupied their units (prior to AAU coming on the scene).</p>	<p>NO-2 NO-4</p>
<p>What is the impact of the noise levels on various species trying to make a home in the city? How much noise can birds take? What about certain birds that hunt rats by sound and if they cannot “hear their lunch,” they will starve and potentially lead to another boom in rat population. What are the environmental effects on biology?</p>	<p>BI-1</p>
<p>4. Page 4.12-14 (Utilities and Service Systems): The DEIR states, “...SFPUC forecasted future water demand using regional growth projections that incorporate existing land use designations and reasonably foreseeable future projects within San Francisco and other areas served by the SFPUC.”</p> <p>Again, land use categories, through recent changes to Planning Code since the DEIR was written have changed traditional land use categories and uses, have changed the density allowed in the zoning areas, have</p>	<p>PO-1 UT-1</p>

allowed more units to be built on lots, etc. The traditional pre-“Article” changes to Planning Code zoning use categories cannot be relied on to project SFPUC projections. New uses are not in “residential” areas and other areas. Today, you have commercial and residential uses mixed in with a more intensified residential use with the inclusion of group-housing in residential areas where such uses were not allowed before. You have additional noise makers with more units and more people and whatever noise-generators they bring with them or whatever additional noise-inducing services they will utilize.

PO-1
UT-1
cont.

NO-2

This is a big flaw in the DEIR which was written prior to the “Article” changes going into effect as well as other legislative amendments to Planning Code that were recently adopted.

5. Page 4.12-15 (Utilities and Service Systems): In addition to #3 above, the water demand with more of the residential and commercial units being tucked into every corner of every lot in the city will exacerbate the demand on water supply.

The DEIR states that “all of the planned residential growth would consist of conversion of occupied commercial space to residential use, and that all of the planned institutional growth would consist of conversion of vacant commercial space. None of the proposed growth includes new construction.”

The DEIR stating that AAU is projected to have “28,600 gpd” usage and thus no “Water Availability Study” (WAS) since it is under 50,000 gpd in its service area is flawed in that “AAU’s building occupancy and change of use is not known” and “all increased use from the program level growth was assumed to occur in a single phase.” A WAS is needed for any project that involved more than 500 dwelling units. And although it states that there is no “institutional development” threshold, it is unconscionable for an institution to further exacerbate the existing California water shortage wherein Governor Jerry Brown mandated an additional 25% reduction in water use as well as other stringent water-saving restrictions. This brings into question of the AAU as a “good citizen” for the City and the State.

UT-1

The DEIR does not have the data to make any ruling on the impact of the water usage of AAU’s proposed project to add more buildings to house students and run the shuttle buses. It knows not how many units will be created on the AAU sites and thus cannot project water demand. This is flawed and incomplete without the data. It will also be almost impossible to predict the real water usage because no matter the number of units in a building, if the City codes allow many more people to occupy a room, there is an intensification of the demand on water usage since a one-bedroom unit may not hold 1 (one) person but maybe up to 6 (six) or more people, each having a demand for water usage. All AAU units need to be on meters that tell the public how much water is being consumed and the data made available to the public and to Governor Jerry Brown.

6. Figure 4.13-1 (Public Services): Police district lines have changed. What is the impact of new AAU areas on police and fire personnel for each of the districts?
7. Page 4.13-7 (Public Services): When was the data in re which police district stations will cover the study areas dated? There have been changes to the police coverage areas. Will the district lines have to be redrawn again for AAU’s property use projections? Would like to see the most up-to-date data especially since AAU has the projected number of additional students at 6,100 (total = 17,282) and 1,220 more faculty and staff.
8. Page 6-3 (Alternatives): The DEIR states, “The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the fee in this mitigation measure shall satisfy the AAU’s obligations under the TIDF for all projects where the mitigation measure applies.”

PS-1

TR-4
AL-1

When Muni transit capacity is impacted to the degree stated in the DEIR, the “fair share contribution” in fees to mitigate the impact at the Kearny/Stockton and Geary corridors via “future legislation” would help should those corridors experience negative impacts.

TR-4

The problem is, although the City has “conducted a nexus analysis including on residential development, to support a future Transportation Sustainability Fee “ and that the “City anticipates that the Board of Supervisors may adopt a new impact fee or fees to offset the impact of residential use on San Francisco’s transportation network,” and it also states that the “AAU may apply to the ERO to reduce, adjust, or modify this fee prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit demand and the amount of the fee charged.”

Why is the alternative of getting the students to use just Muni not part of the DEIR? Many students from other schools use Muni. Putting so many more shuttles onto the city streets seems to belie the goal of reducing vehicular traffic and emission of pollutants/GHG (greenhouse gas production). AAU’s shuttle buses seem to spew out much more smoke than cleaner running buses. What is the data that has been studied to show the quantity and types of pollutants from the shuttles?

**AQ-2
AL-1**

Why is Muni OK for other students and not AAU students? If Muni is so dangerous to ride, why not increase the safety on them so everybody takes Muni?

In the past, AAU has not been fined for building code violations, planning code violations, etc. The Planning Commission appeared to flex its muscles at a hearing to address the violations and made some gestures to get AAU to comply but AAU has not complied. What other large institutional entity is allowed to do as AAU has thus far?

MR-1

As a member of the public, I am beginning to wonder about whether it is about the “relationship” of AAU’s use impact and “transit demand” as opposed to other relationships.

**TR-4
GC-2**

- 9. Page 6-75 (Table 6-3, “Comparison of Proposed Project and Project Alternatives: Impacts”) Under “Population, Housing, and Employment,” the DEIR states, “Impact PH-2.1 The Proposed Project, including growth in the 12 study areas, would displace substantial numbers of people, or existing housing units, or create demand for additional housing elsewhere, or displace a substantial number of businesses or employees. (SU).”

MR-2

The city should do a report on the number of units of affordable housing that have been taken away with units going to AAU. I do not see hard data on this. AAU will have pawned off on other developers to solve the diminishing “affordable housing” units by purchasing buildings most suitable for affordable residential use vs. institutional/student/faculty use. The consequence of AAU’s purchasing of such older buildings to renovate will drive housing for very low and low and middle income people to look for scarcer lower rent places to live.

- 10. It appears that around April 10, 2015, an **updated AAU DEIR notification** was posted to **add a new site** in SA-2 at 2550 Van Ness Avenue.

PD-1

Why was 2550 Van Ness Avenue as a new proposal left off the initial DEIR? Was this site not known while the DEIR was being written? Does Planning not look at property owner records to confirm the property holdings existing and planned before putting out the DEIR?

Will there be an addendum recirculated to the DEIR?

Will there be further analysis done to all categories in the existing DEIR after this site is taken into account?

When would the comments on that portion after the public gets the staff analysis done in environmental review be expected by the Commission/Planning Department?

PD-1
cont.

Sincerely,

/s

Rose Hillson

Member, Coalition for San Francisco Neighborhoods (CSFN) Land Use Committee

cc: Chelsea Fordham, Planner; John Rahaim, Director of Planning; Commissions Secretary Jonas Ionin

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

sarah.b.jones@sfgov.org.

Dear Ms. Jones,

I am the founder of Fashion Arts & Youth Enterprises Inc. (FAYE), a non- profit organization that provides a free after-school program to underprivileged youth, ages 5-18. In this program, students learn about fashion and various forms of visual art.

I want to send this letter of support for Academy of Art University. A few years ago, President Elisa Stephens and Vice President Rebecca Delgado Rottman donated scholarships to the Academy's Summer Art Experience in Fashion to 10 of our young emerging fashion designers. They were given an unprecedented opportunity to attend fashion classes on campus at the Academy and came away from the experience with newfound knowledge, skills, and an abundance of design ideas.

Both women have been great advocates and supporters of my cause. They have helped inspire many of the students I work with and support my strong belief in the importance of art education.

I wholeheartedly endorse the Academy and its staff's commitment to the youth in our community. They are an asset to San Francisco and the Greater Bay Area.

Sincerely,

Crisanta Malig
Founder/President
Fashion Art & Youth Enterprises
1182 Hillside Blvd Daly City CA 94014
415 497 2445

GC-4



April 16, 2015

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones,

I would like to share with you my experience with the Academy of Art University for your consideration. Since 2007 the Fisherman's Wharf Community Benefit District's office has been located in the the Cannery Building at Fisherman's Wharf, a building purchased by the Academy of Art University in 2012. Until that time, the Cannery was a neglected building that had about 30% occupancy. One byproduct of AAU purchasing the building was that it helped by removing retail and office space from the overall inventory at the Wharf. This has made it easier for the neighboring properties such as Anchorage Square and Ghirardelli Square, both of whom are still finding it hard to get to reach 100% occupancy. AAU has been generous with their time and resources which has made a positive impact on the district, here are some examples.

- 1) AAU has provided a discounted rental rate to the FWCBD, a non-profit, which has helped us channel more money to neighborhood projects by keeping our overhead at a minimum.
- 2) They have been actively involved in our committees and currently have personnel serving on our 25 member board of directors as well as our emergency preparedness committee.
- 3) They have donated their students expertise by incorporating community projects into their curriculum. They completed a large scale mural celebrating the history of Fisherman's Wharf on the side of Anchorage Square at the street car stop on Jones Street, their landscape design class met with community members and then provided concept designs for one of the parks at the Wharf that the community wants to upgrade, and their Film Production students produced a public service announcement about our Annual PIERsafe Emergency Preparedness Drill.
- 4) Since purchasing the building they have upgraded it with better lighting, thirty high definition security cameras and onsite security which have made the building safer and as well as making the previous issues with vandalism and human defecation non-existent.

These are invaluable gifts to the people who work in and visit Fisherman's Wharf. It keeps the traditions and artistic culture alive and makes the two things that should be accessible to all – art and education – a reality.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Troy Campbell".

Troy Campbell
Executive Director
Fisherman's Wharf Community Benefit District

GC-4



Filipina Women's Network

P. O. Box 192143
San Francisco, CA USA 94119
415.935.4FWN (4396)
www.FilipinaWomensNetwork.org
[@filipinawomen](https://twitter.com/filipinawomen)

April 27, 2015

Ms. Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
sarah.b.jones@sfgov.org

Dear Ms. Jones,

The Academy of Art University has been an exceptional neighbor and community partner to the Filipina Women's Network (FWN), a nonprofit organization for women of Philippine Ancestry based in San Francisco.

Through the years, the Academy has made it possible for us to achieve our goals in serving the Filipina American community by providing us transportation and logistics needs that stretch beyond the Bay Area.

Each year, the Academy provides us with transportation to our annual women's summit, as well as our government field trips to the State Capitol. Additionally, the Academy donates meeting and rehearsal space for many of our programs and annual events. As you can imagine, renting space in hotels or at conference centers in the San Francisco Bay Area, will adversely impact our budget and the Academy's support makes it possible for us to reach a wider audience for our outreach activities.

We are just one of many non-profits supported by the Academy of Art University, a generous benefactor and conscious of not only its students' needs but the needs of others in the community.

Sincerely,

Marily Mondejar
Founder and CEO

GC-4



IMMACULATE CONCEPTION ACADEMY

A CRISTO REY SCHOOL IN THE DOMINICAN TRADITION

Rodney Fong, Planning Commission President
San Francisco Planning Department
1650 Mission Street,
Suite 400
San Francisco, CA 94103.

April 14, 2015

Dear Mr. Fong,

I am writing in regard to Case No: 2008.0586E concerning the Academy of Art University.

We are Dominican Sisters of Mission San Jose who operate Immaculate Conception Academy an all girls college prep Catholic high school located at 3625 – 24th Street, San Francisco. Our mission for the past 132 years has been to educate high school students from low income families.

In order to continue our mission six years ago we implemented a work/study program where all our students work in entry level clerical position at local Bay Area companies while also completing a full college prep curriculum. 100% of our students are accepted into college.

Without the support of the San Francisco community we could not do what we do. Since the implementation of our program in 2009 the Academy of Art University has employed 12 to 16 students each year. Our students are gaining real work experience at the Academy of Art thus enabling them to be prepared for the working world when they graduate from college. The money they earn is applied to their tuition. Without the University these students from low income families would not have this opportunity.

The Academy has gone above and beyond the call of duty to hire and train our students with very little benefit to themselves. Please if you can take the time, visit us at ICA so you can see for yourself what the Academy of Art University has done for our student population.

I thank you for your work in our city and look forward to hearing from you.

Sincerely,
Sister Lilly Fitzpatrick O.P.
Sister Lilly Fitzpatrick O.P.
Job Acquisitions Manager

GC-4

From: Maurice Woods [mailto:maurice@inneractproject.org]
Sent: Tuesday, April 21, 2015 9:39 PM
To: Jones, Sarah (CPC)
Subject: Academy of Art University: Case Number 2008.0586E

Dear Sarah B. Jones,

I am writing on behalf of [Inneract Project](#) a non-profit organization that offers free art and design classes to inner-city youth. Our program has been the recipient of many years of partnership and pro bono contributions by Academy of Art University.

Since founding our organization in San Francisco, the support from the Academy has helped our organization educate and expose hundreds of underserved youth to design, for free. They are a major partner in our mission to encourage youth to pursue higher education. Many of our middle school students, after attending classes on campus at Academy of Art University, express a desire to attend college, something they'd never considered before. Many had never before been exposed to art. And many are the first in their families to go on to college.

We are extremely grateful for the opportunities that they have afforded us, and more importantly the opportunity our students have because of Academy of Art University's support.

Thank you,
Maurice Woods
Founder and Executive Director
Inneract Project

Case Number 2008.0586E

KIPP Bay Area Schools

Essential College Prep Public Education

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 - Steven Voorhis

EXECUTIVE DIRECTOR
Beth Sutkus Thompson

April 23, 2015

Dear Ms. Sarah B. Jones,

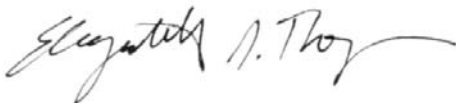
We are writing to express our support for the Academy of Art as they complete their EIR review with the San Francisco Planning Commission (case number 2008.0586E).

We are fortunate to have been in partnership with the Academy of Art for many years, during which AAU has extended numerous scholarships to KIPP students to participate in their programs. AAU has been an invaluable partner in helping KIPP to reach our mission of preparing underserved students from the Bay Area for success in college and in life. Their generosity and consistency of support has helped to make many of our students career aspirations come true, and exposed many others to a love of art and extracurricular experience that has been a highlight of their time with us.

AAU is a strong advocate for youth, particularly those from underserved backgrounds whom KIPP serves, and has shown tremendous commitment in extending educational opportunities to students who would otherwise not have access to the AAU curriculum.

We are just one of many nonprofits for whom AAU has made a long-term investment to support. Thank you for taking our support into consideration.

Sincerely,



Beth Sutkus Thompson
Executive Director

GC-4

From: Kathie Lowry <klowry@larkinstreetyouth.org>
Date: April 24, 2015 at 1:50:52 PM MDT
To: "Sarah.B.Jones@sfgov.org" <Sarah.B.Jones@sfgov.org>
Cc: "Toland, Susan" <SToland@academyart.edu>, Sherilyn Adams
<SAdams@larkinstreetyouth.org>
Subject: Larkin Street Youth Services - Re: Case Number 2008.0586E

Ms. Sarah B. Jones
Environmental Review Officer
San Francisco Planning Commission
Sarah.B.Jones@sfgov.org

In reference to: Case Number 2008.0586E, the Academy of Art University's
Environmental Impact Report review with the San Francisco Planning Commission.

Dear Ms. Jones,

The purpose of this letter is to express our support for the Academy of Art University. Larkin Street Youth Services and AAU have had a strong partnership for many years, rooted in AAU's generous in-kind and pro-bono support for our work. For example: The students have donated clothing and shoes at the end of almost every spring semester. Most importantly, for the past five years AAU has offered us the use of their excellent theatre space on Post and Mason for our annual Youth Performing Arts Night. This has included complete access to the space both for the dress rehearsal and for the performance, along with the support of their highly qualified theatre crew who pitch in to help with sound, lighting, and AV.

Through these efforts, AAU is supporting the ability of Larkin Street to meet achieve its' mission of helping homeless and runaway youth get off the streets and achieve independence. The Youth Performing Arts Night is a key element in the programming for the young people we serve at Larkin Street. For those youth who participate in the

show, their experience in the preparation and performance facilitates a major step in their own emotional growth. Knowing that we can consistently count on a space that dignifies and showcases their talent is crucial to the success of this program and of the youth who are part of it.

We are proud to have the Academy of Art as a strong advocate of our work, and as a partner in the support of our young people.

Warm regards,

Sherilyn

Sherilyn Adams
Executive Director
Larkin Street Youth Services

Kathie Lowry
Chief Development Officer
Larkin Street Youth Services

****PLEASE NOTE OUR NEW ADDRESS****
134 Golden Gate Ave.
San Francisco, CA 94102
415.673.0911, ext. 301 | Fax 415.749.3838



www.larkinstreetyouth.org

The mission of Larkin Street Youth Services is to create a continuum of services that inspires youth to move beyond the street. We will nurture potential, promote dignity, and support bold steps by all.

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Ms. Sarah B. Jones
Environmental Review Officer
Sarah.B.Jones@sfgov.org

Subj: Academy of Arts University Environmental Impact Report
Re: Case Number 2008.0586E

Dear Ms. Jones:

Academy of Arts University is a welcomed, responsible presence in the Sutter Street corridor. They are good neighbors adding to the vibrancy and safety of the area. The students are some of our future thinkers, artists, workforce, business and civic leaders whose presence generates an atmosphere of energy and hope and serve as a reminder of the continuity from today into tomorrow. AAU's transportation system reduces congestion in an area where parking is at a premium and impacts air pollution by reducing the number of cars on the city's roads. Students, faculty, and the administration give back to the community. Their many years of association with and pro bono contributions to Marines Memorial Association, a nonprofit, are enablers in the Association's ability to meet its missions and goals. AAU is the kind of neighbor you want and that we are fortunate to have.

GC-4



Jody Breckenridge

Board Member, Marines Memorial Association



MARINES' MEMORIAL ASSOCIATION

Ms. Sarah B. Jones
Environmental Review Officer
Sarah.B.Jones@sfgov.org

Subject: Academy of Arts University Environmental Impact Report
Re: Case Number 2008.0586E

Dear Ms. Jones:

I am writing in support of the Academy of Arts University (AAU) presence in the Sutter Street neighborhood. The students and school administration are good neighbors. The AAU presence adds to the vibrancy and safety of the street and AAU is a welcomed asset to the neighborhood. In addition, the AAU buses decrease congestion by keeping many cars off the street.

The Marines' Memorial Association and AAU have many years of partnership. The pro bono contributions by AAU and its students enable the Marines Memorial Association to meet its goals and missions.

I know that having AAU as neighbor is a good thing. If you have any questions, don't hesitate to call me. My direct line is: 415-673-6681.

Sincerely,

A handwritten signature in blue ink that reads "Jm Myatt".

Major General J. Michael Myatt USMC (Ret.)
President and CEO

GC-4



Ms. Sarah B. Jones
Environmental Review Officer
1660 Mission Street, First Floor
San Francisco, Ca. 94103-2479
Case Number 2008.0586E

Dear Ms. Jones:

I'm writing to highlight the mutually supportive relationship between the Museum of the African Diaspora (MoAD) and the Academy of Art University (AAU).

Through our MoAD Youth Media Program (MYMP), we fulfill our commitment to help youth in under-resourced communities develop media, leadership, and communication skills within an interactive learning environment. MYMP has provided over 70 youth training in photography, videography, and audio production. However, as an arts institution with limited resources we have been unable to provide equipment and a training facility.

That is where AAU has come in. Over the years, AAU has graciously provided our youth with free access to work study students to facilitate MYMP, as well as computer labs and equipment. These services have allowed our students to use state of the art equipment and to meaningfully engage with art and media college students and faculty.

In addition, AAU's work-study program (we currently have five students working in the museum) has helped MoAD make best use of our limited resources by providing top-caliber students to work in various departments of the museum, from education, to marketing. Many AAU students have spent their entire academic life with the museum, ensuring consistency in our programming and helping us meet our mission, which is to widely share the contributions of the arts, history, and culture of the African Diaspora. In return, MoAD has provided a strong foundation to launch a career in the arts for AAU students.

AAU has been a strong advocate that enhances the lives of under-resourced youth in the community via both their work-study program and pro-bono services. The Academy of Art University is a welcomed and treasured asset to the South of Market neighborhood and a good neighbor.

Thank you for your time and interest in this matter.

Sincerely,
Lovisa Brown
Senior Director of Education

www.moadsf.org

685 Mission Street San Francisco California 94105

p 415.358.7200 f 415.358.7252

From: Annie Hartje [mailto:info@marinschoolofthearts.org]
Sent: Tuesday, April 21, 2015 1:08 PM
To: Jones, Sarah (CPC)
Cc: Delgado, Rebecca
Subject: Academy of Art University

April 21, 2015

Mr. Rodney Fong, President
SF Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103
RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Mr. Fong:

I am writing on behalf of Marin School of the Arts, a high school that has benefited from the generosity of Academy of Art University.

We are a specialized program within the Novato Unified School District and serve students from Marin, Sonoma and the East Bay. In 2011, we began a partnership with Academy of Art University that has changed the lives of several of our aspiring artists. Like the Academy, our school offers many specialized areas of focus – from music, dance and theatre to photography, creative writing, and visual arts. Each year, the Academy donates several scholarships that allow our students to attend its Pre-College Summer Art Experience, an invaluable program that places high school students in a university environment where they learn from working artists. When our students emerge from this program they are equipped with more confidence and artistic aptitude. In addition, each year the Academy selects graduating students from Marin School of the Arts and gives presidential scholarships that help cover the cost of pursuing a BFA degree.

Training the next generation of artists and making an arts education a reality for individuals who would otherwise be unable to afford it is a goal our two organizations share.

We are grateful to Academy of Art and cherish our partnership with the university.

Thank you,

Annie Hartje
Office and Admissions Manager
Marin School of the Arts
415.892.7915



April 13, 2015

Ms. Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
sarah.b.jones@sfgov.org

Dear Ms. Jones,

My father, John Chritton, opened Microbiz in San Francisco, 50 years ago. I have built my career working at my Father's company for the past 35 (+) years, as a bike messenger, salesman, service technician to my current role as CFO. As you can imagine, during this time, I have witnessed much change in our beautiful City of San Francisco.

My family owns a small building South of Market street in what used to be listed as the redevelopment district, near 5th and Market Streets. We feel strongly that San Francisco landowners who pay taxes, invest in their buildings to refurbish dilapidated buildings and improve San Francisco should be applauded. The Academy of Art University has very successfully refurbished and reenergized buildings, bringing life, revenue and increased security back to neighborhoods. Local business and the City both win with students spending money, living and thriving in these newly revitalized neighborhoods.

The following, are examples in San Francisco, where the Academy of Art University has made a positive impact on entire neighborhoods;

The Cannery building (old Del Monte Building) at the Wharf was a dark, under lit, run down building with a struggling business. When The Academy of Art took over the building, they invested in the building by painting, refurbishing and relighting the exterior. This practice increased safety for the surrounding area and added to the overall appeal of the neighborhood. The Academy of Art University also added classrooms and offices to the buildings, drawing

GC-4

students and faculty into the neighborhood. This influx of students and faculty has increased revenue for local merchants who can now also reinvest in their small businesses.

The Bridges Church on Van Ness is another example of a previously dilapidated building that the Academy took over, refurbished and has now made available to the public.

The former Culinary Academy on Hayes Street was unoccupied and run down for 5 years when the Academy of Art University bought and renovated the building, again bringing new life to the neighborhood.

The Academy of Art provides students the opportunity for an education in the arts with local job opportunities upon graduation. They also employ hundreds of artist/teachers with full and part-time teaching opportunities. They support the community, police and fire departments, and provide financial scholarships and assistance. And have added manned security in areas that would otherwise not have security.

I lend my support and endorse the work the Academy of Art University has provided the City of San Francisco, our community and next generation of academics.

As a small business owner, we thank them for the neighborhood improvements they have made throughout the City and look forward to continued positive growth.

**GC-4
cont.**

Sincerely,

David Chritton
Todd Chritton
Owners of Microbiz Security Company
Trustees for Chritton Family Trust
444 Jessie Street, San Francisco, CA 94103
(925) 260-9488



Narada Michael Walden Foundation

"Making a Difference Through Music"

April 21, 2015

Mr. Rodney Fong, President
SF Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

We are writing to express our support for the San Francisco Academy of Art University.

My Narada Michael Walden Foundation is a 501(c)(3) non-profit organization dedicated to making a difference in the lives of young people by supporting music appreciation and education for Bay Area youth. Through grants, scholarships, educational programs, performances, mentorships and collaborations with community organizations the Foundation provides opportunities for emerging young artists.

We have had many years of scholarship partnership with AAU benefitting the youth. Support of AAU extends my nonprofit's ability to meet goals and missions. We greatly appreciate generosity and consistency of AAU's support through the years. We feel AAU is a huge asset to the City and Bay Area community.

Sincerely,

Narada Michael Walden
President of the Narada Michael Walden Foundation

GC-4

**Oakland
Fund for
the Arts**

**Bringing the Arts
Back to School
in Oakland**

PO Box 29022
Oakland CA 94604

510-488-3036

admin@OaklandFundForTheArts.org

OaklandFundForTheArts.org

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*Oakland Fund for the Arts is a
501(c)3 non-profit organization
Federal TIN 94-3246554*

April 23, 2015

Ms. Sarah B. Jones, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
sarah.b.jones@sfgov.org

Dear Ms. Jones,

I am writing on behalf of Oakland Fund for the Arts, a nonprofit organization that relies heavily on community partners to achieve our goal of providing a safe environment for kids to be creative, expressive and self-confident.

Many of our kids have special needs and come from underserved neighborhoods in Oakland. Without the kindness of organizations like Academy of Art University, the majority would not have exposure to the arts and the new perspectives an art education can provide.

Each year Academy of Art University donates 10 scholarships to its Pre-College Summer Art Experience. Our students, highly motivated but from economically challenged neighborhoods, attend classes at Academy's classrooms in San Francisco. They have the opportunity to meet other kids from around the country and to learn a wide range of disciplines, from art and photography to music and acting. Kids in this program receive instruction from Bay Area artists who serve not only as teachers but also as mentors. For our students, such an experience is invaluable.

Programs like this are literally life-changing for our students. Some of these high-school students have never been out of their own neighborhoods. Some have no idea that there is a bigger world beyond that imposed by their socio-economic position. All of them finish the AAU program with a new sense of ambition, possibility, and confidence.

As we approach the summer, our students are already preparing for this opportunity of a lifetime, thanks to Academy of Art University, our partner in art and education.

Sincerely,

Laurie Pitman
President of the Board of Directors
Oakland Fund for the Arts

GC-4



Pittsburg Unified School District

2000 RAILROAD AVENUE · PITTSBURG · CALIFORNIA 94565

Janet Schulze, Ed.D. - Superintendent

PHONE: (925) 473-2351

FAX: (925) 473-4374

April 2015

It is with gratitude and respect that I write this letter of support for the Academy of Art University. I have had a professional relationship with the AAU since 2008, when I was the Principal of John O'Connell High School in San Francisco. The Academy has been a true partner in supporting students to have access to quality arts' courses since we met.

I first became associated with the AAU in 2008 when Dr. Elisa Stephens reached out to me as a school principal in order to talk about how AAU could support more students in having access to the pre-college summer program they offered. AAU gave our students scholarships and transportation to attend the pre-college summer program. This led them to also grant a few Presidential scholarships to graduates to attend AAU for college. In 2010, I moved to a position in the San Francisco Unified District office and was the Executive Director for Alternative Schools. At the same time, the District was experiencing budget cuts and had significantly reduced its summer school programs. Again, Rebecca Delgado from the AAU reached out and we formed a partnership to support high school students across the district. The AAU expanded the summer pre-college scholarships to offer 100 students an opportunity for a summer learning experience. The AAU had also received its WASC credential so we were able to offer the students arts' credit towards their high school graduation requirements. This continued when I became the Assistant Superintendent of High Schools for the district and remains today: the AAU supports high school students to attend the summer pre-college classes and continues to offer a few graduates a full scholarship to attend the AAU.

In July 2014, I became the Superintendent of Pittsburg Unified School District. This fall, Rebecca Delgado from the AAU reached out and we are now working to offer our first set of pre-college scholarships for 25 high school students and 2 BFA scholarships for graduates!

There are three themes that have come across clearly during my 8 years' of working with AAU. One is the generosity and commitment to fund these experiences for students at a significant level. The second theme that stands out is they are deliberate in their mission to insure that underrepresented students receive opportunities to attend their offerings. Every time we met, they kept the focus on giving the scholarships to students who have not had the opportunities to experience them otherwise. There was nothing but encouragement from the AAU when I wanted to prioritize students in SFUSD's continuation and court and county schools. In fact, one of those students is now attending the AAU on a Presidential Scholarship. That chance to attend the AAU was the main thing that kept him connected and motivated to complete his diploma. The third is simply that they follow me wherever I go! They are persistent in maintaining the relationship to offer these opportunities for students. Academy of Art University continues to make a positive difference in the lives of hundreds of students in San Francisco and now in the east bay in Pittsburg.

Sincerely,

Dr. Janet Schulze, Ed.D.
Superintendent

GC-4



Hiroshi Fukuda
Richmond Community Association
146 18th Avenue San Francisco, CA 94121

April 26, 2015

Ms. Sarah Jones
Environmental Planning
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, Ca 94103

Subject: 2008.0586E DEIR Academy of Arts University

Request: Reject the DEIR Academy of Art University

Dear Ms. Jones,

The DEIR for the Academy of Art University (AAU) is inaccurate, inadequate, and insufficient for the following reasons:

- 1. The DEIR does not take into account the significant growth in the previous 15 years..
- 2. There is no plan to centralize or compartmentalize growth in the future.
- 3. MITIGATIONS are totally inadequate and insufficient.
- 4. Cumulative impacts of the previous 15 years of growth not considered with future growth

GC-1

AL-1

GC-1

The Academy of Art University continued to purchase properties even after they were informed that they violated numerous Planning Codes. They made no effort to correct the violations and continued to violate the same Planning Codes. The City has repeatedly failed to levy fines or fees against AAU for its persistent and continued violation of codes related to its illegal uses and building conditions, and has instead agreed to suspend collections of penalties if AAU would finally finish an Institutional Master Plan EIR by January 2013. This is rewarding scofflaw instead of punishing them.

MR-1

AAU 10 year growth plans to add 1,220more faculty and staff and more than 6,100 students by 2020, total of 17,282 students. This would require 1,678 units of housing, not the 200 rooms proposed by AAU. The City should not approve any new AAU plans until AAU has a plan that would accommodate all the new faculty, staff, and students.

MR-2

The DEIR fails to include any Alternatives that substantially scale back institutional growth that matches growth with housing.

AL-1

The EIR fails to understand that the new staff and students housing would require primarily low income or moderate income units. This is a huge problem because the City is woefully lagging in the number of affordable units, and in building affordable units.

MR-2

The **EIR Alternatives** fail to consider a less spread out campus or possible AAU partnership with other developers and institutions near their core south of market holding. AAU holdings are spread throughout the City and results in the need for a fleet of busses. This causes havoc for other drivers, bikers, pedestrians, and Muni. Can you imagine if San Francisco State University or University of California Berkeley had students and faculty spread throughout the City as AAU, it would be horrendous. AAU needs to centralize and compartmentalize there facilities. Each of the AAU holding by itself may not be significant, but if all the holdings considered as one holding would be very significant. AAU should pay community benefits and impact fees in the same manner that any large project must pay.

AL-1

GC-2

The City must force reducing admissions of students to AAU until agreements are reached on the use of the 28 of 34 existing properties that are currently not approved. AAU needs to be held to the same standards as other large institutions in our City.

GC-3

Academy of Art University Institutional Master Plan

Future Compliance states:

The University is not simply looking to correct any past missteps but has also instituted a mechanism for ensuring compliance with all local laws and regulations going forward. The University’s compliance department, which currently is responsible for maintaining compliance with standards established as part of the university accreditation system, will also take over responsibility for compliance with local land use laws. Working in conjunction with outside counsel, the compliance office will institute a systematic review of all potential new facilities prior to purchase to determine whether any discretionary permits or authorization would be required for the desired use. In addition, the department will ensure that this IMP is supplemented as appropriate and updated every two years as required by the Planning Code.

PD-3

NOTE: The Academy of Art University is not in compliance with its own Institutional Master Plan.

STUDENT CODE OF CONDUCT

Guideline: The Academy of Art University expects students to display honesty, integrity, and professionalism in every aspect of their behavior and work at the University. Conduct reflecting discredit on the professional ethical standards of the University.

GC-3

Question: Does AAU hold it's Board of Directors to display honesty, integrity, and professionalism in every aspect of their behavior and work? Answer: Obviously not.

From the Academy of Art University web site: **Policy:** As an higher learning institution, we expect our students to act with professionalism, courtesy, and integrity in all aspects of behavior. **Ethics in Art:** We hold ourselves to—and strive to instill in our students—the highest ethical standards of personal and professional integrity.

Question: Has the Board of Directors and Administration acted with the highest ethical standard, professionalism, and professional integrity?

Answer: Academy of Art University illegal actions speak louder than words on their web site.

GC-3

The Richmond Community Association urges the Planning Commission to reject the DEIR for the Academy of Art University. An Environmental Impact Report must be accurate, adequate, complete, and sufficient.

GC-1

Yours truly,
Hiroshi Fukuda, President
Richmond Community Association

Cc: Ronald Fong , President, Planning Commissioner
Michael Antonini, Commissioner
Rich Hillis, Commissioner
Christine Johnson, Commissioner
Kathrin Moore, Commissioner
Dennis Richards, Commissioner
Cindy Wu, Vice President Commissioner
John Rahaim, Director
Jonas Ionin, Secretary


rainbow honor walk

584 Castro Street, # 113
San Francisco, CA 94114

24 April 2015

Ms. Sarah B. Jones
Environmental Review Officer
City & County of San Francisco
Sarah.B.Jones@sfgov.org

Dear Ms. Jones

I am writing to express my support for Academy of Art University, a San Francisco institution that has repeatedly lent its support, its artists, its expertise and facilities to many nonprofit causes in San Francisco.

The most recent example of the university's generosity was its support of the Rainbow Honor Walk (www.rainbowhonorwalk.org) a public art project unveiled on Castro Street in September 2014. I know of this well as I am the founder and chair of the Walk, and it was me who approached the Academy for support early on. The response was instant, enthusiastic and affirmative. The Walk features 20 bronze portrait plaques (installed into the sidewalks) that commemorate individuals who have made a difference in LGBT history. The Academy, and its Chair of Fine Art-Sculpture Lawrence Noble, provided countless hours of creative oversight to this laborious project. As we continue to expand the walk, the university has committed to helping us with the next phase. Each year, we will add the names of 20 additional heroes and heroines of and to the LGBT communities. Literally, the Academy -- and Lawrence and his team - have "walked the walk" with us. We're all so grateful.

Academy of Art University is extremely generous to many outside organizations, including two communities near and dear to my heart: non-profits and my fellow LGBT brothers and sisters. The Academy always seems to find a way to contribute to causes that help the underserved members of our community.

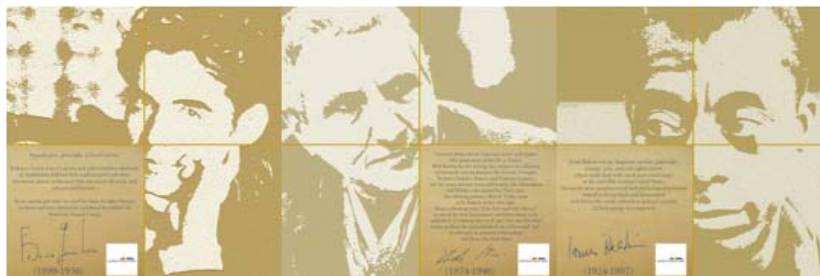
The Academy of Art University is an unequalled asset to San Francisco: educational and social. It is very much San Francisco's hometown cultural treasure. It has a long record that attests to its years of positive impact as an educational institution, neighbor and proponent of public art in San Francisco.

Please take this into consideration as you review the Academy's EIR/case number 2008.0586E.

Sincerely,



David Perry



GC-4

From: patricia ris [mailto:patriciaris@mac.com]
Sent: Wednesday, April 22, 2015 6:52 PM
To: Jones, Sarah (CPC)
Subject: Case Number 2008.0586E

Dear Ms. Jones,

I am a member of Ridge Lane Neighbors, an association that has benefited from an unlikely collaboration between SF Department of Public Works, SF Parks Alliance, Supervisor John Avalos, and Academy of Art University's Landscape Architecture program.

About a year ago, students in the Academy's Landscape Architecture program began to contribute to Ridge Lane Neighbors' goal of revitalizing and transforming a steep, narrow stretch of approximately one-quarter mile that begins at San Jose Avenue and meanders to the top at Howth/Josiah Streets, in the Ingleside District of San Francisco. Ridge Lane is unaccepted by the city, which means the upkeep is in the hands of its neighbors. According to Article 9 of the Public Works Code: "all property owners whose lots are adjacent to, and abut any portion of an unaccepted right-of-way are responsible for the maintenance, including re-paving and improving the condition of the unaccepted right-of-way to the satisfaction of the Director of Public Works."

As you can imagine, this puts a lot of pressure on the neighbors. Ridge Lane is a spectacular piece of land with incredible views of the city, the Bay and East Bay hills, and features old surface rocks, colonies of butterflies, and traces of the once beautiful wildflowers that grew there. It is also a popular pathway to the Balboa BART station and, over time, has suffered neglect and has become a dumping ground for refuse and a favored spot for illegal activities. We have a large senior community in this part of San Francisco, and Ridge Lane has become unsafe.

Thanks to the Academy students we've met with numerous times over the past year, we have a comprehensive proposal to work with. One of the student-designed plans has become the baseline for a very viable Ridge Lane project – which will be entering its next phase very soon – that will ensure the beautification, accessibility and safety of the pathway.

Although Ridge Lane is not located in one of the study areas being looked at in the Academy's EIR process, please note that the university has been a responsible and generous neighbor to many in San Francisco.

Sincerely,

Patricia Ris | 415-309-7963
24 Josiah Avenue
San Francisco | CA 94112

Ridge Lane Neighbors
Columbia Heights/Ingleside
Visit our website: ridgelaneneighbors.org

GC-4

From: WongAIA@aol.com
To: [Jones, Sarah \(CPC\)](#)
Cc: [Fordham, Chelsea](#)
Subject: DEIR COMMENTS: 2008.0586E, Academy of Art University Project.
Date: Tuesday, April 21, 2015 5:54:32 AM

SaveMuni

TO: Planning Department, Sarah B. Jones, Environmental Review Officer
RE: COMMENTS ON DEIR
ITEM: 2008.0586E, Academy of Art University Project

The Draft Environmental Impact Report needs to plan for a compact footprint of operations---in terms of consolidation of buildings, infrastructure and transportation.

Compactness is advantageous for convenience, operational efficiency, sustainability and cost savings---for the Academy of Art University (AAU), students and the City (with added burdens on public streets, utilities and infrastructure). Moreover, a compact campus creates the social and academic interchanges that are typical of great learning centers.

GC-2

The Draft Environmental Impact Report should require an Institutional Master Plan, legally required for colleges and universities, prior to purchase and development of property.

The Institutional Master Plan should take a comprehensive view of past and future development. The educational interests of students should be the priority---recently reaffirmed by federal actions against other institutions. Development should be predicated on data of AAU's educational standards, graduation rates, student test scores and student job placement.

PD-3

A Transportation Master Plan should aim for efficiency and use of public transit.

AAU's aged buses are costly, while adding pollution, increasing traffic congestion, deteriorating public streets and diminishing public transit. With the uncoordinated rise of private shuttles, nonprofit bus routes and for-profit commuter buses, the Municipal Railway (Muni) will be less viable. Traffic-jammed streets and clogged Muni bus stops have been harmful. After years of improvement, Muni's 2014 on-time-performance declined from 60% to 54%---well below the 85% mandated by 1999's Proposition E. The collective cost of shuttle services would be better invested into Muni transit---perhaps free shuttle bus loops. A well-conceived campus plan would integrate Muni transit for all transportation needs---a sustainable approach that promotes Muni fast passes, commuter tax rebates, walking, biking.

TR-6

GC-2

Legalization of past unauthorized projects and approvals for future construction should be predicated on a consolidated campus plan.

Especially with AAU's fee-based enrollment policy, the educational development of students should be paramount---rather than an emphasis on property development and campus sprawl. AAU's past projects should be clearly identified for code violations, illegal conversions, health/ safety issues, lack of permits, conditional use permits, planning approvals.... AAU's past projects should be treated like those of other citizens---with the same penalties and concessions.

GC-2

MR-1

The AAU's large anticipated growth warrants mitigation of unnecessary adverse impacts.

With AAU's projected growth to 17, 282 students and 3,511 faculty and staff by 2020, the DEIR must study and plan for impacts on loss of existing/ affordable housing, land values/ gentrification, historic resources, streets, public realm, public transit.... In addition to a compact campus plan, strict enforcement of building and planning requirements would avoid impacts.

GC-5

GC-1

Regards,
Howard Wong, AIA
SaveMuni



April 15, 2015

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Commissioner Fong,

The San Francisco Chamber of Commerce, representing over 1,500 businesses, recognizes that the Planning Commission will hold a hearing on the Draft Environmental Impact Report (EIR) concerning Academy of Art University's plans to bring existing facilities into compliance with San Francisco's Planning Code, add additional sites for institutional, storage and recreational uses as well as extend its shuttle services in San Francisco.

The Chamber commends the Academy of Art University's efforts to obtain land use permits for all of its facilities serving more than 11,000 currently-enrolled students in the city. The University's plan to grow the institution by adding six sites that will accommodate additional students and staff by the year 2020 will provide extensive benefits to the city as a whole and the neighborhoods where these facilities are to be located.

As one of San Francisco's most urban higher education campuses, the proposed growth of the University will mean expanded commercial activity in the neighborhoods where students, faculty and visiting families and friends will spend time and dollars. Local merchants in near-by commercial corridors will benefit from the increased foot traffic and purchase power the University campuses will bring.

The Academy of Art University draws people from all over the world seeking a quality arts education in a world-class city. It is a major economic driver in many San Francisco neighborhoods, benefiting business of all sizes and types that serve the school's students and staff. The Chamber therefore supports the plans outlined in the EIR for the University to come into compliance with the Planning Code and grow its campuses and shuttle services to accommodate more students and staff in the next five years.

Sincerely,

Jim Lazarus
Senior Vice President of Public Policy

cc: Sarah B. Jones, Environmental Review Officer, SF Planning Department; Clerk of the Planning Commission, to be distributed to all Commissioners

GC-4



April 23, 2015

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Director

Sarah. B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, California 94103

Re: Case Number 2008.0586E

Dear Ms. Jones:
I write on behalf of the not-for-profit San Francisco Fleet Week Association ("SFFWA") in support of the Academy of Art University (AAU).

AAU has long been an active supporter and friend of the SFFWA and by extension a strong supporter of the active duty military men and women who serve our country as well to veterans.

San Francisco Fleet Week is the largest free to the public civic event in Northern California, bringing over a million people and millions of dollars annually to the City, while providing extensive community activities for San Franciscans and visitors from around the world. As a partner in programs such as the Fleet Week Veterans' Art Exhibits, the Fleet Week High School Band Challenge, and the internationally recognized programs of Fleet Week's Center for Humanitarian Assistance, AAU has proven to be a local community leader and a dedicated participant on an international stage. I also commend AAU for its environmental efforts as it strives to relieve City traffic congestion by its use of bio-diesel buses. Indeed, the donation of the use of those buses to Fleet Week has made possible extensive opportunities for visiting sailors and Marines who volunteer for beach and park cleanups and other community services throughout the City during their visit to San Francisco.

The presence of its students, the involvement of its faculty and administration and the overall improvements that I have witnessed in the surrounds of AAU facilities must be considered when reviewing the AAU's EIR. Indeed, I have personally witnessed and privately commented to friends that the best thing to have happened to the Sutter corridor where I work both day and night, has been the presence of AAU.

AAU is a great neighbor and has clearly demonstrated a commitment to improving neighborhoods and supporting important non-profit organizations such as SFFWA. I hope you will agree and support the AAU's efforts relating to the above referenced case.

Sincerely,

Lewis Loeven

Lewis W. Loeven III
Executive Director
San Francisco Fleet Week Association

GC-4



SAN FRANCISCO
MUSEUM AND MEMORIAL
SAFETY LEARNING CENTER

April 14, 2015

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones:

Again, the Academy of Art has stepped forward to assist the Guardians of the City Museum in our hour of need. We are a non-profit organization charged with preserving the rich history of the City's Fire Department, Police department, Sheriff's department, Emergency Medical Service and Emergency Management by managing historical artifacts and the pursuit of funding for a future museum and learning center.

When we learned that we had to vacate our City owned storage spaces at Treasure Island and Hunters Point Naval Shipyard, our collection of vintage apparatus was left with no suitable place to be safeguarded and cared for. The Academy of Art graciously volunteered the use of their indoor warehouse to relocate and store these historical and irreplaceable items.

Please know that this rescue was unsolicited and surely welcomed.

Yours truly,

A handwritten signature in cursive script, appearing to read 'James J. Lee', is written over the typed name and title.

James J. Lee
Chairman
Board of Directors

GC-4



1663 Mission Street, Suite 320
San Francisco, CA 94103-2486
415.621.3260
www.sfparksalliance.org

April 25, 2015

Ms. Sarah B. Jones
Environmental Review Officer
San Francisco Planning Commission

Re: Case Number 2008.0586E

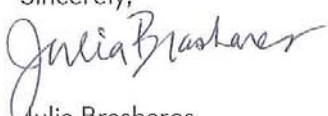
Dear Ms. Jones,

I'm pleased to write this letter of support for the Academy of Art University (AAU). As Director of the Street Parks program for the SF Parks Alliance (SFPA), I guide community groups through the process of transforming City owned parcels from blighted lots into verdant gardens and community gathering spaces. During this past year, I had the pleasure of working with AAU and their School of Landscape Architecture.

Students of the School of Landscape Architecture provided much needed pro-bono assistance to the Ridge Lane Neighbors community group, by creating Schematic Designs and Landscape Master Plan proposals. The assistance from AAU has been invaluable to the Ridge Lane Neighbors group, enabling them to reach clarity on what features and elements they'd like the Ridge Lane parcel of land to include. As described in the MOU drawn up between Department of Public Works (DPW), SFPA, and AAU, the Master Plan that was selected by the Ridge Lane Neighbors will help to secure additional funding and other forms of support for their project.

The benefits of this partnership have been mutual: a clear vision for the Ridge Lane site and its potential has been realized for neighbors, DPW, and SFPA; and AAU students have been able to work with real clients, a real project, and a real time frame.

SF Parks Alliance is very grateful to the School of Landscape Architecture for hosting a Street Parks Workshop at the campus last summer, and we look forward to continuing our partnership and holding additional workshops there in the future. I fully support AAU and am happy to answer any questions about our work together. I may be reached via phone at 415-801-4152.

Sincerely,

Julia Brashares

Director of Street Parks, SF Parks Alliance

GC-4

**Letter
O-SFPOA**



SAN FRANCISCO POLICE OFFICERS ASSOCIATION
800 Bryant Street, Second Floor
San Francisco, CA 94103
415.861.5060 tel
415.552.5741 fax
www.sfpoa.org

RECEIVED
APR 15 2015
CITY & COUNTY OF S.F.
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VAL KIRWAN
Sergeant At Arms

April 13, 2015

Ms. Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, Ca. 94013

Dear Ms. Jones:

For the past eight years, Dr. Elisa Stephens, The Academy of Art University and the San Francisco Police Officers Association have enjoyed a very rewarding relationship which has benefitted a great number of people throughout the greater San Francisco community and beyond. We know firsthand of Dr. Stephens' generosity to hundreds of youth in San Francisco. Dr. Stephens has provided over one hundred scholarships to the high school aged sons and daughters of San Francisco Police Officers in the university's "Summer Art Experience" program which introduces students to the world of art through many mediums.

The SFPOA is also very aware of Dr. Stephens' generosity to the youth of this city as she has provided bus transportation for hundreds of youth workers involved in the City's outstanding "Summer Garden Project". We are also keenly aware of the great contributions made by the university to serve the many positive facets of this city including the outstanding murals found in various locations of the downtown area designed and painted by the various students of the university.

We know Dr. Stephen's commitment to the beautification of San Francisco is unparalleled and tireless. We also know that San Francisco is a much better city because of Dr. Stephen's contributions to both the citizens of this city and the economic vitality the Academy of Art University brings to the city through its students, faculty and staff.

GC-4

April 24, 2015



Mr. Rodney Fong, President
SF Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Mr. Fong,

My name is Angel-Max Guerrero and I am the Director of Student Support at Sacred Heart Cathedral Preparatory (SHC) High School. My primary role here is to guide and provide academic/college counseling for the school's 10% population of low-income students (as defined by Federal Title I guidelines). As the oldest secondary Catholic school in San Francisco we have greatly valued our ongoing partnership with the Academy of Art University (AAU) over the years and I write this letter to express our support for AAU.

During my tenure at SHC I have been able to help students develop their interests, skills and talents via academic and/or experiential external summer programs such as AAUs Pre-College Summer Art Experience (PCSAE). This generous art program has allowed five of my students over the last three years to fully participate at AAU and further pursue their art interests at SHC and beyond. As residents of the Tenderloin and South of Market neighborhoods my students finally have an opportunity to fully engage and experience AAU as summer art students which would not be possible given the prohibitive cost for under-resourced families such as theirs. With their respective PCSAE experiences they have not only explored and deepened their artistic interests but they have now participated and familiarized themselves with an important neighbor right in the midst of their own neighborhoods. This speaks volumes on behalf of AAU and their commitment to being a good neighbor where they have a presence as well as their interest in supporting those students within the high schools of the San Francisco Archdiocese.

In closing, I would like to wholeheartedly reaffirm my support of the Academy of Art University for its generous summer program scholarships for my students. As a college counselor with 23 years' experience here in San Francisco, I can confidently state that there is no other university—public or private—that provides this level of consistent summer financial and programmatic support for needy San Francisco youth. The Academy of Art University truly is an asset to our great city.

A handwritten signature in blue ink that reads "Angel-Max Guerrero".

Angel-Max Guerrero
Director of Student Support
aguerrero@shcp.edu
(415) 923-7734

GC-4



April 24, 2015

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660 LOMBARD STREET
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WWW.TEL-HI.ORG

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Mr. Fong,

I am writing in support of the Academy of Art University and the Environmental Impact Review that is pending with the Planning Commission.

As you know, the Telegraph Hill Neighborhood Center (TEL HI), a 501(c)(3) non-profit located in the northeast section of San Francisco, is celebrating 125 years of providing services and programs for San Francisco's most vulnerable citizens. In order for TEL HI to do its work, we rely heavily on support from individuals and businesses in San Francisco. The Academy of Art University (AAU) has been a generous supporter of our organization, a stellar partner by providing student and staff volunteers to our many events and projects, and actively engaged in the administration of TEL HI by allowing Rebecca Delgado-Rottman to serve as a member of our Board of Directors.

For many years the Academy of Art University has provided scholarships for our high school students to attend their summer programs. And, this year the AAU will provide a Presidential Scholarship which will allow one of our high school students a scholarship to attend the University on a full-time basis – an extremely generous gift. Additionally, AAU has been an active supporter of our Summer Camping Trip to Point Reyes where we take up to 50 of our middle and high school students on a weekend camping trip which, for many of the students, is the first and sometimes the only, opportunity for them to experience the outdoors and camping under the stars.

With the support of the Academy of Art University TEL HI is able to provide valuable experiences and programs to our clients. As the executive director of TEL HI, I rely on the Academy of Art University to help me meet the programmatic goals that allow us to deliver on our mission of "enhancing the lives of people in our community". The AAU is not only a valuable partner to TEL HI, but also a good partner for the City of San Francisco.

Please feel free to contact me if you would like more information on the Academy of Art University's involvement with TEL HI.

Sincerely,

A handwritten signature in blue ink that reads 'Nestor L. Fernandez II'.

Nestor L. Fernandez II
Executive Director

GC-4

From: John Austin <jaustin@gardenproject.org>
Date: April 24, 2015 at 4:22:42 PM MDT
To: Sarah.B.Jones@sfgov.org
Subject: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Ms. Sarah B. Jones,

My name is John Austin and I'm the Director of Education here at the Garden Project. Since 2011, the Academy of Art University has generously donated transportation to support The Garden Project's (www.gardenproject.org) summer environmentally based job program for San Francisco high school students, the Earth Stewards High School Summer Program. Founded in 1992, The Garden Project is a non-profit environmentally based employment and life skills program for at risk individuals. Coordinated in partnership with the San Francisco Public Utilities Commission and the San Francisco Police Department, the ten week summer program offers low-income high school students the opportunity to earn a wage while working on environmental projects that directly benefit the City and County of San Francisco. Hundreds of students participate each summer, and because of the Academy, we are able to provide free, safe and efficient transportation for our participants to our farm and work locations.

We are also grateful for the other ways the Academy has offered to support our participants. The Academy has offered our participants the opportunity to take courses at the Academy for free, and for college credit. This is a tremendous opportunity for our participants; it will expose them to new careers and allow them to use their creative talents.

John Austin
Dir. of Education
The Garden Project
(415)654-3897
www.gardenproject.org

GC-4

TENDERLOIN HOUSING CLINIC

RANDALL M. SHAW
STEPHEN L. COLLIER
RAQUEL FOX
MATT MCFARLAND
JOSEPH K. BARBER

126 Hyde Street
San Francisco, CA 94102
Tel. (415) 771-9850
Fax. (415) 771-1287

Contact:

Email: randy@thclinic.org
Phone: 771-9850 ext. 117

April 15, 2015

Rodney Fong, Planning Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Case No.: 2008.0586E
April 16, 2015 hearing


Dear President Fong and Fellow Commissioners:

I am writing on behalf of the Academy of Art University. I am well aware of AAU's long efforts to address their compliance with various planning code provisions. I will leave the specifics of the EIR to AAU's attorneys. My purpose now is to make sure the Commission is aware of AAU's dedication to the Tenderloin and by implication to the arts and culture of San Francisco.

AAU has been an outstanding contributor to the Tenderloin neighborhood. Last Friday, there was an event commemorating a mural project at Eddy and Larkin that I worked on with AAU in which they provided 12 4x8 foot historic murals of the Tenderloin. They did this as a completely voluntary effort. This is the third major project AAU has performed for the Tenderloin without compensation. They previously painted a mural of the historic Breakers Cafe at the corner of Eddy and Mason. They also devoted a semester long class and professor to an effort to update the Tenderloin's brand.

AAU has proved a great friend of the Tenderloin. I hope you will consider this when hearing of the many attacks on the institution made by its critics.

Very truly yours,



Randy Shaw
Executive Director

GC-4

April 16, 2015



San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Academy of Art University Draft Environmental Impact Report
Case No.: 2008.0586E

Dear Commissioners,

On behalf of Tenderloin Neighborhood Development Corporation (TNDC), I am writing in order to comment on the draft Environmental Impact Report for the Academy of Art University.

TNDC owns, manages and services over 2500 homes for low income individuals and households, and we operate a variety of social service programs, in the Tenderloin and throughout San Francisco.

As managers of affordable housing, we see first-hand every day the impact of San Francisco's housing crisis. Operating in areas that will be impacted by the proposed project, we are concerned that the plan does not accurately anticipate the increased number of newly-resident low and moderate income households who will compete for the limited existing supply of affordable housing in San Francisco, further driving up rents to the detriment of people with modest incomes in our communities. We urge you to analyze carefully the number of new students and staff and where they will live. Based on that analysis, we urge you to consider how the proposed project will impact San Francisco's housing market, with particular attention to the effect on low income residents, and respond with measures that will not exacerbate the severe dearth of affordable housing in San Francisco.

Thank you very much.

Sincerely,

A handwritten signature in blue ink that reads "Donald S. Falk".

Donald S. Falk
Chief Executive Officer

Cc: John Rahaim, Director of Planning, San Francisco Planning Department
Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department
Alexandra Goldman, Community Planner, TNDC

MR-2
PH-4

TENDERLOIN
NEIGHBORHOOD
DEVELOPMENT
CORPORATION

215 TAYLOR STREET
SAN FRANCISCO
CA 94102

PH: 415.776.2151
FAX: 415.776.3952
INFO@TNDC.ORG
WWW.TNDC.ORG



Received at CPC Hearing 4/16/15
C. Fordham



San Francisco Planning Commission
City Hall
San Francisco, CA 94102

April 16, 2015

RE: Academy of Art University Project
2008.0586E DEIR Comments

DEIR Claim Academy's Housing Impact Mitigation "Not Feasible" = Bald-Faced Lie

MR-2

This is the first ever complete EIR for the entire AoAU of San Francisco. Thus legally it must be treated as if the Academy is an entirely new project, not an incremental addition to an existing group of facilities. The impacts of all its 17,000 students and 3,000 employees must be fully evaluated and mitigated. **Due to the City's extreme housing affordability crisis, the AoAU's impacts on the City's housing supply must in particular be fully mitigated as a condition of the approval of its Institutional Master Plan. Otherwise the Academy's IMP's must be rejected.**

GC-1

MR-2

PD-3

According to Table 4.4-6, about **782 existing dwelling units of various kinds have been acquired by the Academy to date and converted to about 1,785 "beds" of student housing** that the Academy rents to its students. This Table must also indicate which of these existing residential buildings were subject to the City's Rent Control Ordinance at the time of their purchase by the Academy or an affiliate, officer, etc. According to the DEIR, DPC estimates the conversion of 164 to 399 "rooms" (units?) of these buildings to student housing by the Academy was/is illegal.

The DEIR only calculates the housing demand in the City generated by the Academy's proposed future growth. **This is legally inadequate since the impacts of the Academy's existing student/workforce population has never been fully evaluated by any EIR to date.** The projected growth of 6,100 students equals 55% of the 2010 existing Baseline of 11,182 students. The projected growth of 1,220 faculty/staff equals 53% of the 2010 existing Baseline of 2,291 faculty staff. Thus applying the same assumptions as the DEIR, the total of Academy student residents of the City @ 69% will be 11,925, and the total of faculty/staff residents of the City @ 43% will be 1,510 households. Applying the same assumptions, **the Academy's total student housing demand in the City will be 5,253 dwelling units, and the Academy's total faculty/staff housing demand in the City will be 1,510 dwelling units.** But to address this housing impact the Academy proposes to provide only 400 new student beds, the equivalent of 176 dwelling units, plus to maintain its 782 dwelling units of student housing, for a total of **only 958 dwelling units for occupancy by 2,185 students** (= "beds").

MR-2

Even ignoring the substantial City housing demand generated by the Academy's faculty/staff, it is utterly inadequate for the Academy to provide student housing for only 18% of its students who reside in the City. Therefore **no further expansion of the Academy can be allowed**

unless and until the Academy itself develops sufficient new student housing to meet the demand it generates. This must be a mandatory mitigation measure for any approval of the IMP. Furthermore, **this student housing must be newly constructed**, since further acquisition of existing housing by the Academy directly reduces the housing supply available for all other City residents. **The Academy must also legally bind itself to cease any further acquisitions of existing City housing as another mandatory mitigation measure.**

The DEIR then concludes (Impact PH-2.1) that the Academy's (understated) impact on the City's housing demand/supply per above is indeed "significant" but that "No feasible mitigation is available". This is a Bald-Faced Lie:

- The obvious first mitigation available is for the Academy to cease expansion of its student population immediately, so as not to make its housing impacts worse.
- The obvious second mitigation available is for the Academy to build much more new student housing in the City in addition to the 400 "beds" now proposed on its properties that are zoned for such development.
- The third mitigation available is for the Academy to also sell to the City at its cost the housing units it has acquired that were subject to the City's Rent Control ordinance, so that the City can then convert them to permanently affordable housing to address the Academy's specific impacts on the City's affordable housing by its faculty/staff.

The prime site for development of substantial new student housing now owned by the Academy is the 70,000 sq ft property located at Fifth and Brannan Streets. It is located within the Central SOMA Plan Area and thus can be rezoned by next year for student housing development as a "campus" concept with capacity for at least 1,000 "beds" in a group-housing format. TODCO will support such a rezoning/project, as detailed in concept in our current Central SOMA Community Plan.

The time has come for the Academy of Art University to cease once and for all its predatory conversion of desperately needed City housing for its own profit-motivated institution, and instead provide the student housing necessary for its rapid expansion of recent years, and any future expansion. Until that is legally committed, including binding Mitigation Measures of this Project EIR, its Institutional Master Plan must not be approved.

Sincerely,

John Elberling
President

MR-2
cont.

GC-2

MR-2

Email
O-WBPMSC

From: Vivian Araullo <vivian@westbaycentersf.org>
Date: April 24, 2015 at 5:44:44 PM MDT
To: "Jones, Sarah (CPC)" <Sarah.B.Jones@sfgov.org>
Cc: "Delgado, Rebecca" <RDelgado@academyart.edu>
Subject: Case # 2008.0586E; Academy of Art University Project Draft EIR

Mr. Rodney Fong, President

SF Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

This comment from West Bay Pilipino does **not** touch upon the Academy of Arts University (AAU) EIR.

We are limiting our comment to the philanthropy extended to us by AAU through community leader Rebecca Delgado Rottman.

Through Ms. Rottman, West Bay Pilipino has received assistance from AAU in the form of the following:

- Scholarship partnership benefiting the youth; which extends my nonprofit's ability to meet goals and missions to benefit immigrant youth,
- transportation assistance for educational field trips.

Ms. Rottman has, independently of AAU, raised funds for our educational programming, a testament to her personal dedication to the community.

Vivian Zalvidea Araullo
Executive Director
West Bay Pilipino Multi-Service Center
175 Seventh Street
San Francisco, CA 94103
Office Phone (415) 431-6266
Cell Phone (650) 219-9293

<http://westbaycenter.org/>

"How comfortable we are and yet there is so much suffering in the world."

~ Dalai Lama

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GC-4



WEST CONTRA COSTA UNIFIED SCHOOL DISTRICT
Office of the Associate Superintendent

1108 Bissell Avenue
Richmond, CA 94801-3135
Phone: 510.231.1145
Fax: 510. 236.0662

Dr. Bruce Harter
Superintendent of Schools

Wendell Greer
Associate Superintendent

April 24, 2015

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Rodney Fong,

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Academy of Art University's generosity and goodwill extends beyond its San Francisco campus.

For the past six years, a number of students enrolled in the West Contra Costa Unified School District have received scholarships to the Academy's Pre-College Summer Art Experience. This summer program gives our teens (some of whom come from households that struggle financially) a chance to explore their artistic side and be exposed to enrichment courses. The summer program has also given students a sense of responsibility and independence (many take BART to San Francisco).

At first the Academy donated 10 scholarships a year but that number has increased to as many as 30 per summer. They have also granted one presidential scholarship that will be effective in fall 2016.

I look forward to more years of partnership with Academy of Art University and know that our students do too.

Thanks,

Finy Prak
West Contra Costa School District

GC-4

Rex Magadia, YFPA
350 Townsend Street #658
San Francisco, California, 94107
209-423-0325

April 24, 2015

Mr. Rodney Fong, President
SF Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Case # 2008.0586E; Academy of Art University Project Draft EIR

Dear Mr. Rodney Fong,

My name is Rex Magadia. I am current President of a 501c(3) nonprofit organization called YFPA (Your Filipino Professionals Association). Our organization believes in developing relationships. Every day we strive to connect, educate, and serve because ultimately, our goal is to engage and empower young Filipino professionals. We have recently developed such a relationship with the Academy of Art University through the wonderful Mrs. Rebecca Delgado-Rottman.

The YFPA Scholarship Program was designed to serve Bay Area graduating high school students who are involved in the Filipino community and have been accepted into a 4 year college/university to pursue a Bachelor's degree. The objective of the program is to provide financial assistance to those deserving students who have excelled in school, exhibited leadership skills, and have chosen to seek higher education to pursue their career goals. Scholarship recipients are selected on the basis of academic achievement, educational and career goals, application and essay originality, grammar and organization, financial need, leadership experience, and a face-to-face interview.

This past February, YFPA hosted its second annual gala event to raise money for scholarships. The evening's theme focused on "revolution" from the individual's point of view and how it relates to their careers, community, and society. It shed light on how different individuals from various walks of life have disturbed the status quo to shake up the existing realities of Fil-Am's in the Bay Area. This event was inspired by the 29th anniversary of the People Power Revolution in the Philippines.

On this night YFPA celebrated notable 'firsts' in the Filipino community as we raised money for this year's YFPA scholarship recipients, the future progressive leaders that will initiate change in the

community and beyond. From the first Filipino State Assemblyman Rob Bonta, to the first Filipina elected to the SF Democratic County Central Committee, 12th Assembly District, Rebecca Delgado-Rottman, and to the first Filipino BART police officer Gary Cagaanan, we acknowledged these individuals as they rose up to initiate change and affect progress.

In addition to raising enough money to award two \$2,500 scholarships, Rebecca was generous enough to not only be one of our keynote speakers for the night but to donate three Pre-College Summer Program Scholarships and one Presidential Scholarship on behalf of the Academy of Art University (AAU). This symbiotic partnership is a huge stepping stone for YFPA in the local community; to have formed such a unique partnership with such a prominent and distinguished institution such as AAU is a momentous step forward not only for our organization, but for the youth. AAU's support directly aligns with YFPA's mission and by extension, helps us meet our goals. Stemming from the generosity of AAU, these scholarships will provide some fortunate students from often underrepresented and minority communities with a life changing opportunity to pursue their dreams.

I have sat and met with Rebecca on multiple occasions and I would like to take this opportunity to attest to her steadfast commitment to the community on behalf of AAU. It is refreshing to engage with fellow community leaders such as Rebecca who take a personal stake in the success and growth of our local community here in San Francisco. The bestowment of these four scholarships from AAU to YFPA is truly a testament to the fact that AAU employees are caring and civic minded people.

I look forward to seeing this relationship between AAU and YFPA continue to strengthen and blossom in the future and am even more excited to witnessing the positive effects it will have on the youth and local community.

Sincerely,
Rex Magadia

**GC-4
cont.**

Transmitted via email

----- Original message -----

From: Angela Alioto <angelaav@aol.com>

Date: 04/27/2015 9:53 AM (GMT-08:00)

To: "Toland, Susan" <SToland@academyart.edu>, juliaclarkdobel@gmail.com

Cc: angelaav@aol.com

Subject:

Ms. Sarah B. Jones
Environmental Review Officer
1650 mission Street Suite 400
San Francisco, 94103
California
Sarah.B.Jones@sfgov.org

Dear Sarah B. Jones,

Please accept my letter of support for Academy of Art University as they go through the EIR process.

I have known the Stephens family, owners of the Academy of Art University, my whole life. They are an incredible asset to our City in everything they do. I have also been a neighbor of the Academy for many years and can attest to the fact that the Academy shares my goal of preserving and honoring San Francisco's historic buildings and traditions. The Stephens Family and my family have extremely strong ties to our great City of San Francisco, as you know. We go back to the 1800s and keeping our City's traditions while welcoming new traditions is very important to me, my family and the Stephens family. I rarely write letters like this but this is an important issue for San Francisco family, so it is my pleasure!

In 2008, I built the Porziuncola Nuova at the corner of Columbus Avenue and Vallejo Streets in San Francisco. I could not have built that little jewel of a chapel without the help of the Academy, their amazing students and their president Elisa Stephens. Today, the Porziuncola Nuova is a San Francisco treasure that more than 10,000 people a month visit from over 87 countries in the world, a true San Francisco asset!!

A team of fine art painting students from the Academy of Art University created an original mural in the Medieval Giotto-esque style for the entrance of the interfaith center, which holds the *Porziuncola Nuova*. The exquisite mural, and the countless hours it took to create, were donated by the Academy – a generous gesture that the university has continued to repeat many times, including installing murals in the Tenderloin, one of the city's neighborhoods in greatest need of revitalization.

GC-4

Email
I-Alioto
Cont.

In addition, Academy of Art University owns St. Brigid, formerly one of San Francisco's oldest Catholic churches. When it was sold to the Academy by the Archdiocese of San Francisco, I along with neighbors and former parishioners were worried about the fate of the century-old building. Not only has the Academy allowed the neighboring St. Brigid elementary school to use the chapel for monthly mass, but the university has taken great strides to preserve and restore the historic interior and exterior of the church, now a national landmark.

Thank you for your consideration of all that Academy of Art University brings to the City of San Francisco. The university is a good neighbor and has San Francisco's best interests at heart, I believe that from the bottom of my heart!

Pax et Grazie,

Angela M. Alioto, Esq
Law Offices of Mayor Joseph L. Alioto & Angela Alioto

GC-4
cont.

From: [Andrea Allen](#)
To: [Fordham, Chelsea](#)
Subject: EIR case #2008.0586E (AAU expansion)
Date: Friday, April 10, 2015 2:19:48 PM

Dear Chelsea Fordham,

As a resident of the Northeast quadrant of San Francisco I am deeply saddened to hear that the San Francisco planning commission is forfeiting so much of its housing and historic buildings to the Privately owned Academy of Art University. As it is the housing crisis is a mess, meanwhile I can name 4 storefront locations off the top of my head that are in my neighborhood owned by the AAU sitting empty and wasted in a high tourist traffic area. A "cafe" (always empty and not available to the public) on Sutter/ Mason, 2 galleries up the street (never anyone in there but the student putting in hours), a "gym" on either Pine or Bush between Jones and Taylor which never has anyone going in or coming out. I know money talks but these spaces are not adding to San Francisco as a whole but satisfying one greedy private owner who is raping these young hopeful students blind so she can buy up half the city. That is another issue altogether.

GC-2

As for the student housing, they look empty half the year while people who want to stay living in the city are getting kicked out of apartments/storefronts left and right around them for lack of funds for elevated rents and fighting the influx of people moving here.

MR-2

The argument could be made that the AAU is providing jobs but from several sources I hear that the already employed are not making liveable wages to afford San Francisco city living.

I have nothing against the AAU or the hopeful art students sprinkling the neighborhood but when every other building is being taken over for one privately owned institution, this is when I feel the need to speak up in order to keep San Francisco unique, diverse, available, and interesting for everyone.

GC-2

Thank you for your time and please take my solo quiet protest in consideration during this crucial remodeling of San Francisco.

~A

From: [Chris Bagley](#)
To: [Fordham, Chelsea](#)
Subject: Case2008.0586E - 58-60 Federal
Date: Monday, March 30, 2015 10:53:17 AM

Chelsea-

I will not be in town for the Public Hearing so could you please give me the contact information as to how to express opposition to the expansion(s) requested in particular for 58-60 Federal or forward this email to the correct parties.

TR-7
TR-2
GC-3

The egress/ingress for this block of Federal is little more than an alley and already services far too many vehicles and foot traffic. 355 Bryant is the only residential property that uses this block to access the parking garage, which it shares with the commercial building at the corner of Second & Bryant so the employees also use this block of Federal during peak work hours. During peak traffic hours and Giants baseball season it can already take over an hour to get from the Embarcadero/King Street to Federal and into the garage. This block of Federal can only be accessed from Bryant and is already beyond its capacity to reasonably accommodate traffic.

TR-2

Large delivery trucks back into the street and often create dangerous situations for pedestrians as they often do not see the foot traffic. Buses and other vehicles already use the driveway to the residential garage for a turn around as the street is not wide enough.

TR-7

Trash and broken glass are constantly in the street and on sidewalks around many of the buildings that already have no sense of pride and do little to nothing to keep areas in front of many of the buildings clean and safe.

GC-3

To summarize any further development which creates additional vehicle or foot traffic is dangerous. Please do not proceed with any approvals.

TR-2
+
TR-7

Respectfully,

Christine A. Bagley
355 Bryant Street # 302, owner
619 405-4202

Email
I-Brown

From: [larry brown](#)
To: [Fordham, Chelsea](#)
Subject: Academy of Art Univ....
Date: Sunday, March 08, 2015 1:03:01 AM

In this insane housing market do we really need a monster university gobbling up more living space?

larry brown

MR-2

Email
I-Dubier

From: [Pam Dubier](#)
To: [Fordham, Chelsea](#)
Subject: Academy of Art- NO on expansion
Date: Thursday, February 26, 2015 4:47:42 PM

I am a San Francisco resident, and have lived here since 1982. During these years, I have seen Academy of Art takeover buildings ILLEGALLY using them for their own profit. Note your full page of existing Academy of Art sites without proper permits for use changes that they made. I know that they are powerful/wealthy people, but somebody in SF GOV should stand up to them. Please DO NOT allow further expansion of this "school" and DO NOT allow them to retroactively get permits. Sincerely, Pam Dubber

MR-1

From: mari [mailto:mari.eliza@sbcglobal.net]
Sent: Wednesday, April 15, 2015 11:01 AM
To: Secretary, Commissions (CPC)
Subject: April 16, Item 8 Case No. 2008.0586E - Draft EIR Hearing on Academy of Art University

Mari Eliza, 499 Alabama Street, SF CA 94110 mari.eliza@sbcglobal.net

April 12, 2015

Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Jonas Ionin,

Re: RE: Item 8 Case No. 2008.0586E - Draft EIR Hearing on Academy of Art University (AAU) private postsecondary institution that occupies buildings throughout the city and plans to expand exponentially over the next decade.

Please do not approve the above referenced Draft EIR on the AAU General Plan
AAU has obtained many buildings and transitioned them to classrooms and student housing without bothering to follow proper procedures. Many of their properties have been in non-compliance for over fifteen years.

No plans should be approved until AAU corrects all their current code violations and pays all the fines associated with their misconduct.

The master plan cannot be approved until there is an approved EIR.

AAU needs to be held to the same standards as other large institutions in our city. AAU has gotten away with buying up large swaths of neighborhoods in a way no others have.

The City Attorney chastised the Planning Department in December 2014 for unprecedented AAU special treatment for so many years, yet no further action has been taken by the city to collect fines or pursue enforcement of housing conversion laws.

In 2012, the City adopted legislation forbidding for-profit higher education institutions, such as AAU, from converting existing rental housing to student housing, providing no grandfathering for past acquisitions (Planning Code sections 102.36 and 317). If enforced AAU would have to cease renting these buildings only to their students. The EIR notes that the AAU proposal is to "seek amendments to change that law" and if forced to displace (divest themselves of) these units they are not proposing to replace them.

The EIR fails to include any Alternative that seriously reduces housing impacts, a less spread out campus area, or a partnership with other developers in areas near their core south of market holdings as a viable Alternative.

Sincerely,

Mari Eliza

cc: Sarah B. Jones, Environmental Review Officer, Planning Commissioners

GC-2

MR-1

GC-3

MR-1

MR-2

AL-1

Letter
I-Elliott

4.23.15

Mr. Rodney Fong, President
SF Planning commission
1650 Mission Street Suite 400
San Francisco, CA 94103

RECEIVED
APR 24 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Dear Mr. Fong:

Re. Case #2008.0586E, Academy of Art University, Project Draft EIR

I am writing this letter today to speak of my experiences with the Academy as a renter. In 2003 the building was sold. We subsequently received a letter from the Academy informing us that all telephones and TVs would be removed from the rooms. The lobby switchboard would be removed making the telephones inoperable. Most if not all of the students would have cell phones. And the Academy did not want students to be watching TV in their rooms. There is a huge TV in the lobby. I have always had my own phone with a separate hook-up They wanted the students to use laptops to do their homework. Then almost everyone vacated. Finally only three remained. Then the third one left, leaving only Mr. Senna and myself. I felt I had no option but to stay. Finally after a couple of weeks after the first students had arrived I was called to the lunch room for an interview with Miss Delgado and Miss Weekes. When I made it known that I preferred to stay they said well then would you like to keep your telephone and TV. I said yes and then they said well you can. And that has been my experience with the Academy ever since. Helpful and positive..

GC-4

Since they have bought the building it is in much better repair than it has ever been. My lifestyle has not changed in any way except for the fact that more meals being served now and with more variety, and the building is a more comfortable place in which to live. If I need repairs they are taken care of. I have never had cause to complain.

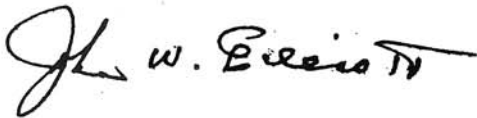
My experience with the students have always been cordial. I have been treated well by them and I have helped the students in their studies when asked. And they have often asked and I am pleased to be of service to them. In short, Mr. Fong, I have no cause to find fault with the Academy of Art University.

Yours truly,

John W Elliott

860 Sutter Street #106

San Francisco, CA.cc: Miss Sarah B Jones, Miss Rebecca Delgado-Rott



Letter
I-Heller

RECEIVED
MAR 03 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

February 26, 2015

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission St, Suite 400
San Francisco, CA 94103

Re: Case No. 2008.0586E
Academy of Art University v San Francisco tenants

Dear Ms. Jones:

This native San Franciscan, lifelong San Francisco tenant, San Francisco voter and taxpayer and member of the labor force of San Francisco without whom we have no city as labor creates all wealth, was surprised to receive in today's mail your long overdue Notice of Public Hearing on the destroyers of affordable housing in San Francisco, the private profit Academy of Art University (AAU).

We have no affordable housing in San Francisco for those of us who make less than \$100,000 a year, the entire workingclass. Yet, the filthy rich AAU's 16,002 students, who pay \$24,600 a year to learn to draw pictures according to the 2015 World Almanac, p. 402, are allowed to take over all of our apartments because they can pay anything, sit in these apartments for just 1 year and then move, so that the landlord can rent to other rich AAU students at outrageously high prices since we have no vacancy control, thereby subverting rent control. The AAU has a 33% graduation rate, which means attending this private school is just a rich students' fling. Only with serious rent control can the labor force of San Francisco afford to live here. The AAU students are aiding in the subversion of rent control because the AAU does not build dormitories; it takes over workingclass apartments for these filthy rich students.

MR-2

We do not need the AAU; we need affordable housing for the workingclass, those of us who sell our labor for less than \$80,000 a year, so that we pay no more than one-fourth our net income in rent, and if we have no income, the apartments must be paid for by the City of San Francisco as that is what our tax dollars are for. On page 2 of your announcement, you list 34 AAU sites with the headline: "The Proposed Project includes legalization of changes in use and/or appearance undertaken **without benefit of permits** prior to issuance of the NOP at 28 of AAU's 34 existing sites." This is a sign of an outrageous deal, allowing all of these AAU sites without permits. Close down all of these sites now so we have affordable housing.

MR-1

GC-2

Further, the AAU **must be required to build new dormitory buildings to house all of their students who want to live in San Francisco**. That will immediately make affordable housing in San Francisco available and we can then finally house the homeless, which must be your top priority. It is our labor, not the consumer spending of students, that makes our city possible. There is no nowhere for the labor force to live in San Francisco. San Francisco is now a suburb, not a city.

MR-2

Case No. 2008.0586E
Academy of Art v San Francisco tenants
Page 2

Further, the AAU should be required to teach these filthy rich students on their first day in class to **stop smoking**. I call the AAU the Smokers' School, because they stand outside their buildings smoking their cancer sticks, claiming to be college students, when they look and act like idiots.

The AAU should also stop watering the sidewalk in a drought and at night as they did recently at 540 Powell Street.

The question remains, does the City of San Francisco represent the private profit AAU or does it represent the workingclass of San Francisco who need affordable housing NOW?

Sincerely,
Lee Heller

GC-3

From: hestor@earthlink.net
To: [Fordham, Chelsea](#)
Cc: [Cleveland-Knowles, Susan \(CAT\)](#); [Sanchez, Scott \(CPC\)](#)
Subject: AAU Residential Housing omitted from DEIR - 2550 Van Ness motel
Date: Sunday, March 08, 2015 6:48:02 PM

My former St Brigid's clients - whose complaint triggered the whole issue of the AAU failure to comply with the requirements of the Institutional Master Plan - sent me their initial comment to Env Rev on the lack of **DaVinci student housing** on the list of AAU housing as well as the link to this AAU site which describes each of their facilities (buildings and sports) - <http://www.academyart.edu/students/facilities> .

It is fairly clear from the AAU site that their students are housed at the motel at **2550 Van Ness**.

This is the description on that site on the AAU website:

The Academy of Art University has partnered with local hotels to house residents if demand for housing exceeds our supply. Da Vinci Villa is located in the Marina district a few blocks away from the heart of the marina and Fort Mason. The Marina is known for its restaurants, shopping, and beautiful parks.

Cable, Wi-Fi, and onsite refrigerator, microwave, and community room are available for student use. Residents enjoy the onsite pool, gym, and restaurant. Program activities are geared toward co-ed residents of all ages.

The AAU has had a pattern of taking over entire buildings. I request that the AAU be required to provide EACH ROOM NUMBER occupied by their students so that notice of the DEIR can be mailed to each room in the motel. The omission of yet another building occupied by the AAU (beyond the Concordia Club purchase) is a bit much.

The AAU must be asked DIRECTLY - WHAT other hotels are partners or potential partners with the AAU?

Sue Hestor

From: [Sue Hestor](#)
To: [Fordham, Chelsea](#)
Subject: AAU - 150 Hayes and DEIR page problems
Date: Monday, April 13, 2015 12:06:33 PM

I just noticed that the AAU address used in the DEIR is 150 Hayes Street - the site that is causing so much traffic disruption because AAU buses stop in the NO STOPPING ZONE on Hayes that helps the Muni and traffic function during active construction on that block.

TR-6

But the email I sent below notes that there are no 500' radius zones mapped around the sites given Project-Level Analysis - incl 150 Hayes. When I wrote my email, I did not realize that FOR PURPOSES OF THE EIR, 150 Hayes seems to be the official address of the AAU. Making things even more weird.

PD-4

PD-6

DEIR note - there is a consistent problem of the pages of the DEIR showing Admin Draft instead of Draft EIR. More than a few pages. That will presumably be corrected in the Final DEIR.

GC-1

I have been assuming that the EIR authors involved in setting out the legal status - under the Planning Code - for each individual building has been the Marchese Company. Since there is no one in Planning Department listed, is this correct? Has it evolved to the attorney for the AAU?

GC-3

Sue Hestor

On 4/13/2015 10:47 AM, Sue Hestor wrote:

Thank you for forwarding these maps.

I am puzzled by the lack of 500' rings around the PROJECT SITES in the EIR. Those are the projects for which Project-Level Analysis is performed in the AAU Draft EIR.

From what I see in the mapping, only the exact boundaries of the 12 Planning areas are used. A 500' radius extends out from each of the sites of (what appear to be) the 34 existing facilities.

PD-4

Is there a map that also went to Planning Commissioners that included those site?

The project sites are:
2801 Leavenworth - former The Cannery
700 Montgomery
121 Wisconsin bus yard
2226 Jerrold - recreation site
150 Hayes - former CSAA testing site and garage

Email
I-Hestor2
Cont.

625 Polk Street - California Hall

I appreciate that any letter that went from the City Attorney to Commissioners may be protected attorney-client communications, but do not believe that this extends to the mapping. Is there a map, or some other disclosable document that explains why the 6 PROJECTS analyzed in the EIR under Project-Level Analysis do not have a radius shown around them?

PD-4
cont.

From: [Sue Hestor](#)
To: [Fordham, Chelsea](#)
Subject: AAU Annual Campus Safety Report and Fire Safety Report
Date: Tuesday, April 14, 2015 9:52:22 AM
Attachments: [2014-2015 AAU annual security report.pdf](#)

Corrected email address

----- Forwarded Message -----
Subject: AAU Annual Campus Safety Report and Fire Safety Report
Date: Tue, 14 Apr 2015 09:08:25 -0700
From: Sue Hestor <hestor@earthlink.net>
To: Christine.haw@sfgov.org, chelsea.fordham@sfgov.org

Re AAU DEIR currently out for comment :

I am not sure that your office has this report which includes on page 6 a list of housing facilities. Note that it includes 2550 Van Ness which is neither disclosed nor analyzed in AAU EIR.

The AAU removed 2550 Van Ness from AAU website after your office informed AAU was housing students at 2550. AAU stated on that site that AAU had agreements with various motels/hotels to provide housing for AAU students if enrollment required more housing.

I believe this report is relevant to analysis in DEIR even though it a one-sided report prepared by AAU.

Sue Hestor

PD-1
PS-1

SUE C. HESTOR

Attorney at Law
870 Market Street, Suite 1128 San Francisco, CA 94102
office (415) 362-2778 cell (415) 846-1021
hestor@earthlink.net

April 26, 2015

Chelsea Fordham
Environmental Review
1650 Mission Street 4th fl
San Francisco CA 9103

2008.0586E Academy of Art University Draft EIR

Dear Ms. Fordham:

This is my first written comment letter on the AAU DEIR. The second will be filed tomorrow.

The Academy of Art University continues to expand and acquire properties without regard to:

- An EIR being prepared on **whether they should be able to expand** their facilities
- An EIR being prepared to allow the City to decide **whether to grant Conditional Uses and permits RETROACTIVELY** for buildings acquired **before** the Notice of Preparation
- An EIR being prepared on whether to **approve 4 buildings acquired after the NOP**, "the project" analyzed in the EIR

MR-1

The AAU EIR is required to provide information on institutional and residential facilities owned by the Academy or an affiliated entity. Where the facility is occupied by the AAU for its institutional or residential use, it is a leased building if it is owned by a wholly unaffiliated entity.

GC-3

The Academy of Art is a PRIVATE FOR PROFIT INSTITUTION started by and for the benefit of the Stephens family. Each building appears to have an individual LLC. Acquisitions may be by Stephens Institute, Stephens Family Revocable Trust or other entity controlled by Elisa Stephens or Scott Stephens. They own the buildings in which AAU operates as individual LLCs or other entity controlled by them. Their flaunting of the Planning Code has enabled uncontrolled growth by the AAU over 25 years.

GC-2

Partial on-site enrollment information is provided at **DEIR 4.4-7**. No enrollment information is provided for **1991** when AAU facilities reached the acre threshold requiring them to comply with Planning Code 304.5 and file an Institutional Master Plan. That would publically disclose their plans for expansion and enrollment and give Planning and the public the opportunity to respond. Please provide 1991 data.

PD-3
+
PH-3

- 1991 on-site enrollment - ? AAU required to file an Institutional Master Plan
- 2000 on-site enrollment - 5,995
- 2005 on-site enrollment - 6,816 - AAU confronted with need to file IMP by St Brigid parishioners
- 2006 on-site enrollment - 7,456 - first involvement of Planning Commission
- 2009 on-site enrollment - 10,138 - per Notice of Preparation
- 2010 on-site enrollment - 11,182 - Notice of Preparation of EIR and public meeting
- 2014 on-site enrollment - ?
- 2020 on-site enrollment - 15,768 in 2010 NOP for EIR
- 2020 on-site enrollment - 17,282 in 2015 DEIR

PD-3

The following page lists each building owned or controlled by the AAU with year of acquisition. The buildings are keyed to EIR **Figure 3-2** which maps each building and to **Figure 3-4** which shows the location of the 4 buildings acquired AFTER the NOP was issued 9/29/2010.

In addition to buildings mapped in the DEIR, the AAU or Stephens family has acquired or leased:

- | | |
|------|--|
| 2013 | 1946 Van Ness - recorded as bought by Stephens Institute |
| 2014 | 930 Van Ness (Concordia Club - Van Ness & Post) - 12/31/14 newspaper reports |
| 2014 | 2550 Van Ness - student housing leases (Da Vinci Villa)- report on security |
| 2014 | 178 Bluxome - student housing leases - testimony at DEIR hearing |

PD-2

None of these buildings are listed in the DEIR. The four buildings bought in 2011 were acquired with full knowledge that an EIR was being written to lay the legal basis for future acquisitions. 1946 Van Ness was neither disclosed in the 2010 NOP or included in any EIR Study Area. There may be, and probably are, other buildings that have been acquired of which I have no knowledge.

On April 23, 2015 several Planning Commissioners raised the issue of wanting to discuss AAU operations in the next few months. Planning Department staff raised Immediate concern that the Commission must wait, presumably until 2016, for Final EIR before they may even **discuss** the status of individual AAU buildings. Department seems to claim that any discussion of specific projects would violate CEQA.

GC-2

There is no such limit on the AAU.

With the 1991 acquisition of 2340 Stockton the AAU was required to file an Institutional Master Plan. THEY DID NOT. The AAU was informed of that obligation in a **2/9/05** meeting involving 2 Supervisors, Elise Stephens of the AAU, her attorneys, parishioners of St Brigid's and myself.

PD-3

The Planning Commission had the first of many sessions on the need for AAU compliance on **5/25/06**. At the time the NOP was issued 9/29/10 the AAU owned 34 buildings which became the **existing** project for the EIR. The facts on the ground. It did not matter under CEQA that most lacked legal use as a post secondary institution or as student housing.

PD-2

Immediately after the 2010 NOP the AAU went on a binge and bought four substantial buildings which were added to the EIR as the "project" to be considered after the FEIR - 2801 Leavenworth (The Cannery), 625 Polk , 700 Montgomery, the former 150 Hayes CSAA facility with garage. This flagrant evasion of required disclosure has been going on 25 years and appears to be accelerating.

Since the AAU has consistently and blatantly disregarded the Planning as well as other San Francisco codes, the President and other AAU officers must be asked to provide under oath a list of all properties owned by the AAU, an affiliated entity or any individual or entity that has a financial stake in the AAU, including the Stephens Institute, the Stephens Family Revocable Trust, Elisa Stephens, Scott Stephens or any affiliated individual.

MR-1

The Planning Department and Commission have attempted to bring the AAU into compliance with the Institutional Master Plan law and the California Environmental Quality Act for 10 years and through representation by over 5 law firms. Waiting until 2016 for a final EIR before the Commission can consider **any** action allows the AAU to expand footprint of the AAU and accelerate enrollment growth .

Properties acquired by AAU – year & square feet of lot # on EIR MAP

NOTE: an acre is 43,560 sq ft.

Ownership/control of acre triggers requirement to file Institutional Master Plan

Letter
I-Hestor5
Cont.

1966	18	740 Taylor	3,593 sqft	change of use requires CU – appl 9/14/07
1968	22	625 Sutter	6,660 sqft	
1977	25	540 Powell	6,873 sqft	
1991	1	2340 Stockton	37,812 sqft	<u>FULL INSTITUTIONAL MASTER PLAN REQUIRED</u>
1992	27	79 New Montgomery	22,562 sqft	
1993	19	680 Sutter (RES)	4,098 sqft	change of use requires CU – no appl
1994	15	736 Jones (RES)	4,031 sqft	change of use requires CU – no appl
	26	410 Bush	13,198 sqft	
1995	28	180 New Montgomery	21,418 sqft	
	9	1916 Octavia (RES)	9,750 sqft	change of use requires CU – appl 9/14/07
1996	24	560 Powell (RES)	3,037 sqft	change of use requires CU – no appl
1997	7	1900 Jackson (RES)	2,678 sqft	change of use requires CU – no appl
1998	11	1153 Bush (RES)	5,841 sqft	change of use requires CU – appl 9/14/07
	5	2209 Van Ness (RES)	6,368 sqft	change of use requires CU – appl 9/14/07
	8	1849 Van Ness	26,412 sqft	change of use requires CU – appl 9/14/07
1999	12	1080 Bush (RES)	6,294 sqft	change of use requires CU – appl 9/14/07
	21	655 Sutter (RES)	8,318 sqft	
2000	16	1069 Pine	2,622 sqft	change of use requires CU – appl 9/14/07
	17	1055 Pine (RES)	20,738 sqft	change of use requires CU – appl 9/14/07
2002	23	491 Post	15,124 sqft	
2003	2	2295 Taylor	10,400 sqft	change of use requires CU – appl 9/14/07
	13	860 Sutter (RES)	6,410 sqft	change of use requires CU – appl 9/14/07
2005	30	58 Federal	18,162 sqft	change of use requires CU – no appl
	34	466 Townsend	37,812 sqft	change of use requires CU – no appl
	6	2151 Van Ness StBr	21,492 sqft	change of use requires CU – appl 9/14/07
	20	620 Sutter (RES)	12,667 sqft	change of use requires CU – no appl
	4	2211 Van Ness (RES)	3,689 sqft	change of use requires CU – appl 9/14/07
2006	14	817 Sutter (RES)	8,562 sqft	change of use requires CU – appl 9/14/07
2007	31	601 Brannan	68,750 sqft	
	32	168 Bluxome (RES)	21,771 sqft	58 Live/work CONV - NOT RES
	29	575 Harrison (RES)		33 Live/work CONV - NOT RES
	3	1727 Lombard (RES)	25,465 sqft	change of use requires CU – appl 9/14/07
2008	20	620 Sutter (RES) YWCA		Lorraine Hansberry Theater
	PS-5	121 Wisconsin (lease)		
2009	10	930-950 Van Ness		
	10	963 O'Farrell		
	PS-6	2525 Jerrold		use requires Code change
	33	460 Townsend		
2011	PS-1	The Cannery, 2801 Leavenworth		
	PS-3	California Hall (625 Polk)		
	PS-2	700 Montgomery		
2012	PS-4	150 Hayes (ex CSAA)		

I will be supplementing this letter with additional detailed comments on the DEIR.

Respectfully submitted,

Sue Hestor

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April 27, 2015

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2008.0586E Academy of Art University Draft EIR

Dear Ms. Fordham:

This is my second written comment letter on the AAU DEIR.

AAU UNWILLINGNESS TO COMPLY WITH THE PLANNING CODE FOR OVER 20 YEARS

MR-1

The Academy of Art University Project for this EIR is the accelerated enrollment that the AAU President wants given her policy of recruiting and enrolling everyone who can pay the AAU tuition for this FOR PROFIT family-run institution. Between the 2010 NOP and the 2015 DEIR the projected enrollment in 2020 INCREASED from 15,768 on-site students to 17,282. The 2020 year for EIR analysis remained the SAME. But projected enrollment increased about 1,500. WHY?

PD-5

Throughout the Draft EIR statements are made that the AAU will act in compliance with the law. This is contrary to AAU's continued, CONSCIOUS flaunting of the Planning Code and just about every other San Francisco Code. The AAU had to be dragged kicking, screaming, and resisting - if not actively misleading the City - to issue this DEIR. The DEIR is not based in the real world when it comes to the AAU. There are explicit statements throughout that ASSUME **without any basis** that the AAU will apply for permits BEFORE THEY CONVERT. That the AAU will seek approval from the Planning Commission **before** they decide on a course of expansion. That the AAU will comply with Planning Code Section 304.5 requiring them to file and maintain an ACCURATE, COMPLETE **Institutional Master Plan.**

PD-3

OC-2

MR-1

The DEIR assumes, *against available evidence*, that the AAU will be honest and forthcoming in its dealings with the Planning Department and Commission. Instead the AAU has used the FOUR YEAR DELAY in issuing the DEIR after the September 2010 Notice of EIR preparation - delay which the AAU created - to buy up FOUR buildings that became the "project" in the EIR. DEIR 2-7. Then buy or lease even more buildings through entities which the members of the family which own the PRIVATE FOR-PROFIT AAU.

PD-3

GC-2

FAILURE TO BUILD HOUSING, CENTRALIZE THE CAMPUS, LIMIT GROWTH

The manipulation of the Institutional Master Plan process by the AAU has deprived the Commission and the public of the opportunity to set the direction given to every other post-secondary institution and hospital which honestly participates in the IMP disclosure and hearing process. The AAU simply ignores that there **is** a San Francisco Planning Code with an Institutional Master Plan process. They assert consistently (e.g. 3-1) that they will not build anything. Only buy and convert to their own use.

PD-3

- WHERE shall the AAU be located? Does it make planning sense TO THE PLANNING COMMISSION for the AAU to be the only educational institution with no centralized campus? Is that the decision SOLELY of the AAU President? **GC-2**
- In light of the shortage of affordable housing, and policies that housing be built by those creating the demand for housing (20,000 projected students, faculty and staff in 2020), can the AAU just REFUSE to build housing for its population and continue to plunder SF housing stock? **MR-2**
- Why does AAU have the *right* to an unlimited student population when institutions with a "campus" such as USF have a IMP imposed limit on increases in enrollment AND are required to build housing for that new population? DEIR 3-3
- Does the AAU get to decide that the **only** City role is just approve the 24 years of illegal expansion and legalize buildings that they bought - never built? **GC-2**
- Why does AAU use City streets for its private buses to add to traffic congestion instead of a centralized campus where students can walk, bicycle and use Muni? (Shuttle Service Policy 3-2) **TR-6**

This failure is not addressed by including a **Reduced Growth Alternative** in the DEIR because Alternative fails to grapple with these more basic questions. An alternative should be provided setting the allowable on-site population at the **on-site enrollment level in 1991** - the year that AAU was required by its acquisition of 2340 Stockton to FILE AN INSTITUTIONAL MASTER PLAN. **AL-1
PD-3**

In the face of decades of consistent AAU failure to comply with SF law and get LEGAL approval for each building, does (DEIR 2-3) CEQA require that no disapproval action may be taken by the Planning Commission on *any aspect* of the AAU? Does CEQA prohibit review by the Planning Commission of the current AAU Institutional Master Plan until after the FEIR is certified in 2016? *May AAU continue its illegal building occupancy, buy up ever more sites, and expand its student body and its demand for housing - without ANY voice from the Planning Commission and the public?* Please explain the statement on 2-3 re relation of THIS EIR and ANY action regarding the AAU. Is the Commission prohibited from using its INSTITUTIONAL MASTER PLAN POWERS to demand that housing be built? That on-site enrollment be capped? That the campus be concentrated in a defined location or locations? **PD-3**

Leased property DEIR 3-5

Provide a list of ALL leases for space - institutional, residential, recreational. The uses, the number of rooms or other capacity, and with whom is the lease? For existing leased space and for space that may be required for future uses.

Until it was taken down after the DEIR was released, the AAU website stated that, in conjunction with student housing provided at the motel at 2550 Van Ness (DaVinci Villas), the AAU had arrangements with various hotels and motels to provide student housing when it was needed. The EIR authors - or the City Attorney - should request information UNDER OATH on any such arrangements AAU has with any hotel, motel or other housing resource. **PD-2**

Please note these on a map that expands on Figure 3-2 and list them in the text.

Table 3-1 and Table 3-2 AAU Facilities

2295 Taylor is listed as 20,000 square feet. That is the REAL size of the property. The AAU has recently represented that it will keep its occupancy of that building to under the size limit for the North Beach **PD-7**

Commercial District. Given the nature of the property, the history of AAU occupancy of THAT site, the AAU history of multiple, consistent violations of the Planning Code, ANY expectation that the AAU will not creep into use of the entire building appears unfounded. In reality this is a 20,000 sq ft use by the AAU and will remain so. Although it located a block downhill from the San Francisco Art Institute, this building is outside any reasonable concentration for AAU facilities. AAU use must be disapproved.

**PD-7
cont.
MR-1
GC-2**

950 Van Ness is called a classic vehicle museum and storage facility. It is NOT a museum by any normal use of the term. It is not a public museum - it is a collection of cars owned by Scott Stephens. Occasionally AAU students take trips to sketch the cars. Buildings on Van Ness Ave under terms of plans FOR VAN NESS emphasize the importance of ACTIVE RETAIL on ground floors to keep throngs of pedestrians walking on Van Ness. The City just spent YEARS dealing with CPMC in the area around Geary and Van Ness and the NEED to make medical office buildings and facilities ACTIVE in ground level uses. Hundreds of millions of dollars are invested in Bus Rapid Transit to encourage transit ridership with pedestrian activity. CPMC is under construction and a reality. Compounding Van Ness problems by adding AAU dead space into the mix - where the City wants to encourage new housing uses and resident activity - undoes years of careful work put into CPMC planning.

**PD-7
GC-3**

950 Van Ness along with 930 Van Ness and 963 O'Farrell are NOT a museum. They are a collection of cars that can be located elsewhere in the City where they will not infringe on pedestrian activity planned for Van Ness. This is even compounded by the AAU recent acquisition of the Concordia Club at Post and Van Ness. Adding AAU to the north and south of medical offices on the EAST SIDE of Van Ness will result in a multi-block dead zone for pedestrians where Planning Policy is to encourage lively pedestrian activity.

**PD-7/GC-3
GC-3**

In general, there is insufficient evidence in the record to allow ANY reliance on a list of code or approval changes required for the buildings listed in these tables. The public has been told to wait on an ESTM for answers.

OC-1

Table 3-3 - Residential Facilities

168 Bluxome was built as a **48** unit live/work building. The listing here is for **61** units. Which means that the 178 Bluxome building is being used for student housing WITHOUT BEING CALLED OUT at that address - including for notices. 168 and 178 Bluxome were constructed with have a single connected parking "ground floor." The AAU patrols go through BOTH of them. Lease arrangements with the owner or owners of 168 and 178 need to be set out. Testimony at the 4/16 hearing shed light on AAU practices. The AAU (or entities affiliated with it) buy up existing residential buildings, then the AAU housing office leases beds in units in that building, and **student activity forces out existing residents**. The students are often 18-25 and away from home for the first time. They are teenagers and are LOUD and uncontrolled. That is why there is student housing at most institutions where the students do not already live at home.

**PD-2
NO-3**

There must be a Commission hearing on ALL of the AAU residential buildings initially in the IMP. The legalizations approval cannot be given per "BP" designation in the Table because the Planning Code has changed regarding conversion of student housing. Provisions at DEIR 3-21 re prohibition of conversion to Student Housing needs to be factored into Table. There needs to be a thorough hearing on the AAU IMP in this regard. The assumption in the DEIR that (a) all that is needed is that these buildings continue to operate - with NO NEW HOUSING CONSTRUCTED, and (b) that is appropriate for non-AAU student San Francisco residents to occupy these buildings is presumptuous.

PD-3

The trend of increased SF housing costs on 3-25 appears in need of updating. Table 3-7 already shows that the AAU has put and will put a stress on existing housing unless AAU is required to build housing for its students, and add to the supply of housing for its increased staff.

MR-2

The opportunity for the Planning Commission to set an enrollment cap AND instruct that HOUSING BE BUILT instead of acquired is an important function of an IMP. The public information available does NOT support the last column - legalization approval required - in this table.

PD-3

Table 3-11 - Recreational Facilities

Please explain why PUBLIC institutions and other private institutions like USF are expected to AND DO BUILD basketball courts, soccer fields, volley ball, baseball, softball fields, tennis courts but the FOR PROFIT PRIVATE AAU does not have the capacity. The listed facilities include many PUBLIC recreation facilities, e.g. Crocker-Amazon Playground, Kezar Pavilion, Gene Friend Recreation Center, etc. What exact arrangements - with WHOM - does the AAU have to reserve these PUBLIC recreation facilities paid for by public taxes? This should be explained as part of the IMP because the AAU appears to be asking the Planning Commission to accept as a "given" this poaching on public athletic facilities.

**PD-3
RE-1**

Is the assumption correct that if AAU has reserved a basketball court or soccer field, it is solely theirs for the duration of the rented time and that members of the general public may not use that particular court or field?

RE-1

Changed building use - DEIR 3-13

Uses for AAU acquired CHURCHES and motels and the YWCA are not the same. Reword this section.

PD-6

AAU Shuttle System - DEIR 3-14

If AAU facilities are concentrated into a geographic area or areas that have decent Muni service, there is no need for a private shuttle bus system. A system that runs mostly nearly empty buses on downtown streets that are already congested. Operation of the AAU system conflicts with Muni operations.

**TR-6
GC-2**

There is the capability to track AAU bus movements by installing a monitor in each bus that transmits a signal to the same system that monitors the location of Muni vehicles. Why has no electronic monitoring of AAU vehicles and the route taken not been done? DEIR 3-17 states shuttle routes in 2010 operated at 16% of capacity and carried no passengers for 18% of the time. The AAU buses continue to hinder traffic flow even when they are empty or almost empty. This has been the majority of the time I have observed them on 5th at Market and in the Tenderloin. In terms of efficiently moving riders they should be contrasted to Muni.

What is the total annual cost of operating AAU's private bus system? What would be the cost of providing every on-site student + staff with a fast-pass so that they use Muni, and Muni has additional funds to provide expanded service?

AL-1

Please give correct information of the Shuttle System regarding 150 Hayes. The north lane of Hayes is designed to give a lane for the 21-Hayes bus to move rapidly down this stretch of Hayes from Market. I have seen many instances of the AAU shuttle pulled up in the BUS LANE and loading and unloading AAU

TR-6

people. The claim is made that the Shuttle enters the garage at 150, picks up passengers and exits. This is NOT shown on the plans in the EIR and is contrary to personal observation. The area of Hayes from Market to Van Ness is an active construction zone with buildings going up on either side of Hayes. Please explain the conflicts encountered by the 21-Hayes and the REALITY of how the shuttle bus operates.

TR-6
cont.

Use of 150 Hayes Street - DEIR 3-116 - 131

The former CSAA building at 150 Hayes is not needed for academic programs. Since the AAU has already acquired it, the most reasonable use of the building is housing for its students. The Conservatory of Music has just submitted a timely update to THEIR Institutional Master Plan. They own property both on this block and a 2 blocks to the south. With a much smaller student body they are trying to participate in the construction of new student housing. There is a residential building just west of 150 Hayes. Both the 100 and 150 Van Ness CSAA buildings are being changed from offices to housing. Housing is being built at Polk and Hayes and on other nearby sites. The ground floor on Fig. 3-49 does not show any area where shuttle buses pull and in pick up/drop off. I have seen repeated pull ins at the curb blocking what is supposed to be the protected Muni lane.

GC-3

TR-6

The AAU needs to build housing. Administrative offices can be put in a variety of buildings - even in a compact campus. The AAU owns this site and should consider building HOUSING there - not offices. It does not need to be at 150 Hayes. An alternative of building housing at this site needs to be considered - initially in the Institutional Master Plan.

AL-1

Study Area - 1 Lombard Street - DEIR 3-41

What if any arrangements does AAU have with motel owners in this area - designated for up to 55 rooms?

PD-2

Study Area - 2 Van Ness/Lombard - DEIR 3-44

The Star Motel at 1727 Lombard is mapped on the wrong side of Lombard. Please correct.

PD-7

2550 Van Ness which is being used for AAU student housing right now is in this area. Does anyone associated with the AAU own this site? What arrangements does AAU have with the owner to house students at 2550 Van Ness? How many students have resided here over the past year? During any period between 2010 NOP and today? What other motels or apartment buildings is AAU trying to acquire? Are there any other arrangements to buy or lease any other property.

PD-1

Study Area - 3 Mid Van Ness - DEIR 3-47

Please see comments on ability of Van Ness to sustain pedestrian traffic and active ground floor uses with the inclusion of CPMC and associated medical office buildings in this area. Also remarks re 950 Van Ness car collection - which is NOT a museum.

PD-7

How is a "DOUBLE PARK STOP" for the AAU shuttle bus justified - 3-48?

TR-6

This is supposedly an area for RESIDENTIAL HOUSING to be acquired. Is the CONCORDIA CLUB consistent with THAT use? Does it have 220 rooms for student housing?

PD-2

Study Area - 4 - Sutter/Mason - DEIR 3-50

This is the area closest to existing bought up housing resources. At the 2010 NOP scoping hearing many residents of the area showed up in protest of the housing in this area being taken over by AAU students. Remarks were similar to the resident of 178 Bluxome who testified at the 3/16 hearing. When young, unmonitored college age students appear in a building, the noise, activity and uncontrolled behavior drives out existing residents. People just pick up and leave because they did not rent an apartment in a student dorm. The disruptive behavior of teenage and 20-ish undergraduates is incompatible with residential affordable housing for people working or retired.

LU-1

The AAU wants to acquire 220 more rooms and 30,000 sq ft of institutional use. The incompatibility of existing residents - and the fact that they will be displaced from their housing - must be discussed in the EIR and in the IMP.

Study Area - 4 Mid Market - DEIR 3-53

See comments on 150 Hayes Street. AAU wants to acquire 220 rooms of housing. A large chunk should be built at the 150 Hayes site.

AL-1

Study Area - 9 Second Street/Brannan - DEIR 3-65

there has been substantial approval and construction activity in this area in last 3-4 years. Please explain. The area is also undergoing a plan for changes in Second Street itself. The AAU facility on Federal Street is on an isolated site surrounded by housing AND with extremely difficult access by street. This site is NOT readily accessed by the "shuttle" and current operations appear to be illegally conducted outside the property. Existing residents near that site do not understand the nature of AAU operations or the desirability of them.

PD-6

PD-7

GC-3

Study Area - 10 - 5th/Brannan - DEIR 3-68

This area includes the Flower Mart on the north side of Brannan. The AAU has made one attempt to acquire this site. Does the AAU have ANY arrangement with ANYONE with ownership or potential development of the Flower Mart site to acquire or lease facilities for AAU purposes?

PD-2

See prior comment about illegal rent of units in 178 Bluxome as student housing under "168 Bluxome."

168 Bluxome was constructed as live/work housing. One of the requirements of EACH UNIT is that an active business license be maintained EACH YEAR FOR EACH UNIT. There is no evidence that the units fulfill that requirement. There is supposed to be an ACTIVE BUSINESS operating under the Business License for EACH UNIT. Students do not operate active businesses. The terms of student loans are that the housing be student housing - not for a place where the student operates a business.

PD-7

What businesses are being conducted PURSUANT TO A BUSINESS LICENSE in unit? Is the operation of a BUSINESS in the unit compatible with the student loan for the student so occupying the unit?

Please provide data showing an active business license for EACH unit, for EACH year that 168 Bluxome has been occupied. Similarly provide it for the units been rented at 178 Bluxome.

Study Area - 11 6th/Folsom

Please explain the boundaries and relation to the SoMa Youth and Family Zone for this area. Please also explain the use of the basketball court at the Gene Friend Rec Center. This is the ONLY Rec Center for SoMa which is rapidly developing and needs all the resources that the City can provide to lower income families. Use of Gene Friend seems incompatible with the needs of the low-income population in the immediate area.

RE-1

700 Montgomery - DEIR 3-92

The isolation of this site from the rest of AAU activity, a Project under CEQA, seems out of place. There is nothing around it. Is it being used to "brand" Montgomery and Columbus for the AAU?

A ground-floor restaurant for AAU people makes no sense. A CU for AAU use fails to meet CU standards. Like Van Ness Columbus needs active pedestrian traffic.

Continuous editing issues

PD-6

150 Hayes - California State Automobile Association

The former use/owner of 150 Hayes was the CALIFORNIA State Automobile Association, CSAA for short. They are part of the American Automobile Association but only the Northern California part. That is the name by which the buildings were known. Use of AAA and AAU for use of the same site is confusing. heir membership cards and magazines ALL use CSAA. Please substitute CSAA throughout.

121 Wisconsin Street

The project has a PENDING request for legitimization as to the legality of the former use under the Planning Code. The continued EIR assertion that AAU use as an open air bus yard, which is contrary to the Eastern Neighborhoods Plan, appears to the reader as though there was a final determination. There is NONE because it is awaiting Planning Commission action on the AAU itself, as well as ZA action on the legitimization. This was confirmed to me in March by Corey Teague in the Zoning Administrator office. Please make this change throughout. There has NOT be a hearing making any finding as to prior LEGAL use.

PD-8

The use of this site per 3-37 as a site for shuttle bus drivers to start and end their shifts - AND to convey drivers for rest breaks - is particularly inconsistent with Eastern Neighborhood Area Plan for this site. Discuss the inconsistencies with bicycle routes and pedestrian traffic. There has been NO DETERMINATION that the uses can be legalized.

Respectfully submitted,

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April 27, 2015

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2008.0586E Academy of Art University Draft EIR

Dear Ms. Fordham:

This is my third and final written comment letter on the AAU DEIR.

3.5 Tenant Improvements

Use of an architectural historian to document how the AAU has handled construction on 29 existing ILLEGAL sites seems a bit incomplete. Because the AAU had so thoroughly, so consistently, failed to take out permits to change the uses in its building, Planning Department Enforcement staff spent MONTHS surveying AAU buildings with the Building Department, the Fire Department, the Health Department to write up notices of violations and insist that safety improvements be immediately addressed. This work occurred throughout 2010 and was completed in July 2010. Dozens of notices of violation resulted from that effort, along with cases which the AAU appealed to the Board of Appeals deferring any payment for violations. This comment also applies to fn 40 and the related text on 4-7.

PD-9

I request that the DEIR incorporate language from the Zoning Administrator and Enforcement regarding the conditions that THEY found. That THEY review section 3.5 for total accuracy. The consistent scofflaw attitude of AAU is the real condition that will be encountered as the AAU barrels along. Were EACH of the four buildings acquired AFTER the EIR began, then used as the EIR PROJECT, included in the 29 sites inspected?

PD-2

I challenge the entirety of paragraph 2 as not being factual - the AAU was FORCED to take out permits to comply with SF Codes.

PD-9

3.6 Proposed Project Approvals

On page 2 of my second comment letter I asked whether evaluation of the AAU using provisions of the Institutional Master Plan Ordinance must be delayed until 2016 when this EIR will be certified. Does the Planning Commission retain the power under CEQA to say NO to any part of the 6 Projects in the EIR, or must the Commission and City allow the AAU to continue in its illegal occupancy of the four buildings, expand its student enrollment and two sites for a FIFTH year?

PD-3

Does the Planning Commission retain its power under the Institutional Master Plan Ordinance - which does NOT require an EIR - to set limits on on-site student enrollment, to delineate acceptable areas for

the existing AAU "campus" and for expansion, to require that housing be BUILT to accommodate the student population. Does the Planning Commission retain its powers independent of the EIR process?

PD-3
cont.

I challenge the statements on **3-151 - 3-153 as to required approvals**. Many of the uses for these buildings require that the Planning Code be amended (*Legislative Amendment*).

Besides *only* requiring a Building Permit a building must also be found to include acceptable use and be an appropriate location in the IMP. The Planning Commission, and the Planning Department, have the power to require mandatory discretionary review of all of these sites.

GC-3

2295 Taylor - see prior comments regarding this site. This site should NOT be approved because it is isolated from the rest of AAU facilities.

GC-2

1727 Lombard - must meet code requirements for the residential portion and the NC portion. How does this project comply with 2012 Student Housing law?

2211 and 2209 Van Ness - violate Student Housing law - dwelling units proposed to be converted to student housing.

1849 Van Ness Avenue - a furniture store before AAU acquisition. How was it automotive sales?

1916 Octavia - violates Student Housing law - units are proposed to be converted to student housing.

PD-7

950 Van Ness - see prior comments, purported car museum not open to public on a part of Van Ness designed for heavy pedestrian traffic. HOW is this a post-secondary educational institutional use?

1153 and 1080 Bush - violates Student Housing law - units proposed to be converted to student housing.

860 and 817 Sutter - violates Student Housing law - units proposed to be converted to student housing.

1055 Pine - violates the Student Housing law - units proposed to be converted to student housing.

58-60 Federal - requires an office allocation. Also possibly **601 Brannan, 460 Townsend, 466 Townsend**

Future Approvals - DEIR 3-154

The manner in which an acquisition is to be approved and converted depends on the system set up when the Commission finally considers the Institutional Master Plan. Given the DECADES of the AAU ignoring the Institutional Master Plan law, it is reasonable to assume that the Commission will establish strict protocols for the acquisition and conversion of any site. Including requirements as to taking out and following all permit requirements.

PD-3

Environmental Setting - DEIR 4-5

The assumption that the uses would not change at the existing 34 AAU sites - MOST OF WHICH WERE ILLEGALLY ACQUIRED BECAUSE AAU FAILED TO COMPLY WITH THE INSTITUTIONAL MASTER PLAN ORDINANCE - makes a mockery of the Planning Code provision. Justify the statement "there would be no change in land uses." These sites may be baseline conditions for purpose of drafting the EIR, but that is extent of it. Please reword this section to deal with an institution that consistently failed to follow the Code.

PD-7

Cumulative Projects - DEIR 4-10

<p>SA-3 CPMC Long-Range Development Plan - under emphasis of balancing regarding ACTIVE pedestrian traffic and use for this stretch of Van Ness which includes multiple AAU sites.</p>	<p>PD-7</p>
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<p>SA-5 and PS-4 150 Hayes - omits what is now proposed as 1 Oak Street, and recent approvals at 100 and 150 Van Ness as well as Hayes and Polk. The residential construction in immediate area is ignored. Also SF Conservatory of Music IMP covering THIS block. This is changing the context of the area.</p>	<p>LU-1</p>
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<p>SA-10 ignore Cal-Train yard development and Proposal to end I-280 at Mariposa which may change circulation</p>	<p>TR-9</p>
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<p>Bus Yard at 121 Wisconsin - DEIR 4.1-25 and 4.1-42 There has NOT been ZA Determination that the 121 Wisconsin meets the requirements for legitimization under the Eastern Neighborhoods Area Plan. The bus yard is contrary to that Plan. AAU has deferred action on the Determination until after this EIR.</p>	<p>PD-8</p>
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<p>SA-3 Mid Van Ness - DEIR 4.2-14 Purchase of the Concordia Club in SA-3 is inconsistent with the stated purpose to ONLY acquire housing in this area. Is there a hotel, motel or other housing in this area that AAU wishes to acquire as well?</p>	<p>PD-2</p>
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<p>Growth at 150 Hayes St - DEIR 4.2-17 Pursuant to the Market/Octavia Plan the immediate area around 150 Hayes has been changed from office use to housing. Including the TWO other CSAA buildings. Continued occupancy by office use makes 150 Hayes a physical divider of an established community which is rapidly changing to HOUSING.</p>	<p>PD-6</p>
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<p>Code Amendment for AAU Housing - DEIR 4.4-12 Because future acquisition of housing buildings by the AAU to allow expansion of their enrollment violates the Planning Code and the conversion of previously acquired housing to student housing, AAU is seeking to change the Planning Code. It would be inconsistent for the Planning Department to propose such a change. From whom is AAU seeking sponsorship of this Code Amendment? From Mayor Lee? From an individual Supervisor? Does the AAU seek to change the law by initiative ordinance?</p>	<p>MR-2</p>
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<p>Population Generation - DEIR 5-2 The discussion of SF population growth as it is affected by increase in AAU on-site student population is confusing. Please explain in plain language the sentence which is the subject of fn 575. Does it mean to say that the growth in demand for residential space - for the increased 5,000 on-site AAU student population - could be easily accommodated? If that is the case, the assumption is incorrect unless (a) the AAU BUILDS student housing, or (b) an equivalent number of low and moderate income San Francisco residents will be pushed out of their housing. Many by activities of loud, active young students in their building or immediate neighborhood.</p>	<p>MR-2 PH-3</p>
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<p>Impacts on Transportation and Circulation - DEIR 5-6 The Significant and Unavoidable impacts on Muni capacity are NOT unavoidable. The corridors affected at the Kearny/Stockton corridor and the Geary corridor. If the Planning Commission acts to require a rather compact AAU campus area compared to the existing sprawl - and if those facilities have</p>	<p>TR-4 AL-1</p>
--	------------------------------------

**Letter
I-Hestor7
Cont.**

walkable distances, and are convenient to people using bicycles - the demand on the above corridors will be reduced.

The current uncontrolled spread out nature of AAU facilities PLUS AAU refusal to build student housing near their other facilities PLUS lack of any limit on AAU enrollment, all work to increase the impact on Muni corridors. There IS a solution, but it requires a relatively compact walkable "campus," a limitation on enrollment AND construction of student housing by the AAU. The impacts of uncontrolled growth ARE significant. But if the Planning Commission imposes limits pursuant to their power under the IMP ordinance AND their approval process, the City can avoid significant impacts on Muni capacity.

**TR-4
cont.

AL-1
cont.**

Respectfully submitted,

Sue C. Hestor

Email
I-Inchauspe1

From: buckleyinchauspe@aol.com
To: [Jones, Sarah \(CPC\)](#); [Fordham, Chelsea](#)
Subject: Academy of Art University Draft EIR - Case No. 2008.0586E
Date: Thursday, April 16, 2015 2:52:43 PM

Dear Ms. Jones and Ms. Fordham,

I am writing to comment on the Draft EIR.

As a resident of San Francisco, I strongly object to the Proposed Project's **legalization of changes in use and/or appearance without benefit of permits** prior to issuance of the NOP of AAU's 34 existing sites.

Laws exist for everyone in our community, including well-connected and wealthy members. Why should AAU get a free pass while other citizens are held to the letter of the law?

Hoping for fairness in city government,

Maureen Inchauspe

MR-1

-----Original Message-----

From: buckleyinchauspe <buckleyinchauspe@aol.com>
To: planning <planning@rodneymfong.com>; cwu.planning <cwu.planning@gmail.com>; wordweaver21 <wordweaver21@aol.com>; richhillis <richhillis@yahoo.com>; Christine.d.johnson <Christine.d.johnson@sfgov.org>; mooreurban <mooreurban@aol.com>; dennis.richards <dennis.richards@sfgov.org>
Sent: Mon, Apr 20, 2015 5:19 pm
Subject: AAU Proposed Project

Commission Members:

The Planning Department Notice of Public Hearing on Thursday, April 16, 2015, on the DEIR (Application No. 2008 0586 E) contains this sentence:

"The Proposed Project includes legalization of changes in use and/or appearance undertaken without benefit of permits prior to issuance of the NOP at 28 of AAU's 34 existing sites."

The sites are then listed.

As a 35-year San Francisco resident, I would like to know if penalties will be assessed against AAU for illegally making changes without permits, in other words, breaking the law?

MR-1

Sincerely,

Maureen Inchauspe

Email
I-Ivanov

From: [Rada Ivanov](#)
To: [Fordham, Chelsea](#)
Subject: Add to mailing list for aau expansion
Date: Sunday, March 01, 2015 9:31:11 AM

Hi there -

Please add me. The traffic on New Montgomery is horrible enough as it is.

Rada

Sent from my iPhone

GC-3

April 27, 2015

R. Thomas Jones, AIA
755 Carolina Street
San Francisco, CA 94107

Chelsea Fordham
Environmental Review
1650 Mission Street 4th Floor
San Francisco CA 9103

Re: 2008.0586E Academy of Art University Draft EIR

Dear Ms. Fordham:

I am writing to express concerns about the Draft EIR for the Academy of Art University. The document is based on a highly unusual “project” for an educational institution that establishes widely dispersed designated Study Areas plus 6 specific building sites acquired after the start of the EIR, to be essentially defined as a de facto educational campus. As an important document to assist decision makers evaluate the nature of the project and its impact on the environment, it is critical to provide an accurate portrayal of the project and this proposed campus. The Draft EIR fails to adequately convey the magnitude of the project and the exceptional nature of the project.

GC-1

CAMPUS CONCEPT AND MASTER PLAN ISSUES

The project essentially establishes for the AAU a “right to purchase and use” existing buildings for a combination of educational, administrative, and housing uses within 12 widely detached areas of the city whose aggregate area is approximately 310 acres. The distances between some of these areas are 1-2 miles. For comparative purposes, this is an area greater than the redevelopment area of Mission Bay north and south combined, and bigger than the C30 downtown office district. The Draft EIR should include both maps and narrative description that shows the distances from the original core campuses of the AAU at the time of application to the proposed new areas in miles if walked, time if walked, and time if public transportation is used.

PD-6

The map on the cover of volume 1 indicates the areas of the proposed project, but should be enhanced to show comparable institutional boundaries for the other major educational institutions in San Francisco, and radius circles showing comparable distances away from their core campuses. Of particular note, the proposal to include areas of SA-5 west of Polk Street overlap with the areas established by the Conservatory of Music for their campus, the site at PS-5 is within 3 blocks of the California College of Arts Campus.

In addition the map shown in Figure 3-2: Existing AAU Campus Sites and the map shown in Figure 3-5: Study Areas and Project Sites, should be augmented with a third map that merges the information on both to better illustrate the expansionary nature of the project especially related to proposed study areas SA-1, SA-2, SA-7, SA-8, SA-9, SA-12, and much of SA-5.

A map showing frequency of bus and transit service along major corridors would also assist in evaluating the viability of dispersing students and educational buildings at great distances to one another and then generating the need to provide a private shuttle system that has both traffic and air quality impacts over time.

TR-6

The EIR needs also to clarify if the proposed project or an alternative is approved, does this mean no building specific EIR will be performed on any subsequent acquisitions within the proposed study areas.

OC-2

The premise of the project is an AAU “Institutional Master Plan” posted on the Department website in 2011 that fails to meet the expectations for Institutional Master Plans for comparable institutions and has itself never been given a public hearing. The plan makes no attempt to define a balanced institutional growth that establishes an educational mission and mission-driven need to add students in various disciplines. It furthermore fails to outline how to accommodate the needed facilities and new housing necessary to support this educational vision in a manner that provides for a compact campus that allows students of various majors to take classes easily with other disciplines, and that provides new student housing to accommodate enrollment growth. The Institutional Master Plan departs from those of most colleges and universities which in the current era note that student academic success is demonstrably greater for students living in university provided housing, where a combined life and learning environment can be controlled and fostered through student life and leadership programs provided in the residences, complimented by centrally administered and visible student support services. The project goes against the widely charted trend of most institutions of higher learning that are attempting to house a greater percentage of their students so as to improve their educational experience, as well as reduce the impact of student’s seeking private housing on surrounding neighborhoods.

PD-3

The EIR should note in its introductory pages that the Planning Commission and Department have not endorsed or even reviewed the AAU Institutional Master Plan.

The AAU Institutional Master Plan states on page 113 that “The Academy is not a developer of new buildings” and also details their method for expanding by acquiring existing commercial and residential buildings. The EIR should highlight this stated growth methodology and critique it as incompatible with the City Policies on larger commercial and institutional entities, as noted in the Draft EIR sections 4. 1 - 4, under Housing Policies, Objectives 1 Policy 1.9 and Objective 3 Policies 3.1 and 3.5. The EIR or the Planning Staff should offer a comparison to other educational institution master plans in terms of their commitment to developing a core campus with administrative and common learning areas central, with student housing and dining in close proximity, and with growth plans that match enrollment increases to the provision of new student housing.

PO-4

AL-1

The EIR should clearly state that the city and the department have not “accepted” the current posted AAU Institutional Master Plan, and also outline how the public and the department intend to review, comment upon, and require modifications of the Plan so that it is in compliance with major city policies, and identifies a growth trajectory that is consistent with the growth plans and community consultation processes followed by other large institutions, especially educational institutions. In its current state the AAU Plan establishes a precedent for large geographic expansion and for student enrollment growth without providing housing that no other educational institution has been permitted, which should be noted in the EIR.

PD-3

HOUSING ISSUES

The EIR clearly identifies the negative impact of the project on housing, yet the EIR is likely underestimating the housing demand generated by the proposed student and employee growth of the project. The EIR in section 5.4-17 states that in 2010 69% of AAU students moved into San Francisco to enroll in AAU. In recent years the AAU has expanded student recruitment outside of the Bay area and outside the US. This suggests the percentage of students enrolling at AAU who are not already Bay Area residents will increase and the figure

**MR-2
+
PH-3**

used in the EIR on past trends may be low. The EIR continues to refer to the AAU project as providing 400 housing units, yet the actual proposal is not to build a single new unit of housing. The EIR also fails to analyze the student housing impact in terms of the competition for low and moderate income housing units by students. The EIR should also take into account the addition of approximately 75,000 new jobs to San Francisco from 2010-2014, and the impact of that phenomenon on the price of housing. Despite the large number of rental units that opened in San Francisco in 2014, the period of time covered by the EIR must look at the actual production of net new housing units prior to 2014, and the distribution of those by income group level, as well as projections from 2014 forward.

**MR-2
+
PH-3
cont.**

In looking at housing patterns over time, the EIR correctly acknowledges that currently up to 25 % of the employed residents of the city commute out of the city to work. Outside articles suggest that a certain percentage of new units are occupied by retirees, absentee owners (as pied-a-terres), and new technology workers who commute to San Mateo and Santa Clara counties by train or private bus to work.

PH-1

In particular the failure of the city and the region to produce the ABAG targeted housing, especially low and moderate income housing, suggests more difficulty in both the city and region for the new students and workforce at the AAU to secure housing. The EIR also fails to consider the pipeline of proposed commercial projects and the changing intensity of office uses that suggest very strong demand for new housing for the next decades in excess of the net new housing units gained. All these factors combined suggest the EIR fails to look at the AAU growth scenario in the context of current and projected the San Francisco housing market, and the probably percentage of new units that would be taken up by those who are not working or attending schools in San Francisco.

MR-2

It would assist the public and decision makers to indicate what percentage of available new housing units not occupied by non-working or out-commuting workers would have to be used to house net new AAU students and employees.

PRIOR ACQUISITION ISSUES

In the media, the EIR was represented to the public and to other governmental officials as a means to address longstanding concerns about the failure of the AAU to secure the necessary use permits for its buildings, the continued acquisition of buildings during the protracted EIR process, and the requirement of the city to enforce the approved legislation limiting the acquisition by for-profit post secondary institutions of rental housing. However, the EIR refers to a separate process being pursued in an "Existing Sites Technical Memorandum" to cover 28 of the 34 sites where the AAU is using buildings "...without the appropriate authorization". There is no description in the EIR of the actual process and scope of this parallel effort or its expected completion.

OC-1

In addition, the list of sites acquired since the start of the EIR omits the former Condordia Club, acquired December 31, 2014.

PD-2

The EIR notes in sections 4.4-8 through 4.4-11 that as of September 2012 an estimated 448- 1131 beds of existing housing are in structures that are essentially not permitted, and cannot be given a CU by the Planning Department. The AAU suggests they would not replace these units if they were displaced but in section 4.4-12 AAU is quoted as "...seeking code amendments to the planning code" to address this issue. What is not stated is that the Planning Department is obligated to proceed to enforce Planning Code 317 and that public agencies cannot tailor their actions to the anticipation of future legislation.

MR-1

PROJECT ALTERNATIVE ISSUES

The EIR fails to define and analyze environmentally superior alternatives to the project that are actually achievable and would particularly address the acknowledged major negative impact on housing generated by the project, and the precedent setting widely dispersed “campus” area defined in the 12 study sites and 6 project sites.

None of the EIR Alternatives except the No Project Alternative show any meaningful reduction of the negative housing impacts as identified in section 4.4-25 and 26.

Alternative 2, Central Growth, sets up an extreme model of finding 1 large parcel able to accommodate the combined classroom, administrative, and housing needs of the AAU. A more realistic variant of this alternative would have identified a cluster of sites within the SA-5 district that could be developed or co-developed with other partners to achieve AAU space need goals, provide a more compact campus, and add more housing. The EIR and project sponsor fail to consider partnerships with other developers undertaking mixed use projects that are currently not pre-leased and have areas within their plans that could accommodate AAU, such as the 5M project or Pier 70. The CCA and Conservatory of Music have partnered with a housing developer to provide student housing for their combined students at the same time the AAU and the EIR fail to consider this approach.

Alternative 3, Reduced Growth, does not increase the ratio of housing to new enrollment so the conclusion is that the housing demand impact remains significant and unavoidable.

Alternative 4, Reduced Program Growth provides a token greater percentage of housing, but the conclusion is still that the housing demand impact remains significant and unavoidable.

A new Alternative 5, Compact Campus and Responsible Housing Alternative, should be undertaken that provides new housing at the ratio of one bed for every 3 new students as a starting point. The EIR should include a listing of current AAU housing rates which indicate that for double occupancy accommodation, the aggregate rents charged by AAU approach the level of market rate rents are in line with some recent market rate rental projects, and also include reference to the student housing rental arrangements entered into by CCA and the Conservatory of Music as evidence of the potential economic viability of a more balance growth.

It is suggested that Alternative 5 should also restrict growth to study areas that are more consolidated geographically and do not put the AAU in a position of competing with other institutions for sites. In examining the Figure 3-5 Study Areas, it is clear that certain areas that currently have no AAU declared holdings as of the start of the EIR should be eliminated as areas for consideration. The Alternative should exclude:

- SA-1 and SA-2 (sought only for conversion of existing properties to student housing),
- PS-1 The Cannery,
- SA-3 portions on the west side of Van Ness which conflict with several institutions,
- SA-7, SA-9, SA-11.
- SA 12, which has been rezoned and will not permit their uses, so should be excluded. SA 5 should be truncated to stop at 11th Street so as to allow the Conservatory of Music and other civic center non-profit and institutional users space to grow.
- PS 4 is proposed to be used just for administrative offices, which places these at a very remote distance from student instructional areas and is also in very close proximity to several other institutions with possible expansion needs. PS-5 is too close to the CCA campus.

AL-1

The proposed Alternate 5 as described consolidates newer growth in the historic core area of the school within certain appropriate blocks bounded by the midblock between California and Pine Street on the north, the east side of Van Ness on the West to Turk, then Polk Street crossing Market to 10th Street, to Bryant. On the East the boundaries would be Sansome then crossing market to Second Street, down to Bryant Street. A rectangle formed Bryant, 4th, Townsend, and 6th would be included in the areas. The study sites and existing buildings in the defined areas area also in the most well served transit area of the city. They also include areas especially within SA-5 as modified and SA 6 where the AAU could acquire land or partner with other developers to develop several new mixed use learning and living centers, or use a combination of renovation of non-residential buildings and new construction to achieve a more consolidated campus with sufficient housing to reduce the project impacts on housing demand.

**AL-1
cont.**

In addition, in the EIR or accompanying memo, the department should outline the course of action required by the department or other city agencies to accelerate the resolution of continued unpermitted uses by AAU.

MR-1

The City Attorney on behalf of the general public should be adequately briefed on the following:

OC-1

- The exclusion of the 28 non-complying properties from this EIR begun 7 years ago.
- The terms of the agreement made by the Planning Department to suspend calculation and collection of penalties and fees against AAU in exchange for completion of the EIR
- The scope of work and state of negotiations involved in the separate Existing Sites Technical Memorandum
- Full disclosure of the parties and consultants involved in setting out the Memorandum plus a status report to be presented in a public forum.

MR-1

The City Attorney must also be consulted on what terms the Planning Department on behalf of the City can agree to on the disposition of the non-complying housing units given the mandate of Article 317. It would appear that the City Planning Department does not need to complete the EIR to deny pending CU's for any of the housing units, which Article 317 would not allow the department to approve anyway.

MR-2

MR-1

Sincerely,



Email
I-Ludwig

From: [Ann Ludwig](#)
To: [Fordham, Chelsea](#)
Subject: AAU Draft EIR
Date: Saturday, February 28, 2015 11:09:21 AM

I received this notice and have an important question before I proceed. Does this real estate conglomerate which operates as a for-profit university pay property taxes? In any event I would like to see a thorough investigation of its impact on the city's tax base, housing stock, and general services. Thank you.
Ann Ludwig
1121 Greenwich St.
SF 94109
415-441-6564

GC-3

Letter
I-Martin2

Christopher Martin
P.O. Box 1016
Ross, CA 94957

RECEIVED

April 26, 2015

Ms. Sarah B. Jones
Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103

APR 27 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.F.A.

Re: 2008.0586E; Comments on DEIR for Academy of Art University Project

Dear Ms. Jones,

I am submitting my comments to the DEIR for the Academy of Art University, as follows:

Table 3-11 on Page 3-77. Line one of the table describes PS-1 (The Cannery) as being 133,675 square feet with the Academy of Art University (herein AAU) occupying 80,908 square feet with plans to use/occupy 133,675 square feet. The DEIR should note that the total leasable area of the building (including restaurant, retail, office, restaurant and storage area) is approximately 105,945 square feet. The DEIR is not accurately describing The Cannery (PS-1).

PD-6

Page 3-79. Location and Access. The DEIR states that Leavenworth Street is classified as a “Collector Street”, and Jefferson and Beach Streets are classified as “Recreational Streets”. These terms are not mentioned or defined in any Fisherman’s Wharf planning documents. The DEIR’s description is vague and not consistent with Department of Planning studies and policies. The Department of Planning’s Fisherman’s Wharf Public Realm Plan (herein FWPRP) describes Jefferson Street as the “Heart” of the Wharf and the primary pedestrian link through the neighborhood with pedestrian counts that exceed many popular international destinations. The FWPRP considers Beach Street an increasingly important pedestrian destination in the Wharf.

PO-3

Page 3-79. Existing Project Site Characteristics. The first paragraph describes The Cannery (PS-1) as having 133,675 square feet in use by tenants. The DEIR fails to accurately describe the Project Site. In 2007, when The Cannery was sold to Patson-Vornado, the total leasable area for retail, office, restaurant and storage space was approximately 105,945 square feet.

Page 3-80. Proposed Uses. The DEIR states that in May 2011, non-AAU tenants (offices, retail stores, restaurants) occupied approximately 52,767 square feet of area in The Cannery (PS-1), and AAU occupied approximately 80,908 square feet of area for offices, classrooms, retail (gallery), and multi/event space. The total of the non-AAU occupied and AAU occupied area at The Cannery as stated in the DEIR amounts to 133,675 square feet. This is clearly not accurate because the total leasable area for tenants in The Cannery is approximately 105,945 square feet.

PD-6

Page 3-81. Proposed Uses. Again the DEIR states that at full occupancy by the AAU, a total of 133,675 square feet will be utilized. The DEIR is not accurately describing the square footage uses at The Cannery (PS-1).

Page 4.1-11 Northeastern Waterfront Plan. For some reason, the DEIR failed to identify a number of very relevant Objectives and Policies in the Northeastern Waterfront Plan (herein NEWP) that are contrary and not consistent with the AAU use at The Cannery (PS-1). These include the dominant planning principles

PO-2

Page Two

of NEWP that state: *“(1) provide for those uses which positively contribute to the environmental quality of the area and contribute to the economic health of the Port and the City, (2) preserve and enhance the unique character of the area, and take advantage of the unique economic opportunity provided by San Francisco Bay, and (3) provide the maximum possible visual and physical access to San Francisco Bay while minimizing the adverse environmental impacts of existing and new activity.”*

The AAU at The Cannery is inconsistent with Dominant Planning Principles 2 and 3. The AAU is not preserving and enhancing the unique character of the area. Quite the contrary, it is eliminating The Cannery, a world renowned landmark waterfront marketplace, that has served bay area residents and visitors since 1967 with restaurants, sidewalk cafes, one-of-kind retail stores, comedy clubs, cinema, farmer’s markets, and lively street performers (including Robin Williams and A. Whitney Brown during their formative years). Rather than preserving and enhancing these diverse uses, the AAU proposes to fill the entire property (with the exception of a small café) with administrative offices and classrooms, including ground level and second level street front locations. These inactive storefronts on the ground level will have tremendous impact on the street level pedestrian experience, which will discourage pedestrian circulation on Jefferson and Beach Street. This creates a dead zone on an important pedestrian route, which will reduce foot traffic to Ghirardelli Square, National Maritime Park and other destinations in the area. The AAU is also inconsistent with Dominant Planning Principle 3 by restricting public access to the walkways, bridges and balconies on the upper levels of The Cannery, spectacular views of the bay and the Golden Gate Bridge will not be accessible to the public. The AAU has already placed numerous no trespassing sign throughout The Cannery and has closed the public restrooms to the visiting public. A card key is required to access the restrooms.

PO-2
cont.

Another NEWP Policy that failed to be identified in the DEIR is Policy 7.7, which states: “Where desirable and feasible, provide amenities which enhance public enjoyment of open spaces and public access areas by providing public restrooms, drinking fountains, information kiosks, sales of refreshments from push carts and other services.” As noted previously, the AAU has eliminated access to The Cannery’s public restrooms. It is clear that the public’s enjoyment of Cannery Courtyard, The Cannery’s walkways, bridges, balconies and other amenities will be in jeopardy and most possibly eliminated by the AAU’s restrictions to public access.

NEWP Policy 10.4 was not mentioned in the DEIR, which states: “In major pedestrian areas (such as the Fisherman’s Wharf and Ferry Building Subareas), develop generally continuous ground floor retail or other pedestrian-oriented uses.” AAU proposed change is use to classrooms and administrative office will eliminate continuous ground floor retail on Fisherman’s Wharf’s most vital pedestrian promenade. The AAU’s occupation and change of use is inconsistent with this policy. The proposed change of use will also impact Beach Street and Leavenworth Street in similar way.

AAU at The Cannery (PS-1) is also inconsistent with NEWP Policy 10.6, which states: “Retain older buildings of architectural merit or historical significance to preserve the architectural and historical character of the waterfront and ensure the compatibility of new development.” Conversion to administrative office and classroom use restricts public access to The Cannery, a historical significant building. The public’s enjoyment of the building’s unique ambiance with preserved brick walls and archways along with the 16th and 17th Century English interiors and 14th Century Spanish ceiling from the Hearst estate that architect Joseph Esherick painstakingly incorporated into the building may be an opportunity lost forever. Further, the preservation of these historic rooms may be in jeopardy if these rooms are converted to other uses as proposed. The DEIR fails to properly assess these historical artifacts, nor provides any mitigation measures to ensure their preservation.

PO-2
+
CP-1

Page Three

Another NEWP policy that the DEIR failed to consider is Policy 10.29, which states: “Prohibit general advertising signs in any public spaces or attached to any buildings, except those on transit boarding platforms and transit shelters designed in a manner as to minimize obstruction of public views from pedestrian walkways and public open space, and those on public service kiosks constructed in conjunction with the public toilet program. Allow only attractively designed business identification, directional, regulatory or information signs and general advertising signs, as described above.” AAU’s plans to place numerous AAU signs on the exterior of The Cannery (PS-1) is inconsistent with this policy.

Page 4.1-13. Project Consistency. The DEIR did not properly evaluate all the inconsistencies with NEWP relative to The Cannery (PS-1). The DEIR fails to provide sufficient information about PS-1’s impacts to enable informed decision-making. Classroom uses on the ground floor are also contrary to the Department of Planning’s Fisherman’s Wharf Public Realm Plan and also contrary to Gehl Architects vision to invigorate Fisherman’s Wharf with active frontages that are inviting to walk by, such as, sidewalk cafes and stimulating retail stores. Classrooms on the ground level and second level of The Cannery will create dead zones discouraging vital pedestrian activity within The Cannery and its surrounding sidewalks. The impact to pedestrian circulation and commerce to Ghirardelli Square and surrounding properties needs to be evaluated and mitigated. Though the DEIR concedes that “proposed classroom uses at the ground floor may be inconsistent with the preference for office uses to be above the ground floor and for active retail uses, it fails to evaluate at least five other dominant planning principles and objectives of NEWP. These include Dominant Planning Principles 2 and 3, Policy 7.7, Policy 10.4, Policy 10.29. The DEIR failed to objectively evaluate (as required by CEQA) the inconsistencies relative to the NEWP and AAU at The Cannery (PS-1). These inconsistencies will have a cumulative adverse impact on The Cannery (PS-1), the public, its neighboring properties, and the effort to better plan and improve Fisherman’s Wharf, which unfortunately has been the product of a poor planning standards over the last fifty years.

PO-2
cont.

Page 4.1-27 Design Plans. The DEIR states the Fisherman’s Wharf Public Realm Plan (herein FWPRP) “is not a formal area plan, but is a design plan proposed to provide an overall vision for the streets, open spaces and building design in Fisherman’s Wharf.” Please note that this informal plan engaged the world renowned Jan Gehl and required a considerable amount of taxpayers’ investment to study, write, and ultimately publish the FWPRP. The Fisherman’s Wharf Public Realm Plan, which includes implementing some of the public realm improvements on Jefferson Street is a considerable public investment and should be regarded with some reverence and seriousness. The importance of developing Jefferson into a dynamic promenade is clearly stated in the FWPRP, as follows: “Compared with the recreational waterfronts along the Hudson River in N.Y. or the Islands Brygge waterfront park in Copenhagen, the Wharf is missing a truly inviting promenade that can invite visitors to do more than just walk and sit. Great waterfronts have fine continuous promenades from where the different attractions can be experienced and activities engage in.” Shutting down the active ground level spaces at The Cannery, not just on Jefferson Street, but Leavenworth Street and Beach Streets, creates a large dead zone and stagnates the vibrant promenade that Mr. Gehl believes can be achieved at Fisherman’s Wharf. The proposed change of uses at The Cannery (PS-1) are inconsistent with the FWPRP and the Northeastern Waterfront Plan, as well as what the vision for The Cannery was when it was developed by my father, Leonard Martin. His intention was to save the historic structure —developers had planned to demolish the historic building to make way for an unsightly condo high-rise—from the wrecker’s ball and to preserve this landmark, not as a static monument, but “an active marketplace where people can detach themselves from everyday hustle and bustle, in an environment reminiscent of the romantic hill towns of Europe.” He took a bold approach weaving new construction with the old cannery’s original sturdy brick walls, creating a zigzagging corridor open to the sky with outdoor escalators, balconies, and bridges, and even providing tenant spaces with Hearst Estate 16th and 17th Century English interiors and a 14th Century Moorish ceiling.

PO-3

PO-3
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CP-1

Page Four

The American Institute of Architecture recognized THE CANNERY as one of the earliest adaptive use projects in America and probably the best. It is a disgrace that DEIR considers virtually all the environmental impacts related to the proposed change of uses by the AAU as having no impact or less than significant, and offering no impact, despite the fact that the proposed changes clearly castrate the life, vibrancy, and charm from The Cannery. The people of San Francisco and the visiting public may lose access and the influence of a long-existing waterfront landmark if the Department of Planning fails to enforce policies and provisions it is tasked with enforcing. The DEIR fails to properly state clearly that the proposed land use violates plans currently in effect at Fisherman’s Wharf. The DEIR fails to provide any mitigation measures that will ensure that the change of uses proposed for The Cannery (PS-1) will be consistent with existing planning standards.

CP-1
cont.

Page 4.1-28. Project Consistency. The DEIR concludes that the AAU change of use of The Cannery (PS-1) would not be inconsistent with overall FWPRP goals to enhance pedestrian conditions in the Fisherman’s Wharf area. Again the DEIR is flawed and does not provide sufficient information to enable informed decision-making and provides no mitigation measures. The FWPRP is a 90+ page document with many observations about existing conditions, as well as recommendations for improving pedestrian circulation on Jefferson Street, which includes an analysis of existing conditions, guidelines for enhancing Jefferson Street as vibrant pedestrian promenade, parking and circulation guidelines, open space opportunities, and urban design standards for the Fisherman’s Wharf area. There are many FWPRP goals that are inconsistent with an AAU change of use of The Cannery (PS-1). It is worth noting that the introduction for the FWPRP notes that to successfully implement the Fisherman’s Wharf Public Realm Plan, the Planning Department will have to “establish and then maintain a strong and long-term presence in the community.” I suppose this also means the Planning Department must be committed and consistent at all levels of its administration while implementing FWPRP guidelines and objectives.

PO-3

Page 75 of the FWPRP, which sets forth standards for ground floor design, states: “A building’s ground floor design and use have tremendous impact on the street level pedestrian experience. The design of a building’s ground floor can do much to encourage activities that begin to define public life on the street. “Page 9 of the FWPRP identifies another point of disconnection is between Jefferson Street and Ghirardelli Square, which is the second largest destination in Fisherman’s Wharf and has more than twice as many visitors as the third-ranked destination, The Cannery. Strengthening the connections between both Pier 39 and Ghirardelli Square and Jefferson Street represents a major opportunity to significantly increase the number of people visiting Jefferson Street without having to bring an extra person to the Wharf.” The AAU’s proposed change of uses to classrooms and administrative office in ground level locations will not strengthen, but will likely weaken pedestrian travel (and commerce) between Pier 39 and Ghirardelli Square. As stated on page 75 of the FWPRP: “Ground floor commercial uses, when designed well, can be important activators of the public realm and should be strongly encouraged along Taylor and Beach Streets, as well as all north- south blocks between Jefferson Street and Beach Street.” The AAU’s classroom uses in ground level locations is counter to this guideline in the FWPRP.

Page 41 of the FWPRP provides guidelines for several streets, including Jones Street, as follows: “a mixture of active retail, commercial and residential ground-floors would prove to be a very attractive combination and would begin to reduce the overtly tourist-oriented land uses in the area.” The DEIR fails to consider if parking an AAU shuttle bus in a white zone (alongside a commercial property AAU does not own) is consistent this guideline.

TR-6

PO-3

Page 4.4-29. The DEIR states that the AAU proposes 133,675 square feet of institutional space at The Cannery (PS-1). This is an inaccurate representation of The Cannery’s leasable area. The DEIR also that

PD-6

PH-2

Page Five

the proposed change of use would displace non-AAU tenants, who would be able to relocate their businesses to other locations in San Francisco, and therefore this impact would be less than significant.

**PH-2
cont.**

Based upon my discussions with several existing non-AAU tenants, they would be unable to relocate their business because of the cost. Their businesses would be displaced and they would lose their livelihood. The DEIR's finding is flawed and without basis and provides no mitigation for non-AAU tenants.

Page 4.5-36. Description of Past Alterations. The DEIR again incorrectly states that The Cannery (PS-1) has 135,000 square feet of retail space. The DEIR fails to mention substantial seismic and building improvements that were made during the years 2000-01.

**PD-6
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CP-1**

Page 4.5-72. Historical Architectural Resource. As noted in the DEIR, The Cannery is a Structure of Merit and there is a reference to the select historic European interiors from William Randolph Hearst's estate that are assembled in The Cannery, but DEIR fails to adequately provide detail of the historic interiors. These interiors include a 95-foot long hall designed by Inigo Jones, King James I's architect, in 1617, with original hand-crafted oak paneled walls, intricately molded plaster ceiling and detailed carved fireplace. In addition, there are there two other 16th century English rooms and a 14th Century Spanish ceiling from Palacio Altamira near Toledo, Spain. A similar ceiling from the same palace is permanently displayed at the Legion of Honor. Pages 3-80-81 of DEIR, states that these historic rooms are slated to be converted to classrooms, which will likely lead to their demise. The historic rooms should be surveyed and the EIR needs to determine if they are eligible for listing and preservation in California Register of Historical Resources.

CP-2

Transportation to The Cannery (PS-1) is discussed in Section 4.6 of the DEIR. A proposed pick up and drop off location for AAU's shuttle bus service for The Cannery (PS-1) is proposed in a white zone on Jones Street at Beach Street. This proposed bus stop is across from the F-line's Fisherman's Wharf terminal. AAU shuttle buses parking and loading at this location may adversely impact the headways and service of the F-Line historic streetcars. Further, since the AAU has no legal title to the white zone on Jones other tour bus or shuttle bus operators may occupy the space, thus potentially causing a conflict that may lead to double-parking or other maneuvers that may impede the flow of traffic. The DEIR needs to thoroughly evaluate this potential conflict. Further, the shuttles are not effective movers of students. Rather they add to the congestion of streets and work very effectively as polluting advertising billboards for the Academy. The EIR should evaluate the benefits of expanding the Fair Share Contribution to Cumulative Transit mitigation measure and consider eliminating the Academy's entire shuttle program, requiring the AAU pay its fair share to the MTA.

TR-4

TR-2

On another note, for over two years, the public restrooms in The Cannery have been inaccessible, requiring a card key for entry. This is a hardship for the visiting public and a violation the current use as a retail and office complex. Page 34 of the AAU's Annual Campus Safety Report states that all AAU buildings are secured electronically through AAU card access system as additional layer of security for students/staff and faculty. Additionally all Academy buildings are closed to the public are closed to the public 24 hours a day, seven days a week. The EIR needs to evaluate impacts to the visiting public with the proposed change of use at The Cannery. The Cannery's accessibility and the public enjoyment of the architecture and views will be severely impacted by the proposed change of use. The DEIR provides no mitigation measures. There should also be enforcement of existing building uses, including the public's access to restrooms, until determination is made.

GC-3

CP-2

As noted in the DEIR, for a number of years the AAU has expanded its uses without applying for construction or change of use permits. Its unbridled expansion has reduced the City's precious affordable housing stock. Undoubtedly, the Academy's practice of violating the law puts similar institutions that

**MR-1
| MR-2**

**Letter
I-Martin2
Cont.**

Page Six

follow the law at an operational and economic disadvantage. The EIR should evaluate capping student enrollment at the Academy's 1994 level, reducing the Academy's operational footprint, as well as establishing legally binding mitigation measures that fully address the adverse environmental impacts. It is time bring the Academy into full compliance with the law and planning policies.

**MR-1
cont.
AL-1
MR-1**

Respectfully submitted,



Christopher Martin

From: PMosier@fbm.com
To: [Fordham, Chelsea](#)
Subject: EIR - 2209 and 2211 Van Ness Properties
Date: Wednesday, March 11, 2015 9:59:25 AM

Dear Ms. Fordham,

I received a Notice of the EIR for the above named properties. I am not sure what you have planned in terms of site growth for the above properties, but I hoped that you can take soundproofing into consideration for the properties above. Our building is on the opposite side of the rear of 2209 Van Ness and for several years we have had noise issues depending on who is occupying the building. Security has pinpointed it to windows being left open in their kitchen/common area. Maybe something can be installed to help with air circulation/soundproofing so that during their "quiet" hours voices don't carry to disturb the neighbors. Please take this into consideration with your Planning.

NO-3

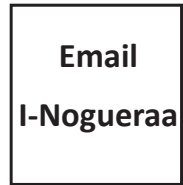
Thank you,
Perlita Mosier

Farella Braun + Martel LLP
RUSS BUILDING
235 MONTGOMERY STREET
SAN FRANCISCO / CA 94104

T 415.954.4400
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www.fbm.com

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Farella Braun + Martel LLP



From: garynogueraa
To: Fordham_Chelsea
Cc: garynogueraa@garynoguera.info
Subject: Case 2008.0586e
Date: Thursday, April 02, 2015 2:37:54 PM

Hello,

Re the above mentioned issue:
I strongly object to any approval by The Planning Department.
That college has too many locations as
it is now.

GC-2

Also a full EIR should be done. More of their private buses causing air pollution etc.
CEQA may come into play here.

GC-1
AQ-1

Gary Nogueraa

Sent by Sprint from my Samsung Galaxy S®4

From: [Bill Quan](#)
To: [Fordham, Chelsea](#)
Subject: Case No.: 2008 0586E; Applicant Gordon North
Date: Thursday, April 30, 2015 7:25:33 AM

Hi Chelsea:

This is to follow up on our phone conversation yesterday. I got the "Notice of Public Hearing", but I think it might have arrived after the hearing date, April 16th. Anyways, I manage the building at 2526 Van Ness Ave, which is next door to the Da Vinci Villa at 2550 Van Ness Ave. We certainly would have concerns if the Da Vinci was turned into another Academy of Art site- I understand that there is no specific proposal to do this..

PD-1

Sincerely,

Bill Quan
415-218-6451
2526 Van Ness Ave., #10
S.F., CA. 94109

From: quinnevent@aol.com
To: Fordham_Chelsea
Cc: quinnevent@aol.com
Subject: Fwd: Academy April 16 Public Hearing... 1055 Pine Street - Case No.2008.0586E
Date: Wednesday, April 15, 2015 3:13:44 PM

Hello Chelsea,
I left a voice mail for you a few days ago, but here it is in writing.

The Academy installed a backboard and a basketball hoop in a tiny area between two building on 1055 Pine Street and painted out lines on the ground -- only 'baskets' can be done -- there is no room whatsoever to run up and down a court. Therefore, since 2012 the owners and tenants at 900 Bush Street, a condo which backs up to the back of 1055 Pine Street academy dormitory, have been harassed day and night by 18-19 year olds away from home for the first time who make a basket and yell out whoopee at the top of their lungs -- and miss a basket and it's FXXX at the top of their lungs, then those standing around have to whoop it up for awhile. We at 900 Bush have been negotiating with the academy for three years to stop this noise. There was never an environmental study done or it would have been clear that this yelling reverberates right into our building at all hours.

NO-3

Our manager, Mahara Espinoza, has worked very well with Michael Petricca of the academy, and he did agree to remove the set-up (see correspondence below) and this is not the only correspondence as there has been contact with the SF Police and Elisa Stephens, the president of the academy, and she is also an owner of a condo at 900 Bush. Our management reached out to her also as she is a very reasonable person.

The academy has a full basketball court located on Van Ness Avenue at St. Bridig's former church, so the students certainly have a place to play if they wish.

While Michael said on May 7, 2013, that the hoops would come down, only the actual hoop has been removed. There is still the backboard and the ground still has the painted outline. Hence, as each new semester's students arrive, there is always someone who is throwing a ball -- any ball -- against the backboard.

I'm now concerned as my understanding of the wording on your NOP states:

GC-3

"The Proposed Project includes **legalization of changes in use and/or appearances undertaken without benefit of permits prior** to issuance of the NOP at 28 of AAU's 34 existing sites. These sites are: (and one of them is 1055 Pine Street)"

From reading the Chronicle's reporting on the AAU, I understand there are multiple changes they have done throughout the City. So I am asking that this blanket legalization does not include reinstating the basketball hoop at 1055 Pine Street. We are a building comprised of professionals who work from their homes during the day, professionals who work in the hospitality industry at night and need peace and quiet during the day, seniors who don't need to be subjected to loud four-letter words that accompanied the constant bang/bang/banging of a basketball on the pavement at all hours of the day and night. So we respectfully ask your attention to this matter, and to not allow the academy to reinstate their hoop under this 'legalization proposal'.

Thank you for your time and I would appreciate hearing from you, and I will also follow the NOP proceedings.

Sincerely,
Phyllis Quinn
900 Bush Street
San Francisco, CA 94109
cell 415-407-7203

**Email
I-Quinn
Attach.**

Attached Message

From Petricca, Michael <MPetricca@academyart.edu>
To Mahara Espinoza <lagalleriacoa@sbcglobal.net>
Cc Postemski, Victor <VPostemski@academyart.edu>; Muller, Henry <HMuller@academyart.edu>
Subject RE: Academy Basketball Hoop -- night of 5/6
Date Tue, 7 May 2013 10:34:16 -0700

Mahara

We are taking the hoops down.

Michael G. Petricca
Director of Campus Safety
Academy of Art University
180 New Montgomery, Room B-83
San Francisco, Ca 94105
Phone Number: 415-618-3885
Toll Free: 1-800-544-2787 ext.3885
Fax Number: 415-618-3750

Academy of Art Web Site: www.academyart.edu

From: Mahara Espinoza [<mailto:lagalleriacoa@sbcglobal.net>]
Sent: Tuesday, May 07, 2013 9:56 AM
To: Petricca, Michael
Cc: Stephens, Elisa; Diana Chan
Subject: FW: Academy Basketball Hoop -- night of 5/6
Importance: High

Michael

Received another complaint (see below), I think it would be best if the basketball hoops be removed all together. It doesn't appear that security is taking this matter seriously. I think it would be the only and best approach to resolve this all together.

What are your thoughts?

Thank you,

Mahara Espinoza, General Manager
La Galleria Condominium Owners' Association (COA)
*900 Bush Street * San Francisco CA 94109*
Office: 415.440.9903
Fax: 415.440.9904
Email: lagalleriacoa@sbcglobal.net

Sent: Monday, May 06, 2013 9:51 PM
To: lagalleriacoa@sbcglobal.net
Subject: Academy Basketball Hoop -- night of 5/6

**Email
I-Quinn
Attach.**

Hi Mahara,

Three kids showed up to shoot some hoops at 6pm tonight and I told them to stop and they looked up at the Academy building and asked someone something and continued to play. I called Security at LaG and also called the 24 hour number and went back and told them again to stop. Someone came out from the kitchen to have a cigarette and didn't say anything to them. I told them again. They thought about it and stopped and took their ball and their backpacks (again, the kids are not from the 1055 Pine Street building) and they left.

It has been a blessing to have our rightful peace and quiet around here and I don't want to see (or hear) it go back. It's lovely weather and we all have our windows open.

Many thanks,

From: Mahara Espinoza [<mailto:lagalleriacoa@sbcglobal.net>]
Sent: Wednesday, July 11, 2012 4:31 PM
To: Chen, Anne
Subject: FW: Academy 1055 Pine Night Noise & Basketball Hoop
Importance: High

Anne,

I am follow up on this matter. Today, another owner reported their concerns with the noise coming from the school behind the building. They are very concern that the basketball courts appear to be set up for use and available to the students once the school year begins. The noise complaints I am receiving has created a large concern amongst the building and management. Could you please tell me how the school plans to handle this.

Thank you

Mahara Espinoza, General Manager
La Galleria COA
900 Bush St. | San Francisco | CA 94109
Direct 415-440-9903 Fax 415-440-9904
Email: lagalleriacoa@sbcglobal.net

From: Mahara Espinoza [<mailto:lagalleriacoa@sbcglobal.net>]

Email
I-Quinn
Attach.

Sent: Thursday, July 05, 2012 5:24 PM
To: 'AChen@academyart.edu'; 'estephens@academyart.edu'
Subject: FW: Academy 1055 Pine Night Noise & Basketball Hoop
Importance: High

Ms. Stephens,

I received this letter from one of the owners of La Galleria. Apparently, this issue has been a sporadic recurring problem throughout the years. I believe there has been a few other owners, who have contacted the Academy security to report the noise disturbances but found their action was slow and ineffective.

Do you have any suggestions on reaching a permanent solution to this problem? Is there a special department I need to contact to report noise complaints? Please let me know what I can do to assist with resolving this issue.

Thank you

Mahara Espinoza, General Manager
La Galleria COA
900 Bush St. | San Francisco | CA 94109
Direct 415-440-9903 Fax 415-440-9904
Email: lagalleriacoa@sbcglobal.net

Sent: Tuesday, July 03, 2012 4:06 PM
To: lagalleriacoa@sbcglobal.net
Subject: Academy 1055 Pine Night Noise & Basketball Hoop

Hi Mahara,

I'm reporting the noise on July 2, at 11:30pm from the back of the Academy building: workers were there throwing pipes around and wheeling containers between the building and a truck that was there.

I called Academy 24-hour Security and they said they would send someone over -- that took 15 more minutes of noise for the person to come and then they stopped. But I understand this happened the previous night (I can't say because I took a sleeping pill) and went to bed early so probably too sound of a sleep. I also called the Police and registered a complaint and they said they would send a car over as soon as one was available -- but that didn't happen.

I understand from Joey that the basketball hoop has been installed again today and would like to request that we start putting together a proposal for them to take it down. I can help and so would Joey to knock on our doors and get signatures. I don't want to spend another summer with all that banging and yelling. I'd take it to City Hall and David Chu's office.

Email
I-Quinn
Attach.

Also, it doesn't seem correct that you can install an outdoor sports arena without a City Environmental Impact Study to judge the noise impact (similar to the one done for the INSIDE of the Masonic -- and this is OUTSIDE).

The last time the basketball hoop was up it wasn't just the players banging and yelling -- it was a collection of a whole cheering squad.

I have been traveling so much the last few months, but now I'm home for July/August and can certainly do some leg work.

But then again, maybe if Elisa knew what an inconvenience this is to the residents of LaG, she might just call it off herself -- she probably doesn't know.

Thank you and have a happy fourth...

Email
I-Rae

From: [Karen Rae](#)
To: [Fordham, Chelsea](#)
Subject: Re: Case2008.0586E - 58-60 Federal
Date: Tuesday, March 31, 2015 4:46:56 PM

Chelsea-

I do not live in San Francisco and cannot attend the Public Hearing so could you please give me the contact information as to how to express opposition to the expansion(s) requested in particular for 58-60 Federal or forward this email to the correct parties.

GC-3

The egress/ingress for this block of Federal is little more than an alley and already services far too many vehicles and foot traffic. 355 Bryant is the only residential property that uses this block to access the parking garage, which it shares with the commercial building at the corner of Second & Bryant so the employees also use this block of Federal during peak work hours. During peak traffic hours and Giants baseball season it can already take over an hour to get from the Embarcadero/King Street to Federal and into the garage. This block of Federal can only be accessed from Bryant and is already beyond its capacity to reasonably accommodate traffic.

TR-2

Large delivery trucks back into the street and often create dangerous situations for pedestrians as they often do not see the foot traffic. Buses and other vehicles already use the driveway to the residential garage for a turn around as the street is not wide enough.

TR-7

Trash and broken glass are constantly in the street and on sidewalks around many of the buildings that already have no sense of pride and do little to nothing to keep areas in front of many of the buildings clean and safe.

GC-3

To summarize any further development which creates additional vehicle or foot traffic is dangerous. Please do not proceed with any approvals.

TR-2
+
TR-7

Respectfully,

Karen Rae
Owner: 355 Bryant Street #307
760 668 6217

From: Jan Robinson [mailto:jan.robinson96@yahoo.com]
Sent: Monday, March 09, 2015 6:14 PM
To: Fordham, Chelsea; Jones, Sarah (CPC)
Subject: Location Omission on Academy of Art University Draft Environmental Impact Review

Dear Ms. Fordham and Ms. Jones,

As a concerned resident of the Van Ness Corridor, I noticed that one of the AAU's properties, 2550 Van Ness (Da Vinci Villa) seems to have been left off of the DEIR. This was formerly a hotel, but is now being used for student housing.

Please make sure that the Planning Department includes it with the other properties, in order to have a full and complete review.

Thank you for your consideration of this request.

Sincerely,

Jan Robinson
1940 Washington Street #C
San Francisco, CA 94109

PD-1

From: Mark Savery <mesavery@gmail.com>
Date: March 1, 2015 at 12:04:53 PM PST
To: sarah.b.jones@sfgov.org
Subject: Draft Environment Impact Report (EIR) for the Academy of Art University

Sarah Jones
Environmental Review Officer
San Francisco Planning Department

Case No. 2008.0586E

Dear Ms. Jones:

I received a notice in the mail from the Planning Department, informing me of the Environment Impact Report related to the Academy of Art University's (AAU) proposed expansion plans. I will be unable to attend the April 16th public hearing, so wanted to contact you directly with my feedback.

The notice itself doesn't provide details of the EIR, but outlines what has been known for years about the Academy's long-term goals of expanding its real estate foot print and increasing the size of its bus fleet. As a 10-year resident at 795 Sutter Street (an AAU hot spot), I am *deeply concerned* by any expansion plans for the University, and believe such expansion should be rejected for the following reasons:

1. **The AAU has been untrustworthy, and has a repeated pattern of breaking the law.** For years, the AAU has expanded itself without proper permits, and radically transformed neighborhoods with ZERO public input. In my neighborhood alone, there are eight properties that were illegally converted to student housing. That City Hall allowed this to happen in the first place is shocking. That it is being considered again is scandalous.
2. **Congestion and traffic caused by (mostly empty) AAU buses.** There is already large fleet of AAU buses driving in most downtown neighborhoods. Curiously, I always observe that most of these are nearly empty. The joke in the neighborhood is that the AAU would get better gas mileage out of a fleet of Hummers, for all the number of students riding their regular buses. More traffic and

GC-2

MR-1

TR-6

- more nearly-empty AAU buses does not add value to the City.
3. **Loss of diversity in the neighborhood.** More AAU buildings and students mean less of everything else. When the AAU illegally converted the Commodore Hotel (860 Sutter Street), it became a "tipping point" in the neighborhood. With several other buildings nearby also recently converted to student housing, the AAU essentially turned the neighborhood into "their" campus. All without public consent. There are now fewer stores, hotels, shops, housing - all good things that healthy neighborhoods need. All taken away by the AAU.
 4. **Public drunkenness and other bad student behavior.** Some percentage of AAU student are not good neighbors. Public drunkenness, graffiti, and other quality-of-life crimes always spike whenever school is back in session. My building was even invaded by a intoxicated student about six months ago. The police were called, but no charges filed.
 5. **More housing inventory taken for students.** In a time when San Francisco is facing perhaps its largest housing crisis ever, I find it completely irresponsible that precious real estate would be diverted to anything that doesn't directly benefit *residents* of the City. Bringing more out-of-City students into San Francisco so that the AAU can make more money is an unacceptable use of San Francisco's limited real estate inventory.

TR-6
cont.

LU-1

GC-3

MR-2

Ultimately, if the AAU wants to expand their real estate presence, they should look into constructing a bona fide campus outside of San Francisco. Otherwise, they should be confined to their existing real estate footprint with the expansion of online training, if they wish to attract additional students.

GC-2

Thank you for your consideration.

Mark Savery
795 Sutter Street #103
San Francisco, CA 94109

To the Environmental Review Officer, San Francisco Planning Commission,

I am submitting this to you as written comment regarding item 2008.0586E before the Planning Commission, specifically a request from Art Academy University for permission to expand and update its use at a number of locations throughout the city. I am adamantly opposed to this.

GC-2

The Environmental Impact Report clearly outlines the impact these projects would have on affordable housing stock, infrastructure, and services. It is the conclusion of the report that these would be significantly negative, and that this is a bad deal for the City and the neighborhoods affected.

I myself have, over the years, several times had dealings with Art Academy University. I have always been met on their part with arrogance, entitlement, and on one occasion outright physical intimidation. Another matter, in which I was merely a bystander, required immediate response from SFPD. Their purchase of residential housing stock and conversion of such to part-time student housing has been devastating to my neighbors and my city, and their flagrant and continued violations of city housing codes is astonishing.

GC-3

MR-1
+
MR-2

The speakers at the Planning Commission hearing conducted April 16, 2015, were quite eloquent in their opposition to this proposal, and I am certain that many of them have also submitted written comment. I am in full agreement with their opposition to Art Academy University.

Art Academy University is not a good citizen.

GC-2

Art Academy University is not a good neighbor.

Art Academy University is, and has been for years, in violation of the law.

Art Academy University is a private, for-profit real estate entity and what they request here is nothing more than a massive land-grab.

Sincerely,
Joseph Seiter
700 Mason st.
San Francisco

RECEIVED

APR 23 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
RECEPTION DESK

Email
I-Shaw

From: LITTLIZ@aol.com
To: [Fordham, Chelsea](#)
Subject: Draft EIR re Academy of Art
Date: Wednesday, April 15, 2015 3:35:03 PM

It disturbs me that Elisa Stephens who heads the Academy of Art and already has FORTY properties in San Francisco wants additional properties (the Concordia Club) and possibly changing some of her current properties that are all over the city. (just on Sutter Street alone she has 6 buildings.)

GC-2

I continue to see her transportation vans going around downtown and Van Ness all day long, causing more injury to the environment and unnecessary traffic buildup.

TR-6

I suggest she not be allowed to continue to increase her ownership of a greater part of San Francisco.

GC-2

If she says she needs more space for her Academy, she should build a "university" at either Mission Bay (area) or in an upcoming former industrial area. This would create housing all departments in one building and eliminating the needs for van transportation all over the city.

AL-1

Please keep me abreast of this situation.
Sincerely,
Elizabeth S. Shaw

From: [Allyson Stinchfield](#)
To: [Fordham, Chelsea](#)
Subject: Re: Academy of Art
Date: Saturday, February 28, 2015 10:04:57 PM

To whom it may concern,
My only concern re: the Notice of Public Hearing for April 16, 2015, is this ... are the very wealthy people who continue to expand their great art school fully aware of the humanitarian issues in the Tenderloin?

I don't think they should be granted to expanding unless they are up to developing and supporting the less fortunate folks in their territory while they profit. I would appreciate a response to this situation and plan to attend to the public hearing.

Best,
Allyson Stinchfield
Resident, Sutter Street

GC-2

Email
I-Wermer1

From: [Paul Wermer](#)
To: [Fordham, Chelsea](#)
Subject: Question re AAU ESTM availability
Date: Saturday, March 28, 2015 1:57:14 PM

Chelsea,

In the Feb 5 Planning Commission Memorandum "Informational Update and Progress Report on the Academy of Art University (AAU) Enforcement Program", Planning make the (very much appreciated point) that the Existing Sites Technical Memorandum (ESTM) is required to evaluate the environmental effects from the time of occupation of a building by AAU, since these cannot be covered in the EIR.

Is this document available yet? It's needed so that we can have informed public comment on the AAU impact on the community.

Cheers,
Paul

--
Paul Wermer Sustainability Consulting
2309 California Street
San Francisco, CA 94115

+1 415 929 1680
paul@pw-sc.com

www.pw-sc.com

OC-1

From: [Paul Wermer](#)
To: [Fordham, Chelsea](#)
Cc: [Sue Hestor](#); [Tom Jones](#); [Brad Paul](#); [Christopher Martin](#)
Subject: Case No.: 2008.0586E, AAU DEIR Comments
Date: Monday, April 27, 2015 4:46:47 PM

Dear Ms. Fordham:

As I noted in my comments at the April 16 Planning Commission comments on the AAU DEIR, in the absence of the Existing Site Technical Memos, it is very difficult to assess how well the DEIR assesses the impacts of AAU operations on San Francisco. These impacts occurred during a period when AAU expanded without appropriate permits or public comment,, so the impacts have not been assessed.

OC-1

It is also a matter of concern that it appears there are more recent AAU property acquisitions that have not been captured by this DEIR.

PD-2

I will restrict my comments to 3 areas: Alternatives considered, Transportation and related GHG/Air Quality impacts, and Recreation

1) Alternatives considered:

AAU's model of a widely distributed campus of necessity creates significantly more impacts than a consolidated campus - especially in the area of transportation and related GHG/Air Quality impacts, and in the impact on housing. The DEIR fails to consider a minimal environmental impact alternative: Consolidation onto one or 2 sites, with purpose built student housing. By failing to assess this, the DEIR does not adequately explore the net adverse impact of AAU's operations. If a distributed campus model was common, this omission might be appropriate. However, academic institutions with a significant non-local enrollment rarely (if ever) operate on such a distributed campus model for the undergraduate education. This is a deficiency in the analysis.

AL-1

2) Transportation and related impacts:

The analysis of the AAU shuttle service impacts compares the impact of shuttles to that of individual student driving (p. 4.9-14) and so concludes no impact. Given the lack of parking in much of the AAU residential and service areas, it is hard to believe that 9000 students would drive between class and lodging, or between classes. An analysis comparing the shuttle to use of SFMTA service would seem appropriate. This would need to look both at the GHG and Air Quality impacts, as well as the impact of increased demand on MUNI. Yet that is missing.

TR-6

And again, the failure to assess impacts against a consolidated campus model means that you are accepting as "no impact" a relatively high and avoidable GHG impact and air quality impact from the transportation needs of the students and staff.

**AQ-3
+
AL-1**

3) Recreational Use:

Perhaps most disturbing is that the DEIR evaluates the impact on Recreational Facilities (4.11.3 Impacts and Mitigation Measures) by looking at physical impacts on the recreational space, but ignores how AAU usage affects availability of recreational resources to residents. It does not consider how AAU's use, especially of Recreation and Parks facilities, impacts use by the public at large. In particular, does AAU usage effectively deny access to local youth? Physical damage from

RE-1

Email
I-Wermer3
Cont.

excessive use is certainly important - but if children and youth cannot access a recreational facility after school, or on the weekends or holidays because AAU has acquired exclusive rights to the space, that would be a real and adverse impact on our environment.

RE-1
cont.

Sincerely yours,
Paul Wermer

--
Paul Wermer
2309 California Street
San Francisco, CA 94115

+1 415 929 1680

From: [Jamie Whitaker](#)
 To: [Fordham, Chelsea](#); [Jones, Sarah \(CPC\)](#); [Jonin, Jonas \(CPC\)](#)
 Cc: [planning@rodnefong.com](#); [cwu.planning@gmail.com](#); [wordweaver21@aol.com](#); [richhillissf@yahoo.com](#);
[Johnson, Christine \(CPC\)](#); [mooreurban@aol.com](#); [Richards, Dennis \(CPC\)](#); [Rahaim, John \(CPC\)](#)
 Subject: Case No.: 2008.0586E Academy of Art University Project comments
 Date: Thursday, April 16, 2015 12:17:31 AM

Greetings,

I live within the SA-7 Academy of Art University (AAU) expansion area as a condo owner at BayCrest Towers (201 Harrison Street at Main Street). Perhaps the AAU had their eyes on 390 Main Street, the former tank factory then US Postal Service Embarcadero Processing Center, prior to the purchase of the building by the Metropolitan Transportation Commission. At any rate, congestion on our streets is already shortening our lives in South of Market - and will get worse as the Planning Commission approves additional office space uses in Central SoMa since there is no second BART Transbay Tube or other plans to expand transit access from the east bay where most workers destined for added office space in SoMa will likely live. Our new public safety building that opened in Mission Bay already shows signs of reducing emergency response times for police and fire fighters to our homes because of traffic backups on 3rd Street and nearby areas leading to the Bay Bridge ramps in SoMa. Please do not add more AAU buses to double park on our streets and increase traffic congestion and the deadly air pollution that comes from fossil fuel burning vehicles.

TR-2

TR-8

TR-6

Also, the lack of athletic facilities built by AAU puts pressure on the Gene Friend Recreation Center on 6th Street with utilizing 10 hours per week of basketball courts. While the Planning Department keeps approving micro units (co-ops without baking ovens are basically micro units) and other small living spaces, Supervisor District 6 has about 0.17 acres of park space per 1,000 residents using 2010 Census numbers - that ratio is just getting worse over time as more residential units get built and no new public parks are added. We have 4 Recreation and Parks Department operation open spaces in all of South of Market - Gene Friend Rec. Center being the only one hospitable on bad weather days since it has indoor facilities. The kids living in SoMa were forced to start paying, if they could afford it, to use Gene Friend Rec. Center, and they have to compete with AAU for this publicly built recreational space. That is very wrong and should stop. An Institutional Master Plan for AAU needs to include athletic facilities to accommodate the school's recreational needs so that my South of Market community is not trying to compete and outbid this for-profit school to get exercise, build camaraderie, improve community member relationships, and the other benefits that come from neighbors instead of outsiders using Gene Friend Recreation Center.

RE-1

RE-1
PD-3

In regards to the EIR in particular, I submit the following comments as a resident of east SoMa who works in the Civic Center area:

1. The EIR fails to include any Alternative that seriously reduces housing impacts. This could be done by including an Alternative that substantially scaled back institutional growth while keeping the proposed 400 sleeping spaces or that substantially increased the proposed amount of new housing.
2. The EIR assumes the same percentage of new students at AAU will be living in San Francisco as did in the past. Given AAU aggressive recruitment of foreign

AL-1

PH-3

and out of state students, the EIR should assume a much greater number of out of city students seeking housing.

3. The EIR fails to note that students and staff at AAU are likely to seek low to moderate income housing, not just market rate housing, and fails to look at the demand placed on those resources.
4. The City does not need an approved EIR to immediately proceed to take ACTION against the AAU for illegal conversion of former rental housing, and the City Attorney's Office should be asked to start proceedings aimed at divestment of those units or payment of sufficient mitigations funds to construct replacement units considering today's costs of \$500k-\$750 per unit in the downtown areas AAU touched. Student housing uses are disruptive because of the nature of turnover of those residents versus regular housing that may serve as homes for multiple generations for many years – folks who will invest their lives in making the community better.
5. The EIR Alternatives fail to seriously consider a less spread out campus area or possible AAU partnership with other developers in areas near their core south of market holdings as a viable alternative.

**PH-3
cont.**

MR-2

AL-1

Please consider doing the following:

1. The city can and should consider forcing reduced admissions of students to AAU until agreements are reached on the use of the 28 out of 34 existing properties that are currently not approved.
2. The city can deny any and all of the applications for Conditional Use Permits by AAU without an approved EIR – and ought to certainly do this for all the residential property illegally converted to student housing.
3. AAU needs to be held to the same standards as other large institutions in our city. AAU has gotten away with buying up large swaths of neighborhoods in a way no others have.
4. The City Attorney chastised the Planning Department in December 2014 for unprecedented AAU special treatment for so many years. We need an investigation especially around why the city has failed to collect fines and to pursue enforcement of housing conversion laws, which are not covered by the EIR.

GC-2

MR-1

Thank you for your consideration,

Jamie Whitaker
San Francisco, CA 94105

Email
I-Wong

From: Siu-Mei Wong [mailto:siu_mei_wong@yahoo.com]
Sent: Sunday, March 08, 2015 5:51 PM
To: Fordham, Chelsea; Jones, Sarah (CPC)
Subject: Comments on Academy of Art University (AAU) draft EIR

Dear Environmental Review Officers:

Please see the Academy of Art University's website on Facilities for Students (<http://www.academyart.edu/students/facilities>), there are two sites that are not mentioned in the draft EIR:

- **Da Vinci Villa, 2550 Van Ness.** This site is being use for student housing, which means that most time of the year, the location would be to house students instead of for tourist lodgings. This is very similar to AAU buying the Star Motel on Lombard Street and turned it into student housing. AAU should be hold responsible for this site's change of use.

PD-1

- **360 Swift Ave, SSF.** South San Francisco is not SF jurisdiction, however, if AAU is thinking of extending to SSF, with their shuttle bus scheduling, it would impact the inbound/outbound traffic to/from San Francisco and SF International Airport (which is SF jurisdiction).

TR-6

These additional sites are of great significance in the consideration of AAU's environmental impact. Planning Department should require AAU to submit a coherent comprehensive Institutional Master Plan.

PD-3

Thank you,

Sincerely,

Siu-Mei Wong

ATTACHMENT B

DRAFT EIR PUBLIC HEARING TRANSCRIPT

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Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
Federal, State, Regional and Local Agencies, Boards, and Commissions		
A-CPC-Hillis	Rich Hillis, Commissioner	MR-2 AAU Impacts on Housing in San Francisco AL-1 Draft EIR Analysis of Project Alternatives
A-CPC-Johnson	Christine Johnson, Commissioner	MR-2 AAU Impacts on Housing in San Francisco PD-8 Legal Use of 121 Wisconsin TR-7 Pedestrian & Bicycle Impacts TR-11 Transit Impact Development Fee AL-1 Draft EIR Analysis of Project Alternatives GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
A-CPC-Moore1	Kathrin Moore, Commissioner	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description PD-3 Institutional Master Plan PH-3 Population Growth Due to Increase in AAU Population PS-1 Police and Fire Impacts GC-1 Adequacy of the Draft EIR
A-CPC-Richards	Dennis Richards, Commissioner	MR-2 AAU Impacts on Housing in San Francisco PD-6 Project Site and Study Area Characteristics OC-2 AAU Failure to Receive Project Entitlements AL-1 Draft EIR Analysis of Project Alternatives GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
A-CPC-Wu	Cindy Wu, Vice President	AL-1 Draft EIR Analysis of Project Alternatives
Organizations		
O-CCDC	Gen Fujiaka	MR-1 Planning Code Violations at Existing AAU Sites MR-2 AAU Impacts on Housing in San Francisco RE-1 Impacts to Recreational Facilities AL-1 Draft EIR Analysis of Project Alternatives GC-2 Project Merits GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
O-CCHO	Peter Cohen	MR-2 AAU Impacts on Housing in San Francisco
		PH-1 Jobs-Housing Linkage
		AL-1 Draft EIR Analysis of Project Alternatives
		GC-1 Adequacy of the Draft EIR
O-CSFN3	Hiroshi Fukuda	MR-1 Planning Code Violations at Existing AAU Sites
		MR-2 AAU Impacts on Housing in San Francisco
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
O-CSFN4	Mari Eliza	MR-1 Planning Code Violations at Existing AAU Sites
		PO-4 Consistency with the Housing Element of the San Francisco General Plan
		AL-1 Draft EIR Analysis of Project Alternatives
		GC-2 Project Merits
O-HRCSF	Tommi Avicolli Mecca	MR-2 AAU Impacts on Housing in San Francisco
		PO-4 Consistency with the Housing Element of the San Francisco General Plan
		GC-2 Project Merits
O-PBNA	J.R. Eppler	PD-8 Legal Use of 121 Wisconsin
O-SBS	Rochelle O'Donnell	GC-4 General Comments in Support of the Project Sponsor
O-SOMCAN	Angelica Cabande	MR-2 AAU Impacts on Housing in San Francisco
		PD-3 Institutional Master Plan
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
O-TODCO2	John Elberling, President	MR-2 AAU Impacts on Housing in San Francisco
		AL-1 Draft EIR Analysis of Project Alternatives
		GC-1 Adequacy of the Draft EIR
O-UHL2	Ian Lewis	MR-2 AAU Impacts on Housing in San Francisco
		PD-3 Institutional Master Plan
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
Individuals		
I-Adelman	Stella Adelman	MR-2 AAU Impacts on Housing in San Francisco
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Edwards	Jane Edwards	GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Francis	Rob Francis	MR-2 AAU Impacts on Housing in San Francisco
		TR-2 Existing Traffic Conditions
		TR-5 Traffic Impacts
		TR-6 AAU Shuttle Impacts
		AL-1 Draft EIR Analysis of Project Alternatives
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Hestor4	Sue Hestor	MR-2 AAU Impacts on Housing in San Francisco
		PD-3 Institutional Master Plan
		TR-6 AAU Shuttle Impacts
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Holden	Joan Holden	MR-2 AAU Impacts on Housing in San Francisco
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Jones1	Tom Jones	MR-1 Planning Code Violations at Existing AAU Sites
		PD-6 Project Site and Study Area Characteristics
		AL-1 Draft EIR Analysis of Project Alternatives
		GC-1 Adequacy of the Draft EIR
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Martin1	Christopher Martin	MR-1 Planning Code Violations at Existing AAU Sites
		MR-2 AAU Impacts on Housing in San Francisco
		PD-5 Projected AAU Student Enrollment
		CP-2 Inconsistency with the Cannery as Historic Structure
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
		GC-5 Mitigation Monitoring and Reporting Program
I-McCann	Patrick McCann	PD-1 Addition of 2550 Van Ness to Draft EIR Project Description

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
		PD-2 Additional Properties Not Occupied by AAU
		PD-3 Institutional Master Plan
		RE-1 Impacts to Recreational Facilities
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-McGoldrick	Jake McGoldrick	MR-1 Planning Code Violations at Existing AAU Sites
		PD-3 Institutional Master Plan
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Meko	Jim Meko	PO-1 Changes to the Planning Code in the Western Soma Area Plan
I-Miguel	Ron Miguel	MR-1 Planning Code Violations at Existing AAU Sites
		MR-2 AAU Impacts on Housing in San Francisco
		PD-2 Additional Properties Not Occupied by AAU
		PO-4 Consistency with the Housing Element of the San Francisco General Plan
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Seiter1	Joseph Seiter	MR-1 Planning Code Violations at Existing AAU Sites
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Wermer2	Paul Wermer	MR-2 AAU Impacts on Housing in San Francisco
		TR-6 AAU Shuttle Impacts
		GG-1 Increased Greenhouse Gas Emissions Due to a Dispersed Campus
		RE-1 Impacts to Recreational Facilities
		OC-1 Existing Sites Technical Memorandum
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

In The Matter Of:

*NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT*

PUBLIC SCOPING MEETING

April 16, 2015

SAN FRANCISCO PLANNING DEPARTMENT
PUBLIC SCOPING MEETING
RE: NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT

CASE NO.: 2008.0586E
PROJECT TITLE: ACADEMY OF ART UNIVERSITY PROJECT EIR

THURSDAY, APRIL 16, 2015

SAN FRANCISCO CITY HALL
COMMISSION CHAMBERS, ROOM 400
1 DR. CARLTON B. GOODLETT PLACE
SAN FRANCISCO, CALIFORNIA 94102

REPORTED BY: PETER PETTY

A P P E A R A N C E S

COMMISSIONERS:

- Rodney A. Fong, President
- Cindy Wu, Vice President
- Michael Antonini, Commissioner
- Richard Hillis, Commissioner
- Christine Johnson, Commissioner
- Kathrin Moore, Commissioner
- Dennis Richards, Commissioner

STAFF:

- Jonas S. Rahaim, Commissioner Secretary
- Chelsea Fordham, EIR Coordinator
- Sarah Jones, Environmental Review Officer

FOR THE PUBLIC:

- Ron Miguel
- Tom Jones
- Paul Wermer
- Christopher Martin
- John Elberling, TODIC Group
- Hiroshi Fukuda, CHNA
- Marleyne Morgan, CHNA
- Robert Francis
- Patrick McCann, San Francisco Flower Mart
- Joan Holden

A P P E A R A N C E S

FOR THE PUBLIC (cont.):

Stella Adelman

Joseph Seiter

J.R. Eppler, Potrero Boosters Neighborhood Association

Ian Lewis, Unite Here Local 2

Mari Eliza, Coalition for San Francisco Neighborhoods

Tommi Avicolli, MECCA

Jake McGoldrick

Angelica Cabande, SOMCAN

Gen Fujiaka, Chinatown Community Development Center

Peter Cohen, Council of Community Housing Organizations

Jim Meko

Sue Hester

Jane Edwards

Rochelle O'Donnell

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THURSDAY, APRIL 16, 2015 2:40 P.M.

-000-

P R O C E E D I N G S

[The meeting began at 2:40 p.m.]

MR. IONIN: Case number 2008.60586E, the Academy of Art University Project public hearing on the Draft Environmental Impact report. Please note that written comments will be accepted at the Planning Department until 5:00 p.m. until April 27th, 2015.

PRESIDENT FONG: Commissioner Antonini, sorry.

COMMISSIONER ANTONINI: Yeah, before you begin, sorry to interrupt.

I'm going to ask for recusal on this particular item today because we've been presented with a map that shows the properties owned by the Academy of Art University, and my ownership interest on Franklin Street, the dental building that my wife and I and children own is beyond 500 feet from their nearest property. However, it is in the middle of what is designed as a study area by the staff, an area in which there's likely to be future activity involving the Academy of Art University.

This question is still to be resolved. The city attorney is going to check with the state as to the exact status of that, and I'm hopeful that I'll be able to

1 participate in later hearings. But to be on the cautious
2 side I'll ask for recusal today until that issue has got
3 greater clarity.

4 PRESIDENT FONG: Is there a motion?

5 COMMISSIONER MOORE: A motion to recuse
6 Commissioner Antonini.

7 UNIDENTIFIED COMMISSIONER: Second.

8 MR. IONIN: On that motion, Commissioners, to
9 recuse Commissioner Antonini from these proceedings.

10 Commissioner Antonini?

11 COMMISSIONER ANTONINI: Aye.

12 MR. IONIN: Commission Hillis?

13 COMMISSIONER HILLIS: Aye.

14 MR. IONIN: Commissioner Johnson?

15 COMMISSIONER JOHNSON: aye.

16 MR. IONIN: Commissioner Moore?

17 COMMISSIONER MOORE: Aye.

18 MR. IONIN: Commissioner Wu?

19 VICE PRESIDENT WU: Aye.

20 MR. IONIN: And Commission President Fong?

21 PRESIDENT FONG: Aye.

22 MR. IONIN: So moved, Commissioners. That motion
23 passes unanimously, six to zero.

24 MS. FORDHAM: Good afternoon, President Fong and
25 Members of the Commission. I am Chelsea Fordham, Planning

1 Department Staff and EIR Coordinator for the Academy of Art
2 University or AAU project. Joining me is Rick Cooper,
3 Senior Environmental Planner, and Sarah Jones, Environmental
4 Review Office. Members of the Project Sponsor Team are also
5 present.

6 The item before you is the public hearing on the
7 AAU project Draft EIR, Case Number 2008.0586E. AAU is a
8 private post-secondary academic institution that occupies
9 buildings throughout the city, predominantly in the
10 northeast quadrant, for its existing art programs. AAU
11 plans on expanding its facilities and programs to
12 accommodate a projected onsite enrollment of approximately
13 17,000 students and 3,500 faculty and staff by 2020,
14 resulting in a total increase of approximately 6,100
15 students and 1,200 faculty and staff.

16 The AAU EIR is analyzing four general components
17 of AAU's future growth within the city. These four
18 components include AAU's future growth of residential uses
19 to house approximately 400 students, and 670,000 square feet
20 of additionally institutional space within 12 specific
21 geographic areas known as study areas. Analysis of six
22 specific buildings at a project level, because these sites
23 were either acquired and occupied, identified or otherwise
24 changed by AAU after publication of the 2010 Notice of
25 Preparation for this EIR, and prior unauthorized changes of

1 use and building appearance at 28 of 34 AAU locations that
2 were occupied prior to publication of the AAU NOP. And
3 shuttle service expansion to six project sites in every
4 study area where AAU will potentially occupy new buildings.

5 An Existing Sites Memo, or known as ESTM, is being
6 prepared which will examine the changes prior to the 2010
7 Notice of Publication, NOP publication. The Existing Sites
8 Memo is not before the Commission today for public review.
9 The ESTM will be before the Commission for public review and
10 comment prior to publication of the Response to Comments
11 document.

12 The Draft EIR found that the proposed project
13 would result in significant and unavoidable impacts on
14 transit and population and housing. The draft EIR was
15 published on February 25th, and the public review period
16 closes on April 27th. A revised Notice of Availability of
17 the DEIR was sent out to address a specific site in Study
18 Area 2 at 2550 Van Ness Avenue. This additional site is
19 within the proposed identified uses in Study Area 2 of up to
20 220 rooms or 400 beds in the DEIR.

21 I would like to remind all speakers that this is
22 not a hearing to consider approval or disapproval of the
23 proposed project. Approval hearings will follow Final EIR
24 certification. Your comments today should be confined to
25 the adequacy and accuracy of information analysis contained

1 in the EIR.

2 I would also like to request that you speak as
3 slowly and clearly as possible to produce an accurate
4 transcript. Also, comments should state their name and
5 address so that we can properly -- that you can be properly
6 identified and so that they can be sent a copy of the
7 response to comments when completed.

8 For those interested in commenting on the Draft
9 EIR in writing by mail or email they may submit their
10 comments to the Environmental Review Officer at 1650
11 Mission, Suite 400, San Francisco by 5:00 p.m. on April
12 27th. The Response to Comments document will make necessary
13 changes to the Draft EIR, some which the department is
14 already aware of. When the Response to Comments document is
15 complete the Planning Department will provide copies to
16 those who have made comments on the Draft EIR.

17 We will then return to the Commission to request
18 certification of the EIR. The EIR is -- if the EIR is
19 certified the Planning Commission may consider the required
20 AAU approvals.

21 This concludes my presentation. Unless
22 Commissioners have questions, I would like to recommend the
23 Commission open up the public hearing on this item.

24 PRESIDENT FONG: Thank you. Opening it up for
25 public comment, Ron Miguel, Paul Wermer, Christopher Martin,

1 Tom Jones, Joan Elberling, and Robert Francis.

2 MR. MIGUEL: Commissioners, Ron Miguel.

3 My history with the AAU goes back at least seven
4 or eight years. When I was sitting up there as a
5 Commissioner I referred to Lisa Stevens as a scofflaw.
6 Nothing's changed. I hoped to make -- I had hoped to make a
7 difference as a commissioner by having the department
8 actually stand its ground and push the city attorney to
9 prosecute. Nothing happened. Other than minor attempts at
10 compliance, again, nothing's changed. They're still out of
11 compliance. They're still scofflaws.

12 This EIR which started back in 2010 is virtually
13 meaningless. All of AAU's real estate acquisitions are not
14 included. At least six buildings are not analyzed. And
15 there's other deficiencies that you'll hear about later.
16 The abject failure to legally conform to codes in spite of
17 an ever changing cadre of highly respected land use legal
18 talent, six or seven attorneys, has unfortunately made the
19 department and the city attorney appear laughable to much of
20 San Francisco.

21 And following along some of the things that
22 previous speakers said in the last item before you, Paul,
23 Peter Calvin, Sue Hester, when asked to participate in the
24 Housing Action Coalition's Student Housing Initiative which
25 led to the present student housing legislation, AAU refused

I-Miguel

**I-Miguel
MR-1**

**I-Miguel
PD-2**

**I-Miguel
GC-3**

1 to come to the table, the only post-secondary institution
2 that was not there.

3 Instead of building code-compliant student
4 housing, they continue to buy up low-income and affordable
5 residential properties and illegally convert them to house
6 students. Seventeen buildings have taken up nearly 1,800
7 affordable beds from actual San Francisco residents, using
8 them for temporary short-term students who are not part of
9 our local workforce which is in desperate need of these
10 units.

11 And as an absolute effrontery, when you refer to
12 the EIR it states and quotes,

13 "Objective 1, Policy 1.9 of the city's housing element
14 require new commercial developments and higher
15 educational institutions to meet the housing demands
16 they generate, particularly the need for affordable
17 housing for low-income workers and students."

18 If you don't studiously hold them responsible,
19 nothing will happen. I understand that the only way to do
20 so is to pass and certify this ridiculous EIR. So please do
21 so, so some action can take place. I'm getting too old to
22 come back here for the next eight or ten years.

23 MR. JONES: Good afternoon, President Fong and
24 Commissioners. My name is Tom Jones. I'm a resident and
25 homeowner in San Francisco. I'm the former dean of the

**I-Miguel
GC-3
cont.**

**I-Miguel
MR-2**

**I-Miguel
PO-4**

I-Jones1

**I-Jones1
GC-3**

1 College of Architecture at Cal Poly in San Luis Obispo. I'm
2 speaking not on behalf of my university, but I participated
3 for many years as a dean there in institutional master
4 planning. And Cal Poly in 2010 is the same size as the AAU
5 wants to be in 2020, so it may be germane. I'll be
6 submitting written comments.

7 I think four things are really important here.
8 This is a very unusual EIR. I want to compliment the staff.
9 It is enormous, extremely well done. I also agree with the
10 previous speaker. Whatever your thoughts are we need to
11 move forward to action, and approving an EIR is necessary
12 for that. However, the EIR says a few things I think are
13 important to note.

14 First of all, this is an EIR on a very ambitious
15 attempt to lay out territory in which to buy buildings. And
16 I would -- I think it would be helpful for decision makers,
17 for you and the general public, to tie to the EIR some
18 important key facts and figures so people can really
19 conceptualize this.

20 First of all, AAU now has 1.5 million square feet
21 of real estate. That is the size of the Bank of America
22 building. Most of that was acquired without conditional use
23 permits. I think that's -- that's germane.

24 Secondly, that it hasn't built a single unit of
25 new housing. And in its Institutional Master Plan, which

**I-Jones1
GC-3
cont.**

**I-Jones1
GC-1**

**I-Jones1
MR-1**

**I-Jones1
AL-1**

1 they simply file and you host on your website, it says
2 point-blank, we do not do new development. The fact that
3 this EIR took so long on a project which does not have in
4 any of the alternatives any commitment to build a single new
5 unit of housing I think is a problem. I don't want to delay
6 the EIR, but I think a project alternative that, one, had
7 more reasonable growth to match that growth with some
8 development of new housing.

I-Jones1
AL-1
cont.

9 And a third issue it restricted the areas in which
10 the project sponsor wants to proceed. I think it would help
11 the Commission and the EIR to combine your maps to show
12 where they are now and where they want to go. About two-
13 thirds of the areas they want to go, they're not there now.
14 And some of these are so far from where they are it would be
15 like telling UCSF to go down to the Castro or Noe Valley and
16 start shopping, or USF to go to the Marina District. In
17 fact, USF is closer to their (inaudible) purchase than they
18 are.

I-Jones1
PD-6

19 Finally, I think there are a lot of other issues
20 I'll put in writing, but again I think the EIR spells it out
21 very nakedly. There's a deficiency of new housing that
22 they're asking to be accepted as part of the project, and no
23 alternative showing more housing, higher concentration in a
24 smaller area, or growth cap-to-housing was actually
25 evaluated in the EIR. Thank you.

I-Jones1
GC-3

I-Jones1
MR-2
AL-1

1 MR. WERMER: Good afternoon, Commissioners. My
2 name is Paul Wermer. I live at 2309 California Street. A
3 couple of -- three points I'd like to try to make in my
4 time.

5 The first one is that I really value CEQA as the
6 original intent was, and that is to provide decision makers
7 with a comprehensive assessment of the impacts of a project
8 or operation. The difficulty we're facing here is that
9 nothing before 2010 is incorporated in this draft EIR. And
10 perhaps not recent acquisitions are treated as projects but
11 are still in the programmatic, let's scope out this huge
12 area where we can do things segment.

13 That makes in particular the ESTM all the more
14 important, because so much information about the impact of
15 AAU's operations on the city is actually to be found in that
16 document. And it makes it difficult to comment
17 intelligently on the Draft EIR without knowing what has been
18 addressed or incorporated in that Existing Site Technical
19 Memo.

20 Some interesting thoughts came to mind as I was
21 listening to the housing report earlier. I believe it was
22 about 3,500 new units this past year. And if you look at
23 the projected growth of AAU, by 2020 we're talking about
24 6,100 new students, plus faculty, say 1,500 units to provide
25 housing for them. That's, you know, nearly 50 percent of

I-Wermer2

**I-Wermer2
GC-3**

**I-Wermer2
OC-1**

**I-Wermer2
MR-2**

1 the housing we built this year. That to me is something --
2 again, the context that numbers should be looking at.

3 I'm concerned about the sprawl over multiple sites
4 and the continued operation over multiple sites, the impact
5 on traffic, the impact on greenhouse gas emissions. The --
6 the EIR says, well, no -- no significant impact on
7 greenhouse gas emissions, less than significant. But if
8 you're running several shuttle busses over that area you're
9 generating a lot of emissions. What's not significant in
10 greenhouse gas emissions in the environment we're in today?

11 Finally, perhaps more concerning is the Reckoned
12 Park (phonetic) discussion in section 411. It says it's
13 less than significant because there's not enough use to
14 damage the park. It doesn't talk about the displacement of
15 residents and children where that is the only recreational
16 space from the parks. That isn't assessed. And the impact
17 of the use that effects neighbors, residents, children who
18 don't have other places is a very significant impact that,
19 for some reason, wasn't considered worthy. Thank you.

20 MR. MARTIN: Good afternoon, Commissioners. My
21 name is Christopher, Christopher Martin.

22 My family originally developed the cannery in the
23 mid-1960s and operated the complex until we sold it to
24 Patson Vornado in the year 2007. Ultimately, Patson Vornado
25 defaulted on its loan which led to the Academy of Arts

I-Wermer2
MR-2
cont.

I-Wermer2
TR-6
GG-1

I-Wermer2
RE-1

I-Martin1

I-Martin1
GC-3

1 picking up title to the property in 2011.

2 As noted in the Draft EIR, the cannery is a
3 structure of merit. And there is a reference to the
4 historic European interiors from William Randolph Hearst's
5 estate that my family assembled in the cannery. But the
6 Draft EIR fails to adequately describe the significance of
7 these historic interiors.

8 These interiors include a 95-foot long hull
9 (phonetic) designed in 1617 by the renowned architect Indigo
10 Jones who was King James the I's architect. The long hull
11 has it's originally handcrafted oak-paneled walls,
12 intricately molded plaster ceiling, and a detailed carved
13 fireplace. In addition, there are two other 16th Century
14 English rooms, and a precious 15th Century Spanish ceiling
15 from the Palace Altamira near Toledo, Spain.

16 A similar ceiling exists in the Legion of Honor, a
17 permanent exhibition. Pages 3-81 of the Draft EIR indicates
18 that these historic rooms will be converted to classrooms,
19 which I fear may lead to their demise. The historic rooms
20 should be surveyed in the EIR and they should determine if
21 they're eligible for listing in preservation in the
22 California Register of Historical Resources.

23 On another note, for over two years the public
24 restrooms in the cannery have been inaccessible, requiring a
25 card key for entry. This is a hardship for the visiting

I-Martin1
GC-3
cont.

I-Martin1
CP-2

I-Martin1
MR-1

1 public and a violation of its current use as an office and
2 retail complex. There should be enforcement of the building
3 uses, including the public's access to circulation and
4 public facilities until a change of use is considered and
5 perhaps granted.

I-Martin1
MR-1
cont.

6 As noted in the Draft EIR, a number of years --
7 for a number of years the Academy has expanded its uses
8 without applying for necessary construction or change of use
9 permits. Its unbridled expansion has reduced the city's
10 precious housing stock. Undoubtedly, the Academy's practice
11 of violating the law puts similar institutions that follow
12 the law at an operational and economically disadvantage.
13 The EIR should evaluate capping student enrollment at the
14 Academy to its 1991 enrollment level, and establish binding
15 mitigation measures that fully address the impacts to the
16 environment.

I-Martin1
MR-2

I-Martin1
GC-3

I-Martin1
PD-5

I-Martin1
GC-5

17 MR. IONIN: Thank you, sir.

18 MR. MARTIN: It's time to bring the Academy --

I-Martin1
MR-1

19 MR. IONIN: Your time is up.

20 MR. MARTIN: -- to full compliance. Thank you.

I-Martin1
MR-1

21 PRESIDENT FONG: Thank you. Next speaker,
22 Elberling, I did call your name. Hiroshi Fukuda, Marleyne
23 Morgan, I believe, Joseph Seiter, Stella Adelman, Joan
24 Holden, and Patrick McCann.

25 MR. ELBERLING: Thank you. Good afternoon,

O-TODCO2

1 Commissioners. I'm John Elberling, TODCO Group. I want to
2 focus comments on Academy's housing impacts.

3 The EIR's first fatal flaw is that in analyzing
4 the impacts it only talks about the proposed additions to
5 what exists now from now on as it grows. But of course,
6 since this is the first ever comprehensive EIR for the whole
7 institution, obviously as a matter of law the entire impacts
8 of the existing and future student body employees must be
9 fully analyzed, and they're not.

10 We learned from the EIR that in 2010 there were
11 about 11,000 students, and they hope to add 6,000 more, and
12 that's a total of 17,000, of which 69 percent would live in
13 the city. And that cranks out, according to the EIR's own
14 methodology, to over 5,000 dwelling units being needed to
15 house those 17,000. The workforce in 2010, well, total with
16 the expansion, 2,300. And by the methodology another 1,520
17 units are needed for the workforce and faculty in this city.
18 So when you add it up you're looking at 6,700.

19 Now the Academy, as we know, as taken about 700-
20 some housing units that are already existing and converted
21 them to student housing. But of course, that is not adding
22 new supply and does nothing to mitigate any of those housing
23 impacts, nothing, absolutely nothing.

24 The second fatal flaw of the EIR is the bold-faced
25 lie that no feasible mitigation is available to deal with

**O-TODCO2
GC-1**

**I-TODCO2
MR-2**

1 these housing impacts. That's just bull. The Academy can
2 build housing. They're clearly real estate wizards. They
3 clearly have the working capital. They need to build
4 housing for their own students and their own workers.

5 The mitigations that you need to incorporate in
6 the EIR is, first, if they don't do that do not approve the
7 Institutional Master Plan, do not approve any expansion
8 whatsoever. Second, they need to build much more housing
9 throughout the city in addition to the 400 beds they propose
10 for both students and faculty. And third, they should
11 return the rent controlled units they acquired back to the
12 city at their cost to sell as affordable housing to offset
13 their workforce demands.

14 The site that we want to highlight where they can
15 build 500 or more units, group housing units, with 1,000 or
16 more beds is in the South Market (phonetic), it's in the
17 Central SOMA Plan. It's at 5th and Brannan Street. They
18 own that property. We would support a major student housing
19 campus there. That would be specific mitigation to
20 incorporate because the Central SOMA Plan rezoning can set
21 the -- give them the authorization they need. Thank you.

22 MR. FUKUDA: Yes, good afternoon. My name is
23 Hiroshi Fukuda, Coalition for San Francisco Neighborhoods.

24 I'd like to read the resolve that -- of a
25 resolution that we passed March 9th, the resolve.

**I-TODCO2
MR-2
cont.**

**O-TODCO2
AL-1**

1 "The CSFN urges the Planning Commission to enforce all
2 planning codes which AAU has been in violation, and to
3 strictly enforce all penalties, especially since some
4 of the violations occurred after they were informed of
5 the numerous code violations." Signed, "Judith
6 Berkowitz, President."

7 Some of my own comments. The EIR is inaccurate
8 and insufficient and inadequate. It doesn't mitigate the
9 housing impacts in a meaningful way. It still cannibalizes
10 (inaudible). And the past violations are not corrected and
11 the city made whole. AAU must be forced to build new
12 housing. It's not as though they're cash poor.

13 Future housing impacts for the new faculty and
14 students, it was, I think, Paul Wermer who mentioned so many
15 thousand units would be available. Well, if you look
16 further into that, those several thousand units of housing,
17 that's total housing. That's not affordable housing that
18 these students who will be likely to try to live in. So
19 that's -- that's more of an impact.

20 Now some comments on -- from the website. On the
21 AAU website it says,

22 "We hold ourselves and strive to instill in our
23 students the highest ethical standards of personal and
24 professional integrity."

25 Now let's think about this. It's open enrollment.

O-CSFN3

**O-CSFN3
MR-1**

**O-CSFN3
GC-1**

**O-CSFN3
MR-2**

**O-CSFN3
GC-2**

1 Anyone who could get a loan will be admitted to the school,
2 no matter what their, you know, future outlook for
3 employment. There's been staff violations in increasing the
4 enrollment against Federal Law. Underperforming students
5 have been maintained or kept in school so that the school
6 gets their -- the loan money. They purchased housing,
7 hotel, apartments, motels, and then subdivide them and
8 charge for the bed, per bed, which might be equal to the
9 unit itself.

10 Now in closing, they hold their students to the
11 highest ethical standards of personal and professional
12 integrity. How has the Academy of Art University performed
13 as an institution regarding to ethical standards and
14 professional integrity? I think that really has to be
15 looked at. You know, the -- this hearing is important
16 today. But also the whole integrity of the AAU has to be
17 considered.

18 MS. MORGAN: Yes. Marleyne Morgan, also here on
19 behalf of CSFN. And we've already had our speaker. We will
20 submit written comments. Thank you.

21 PRESIDENT FONG: Thank you.

22 MR. FRANCIS: Hi. My name is Rob Francis. I am a
23 resident right next door to the Academy of Art on Townsend
24 Street. I just wanted to have these for -- to be entered
25 for everyone.

**O-CSFN3
GC-2
cont.**

I-Francis

**I-Francis
GC-3**

1 I moved into my apartment next to what is now the
2 Academy of Art in 2009. At the time I moved in I was not
3 aware the university -- of the university having a presence
4 there. There was never any signage or a posting that AAU
5 was planning on opening up a campus.

6 Over the last seven years the site has undergone a
7 major expansion without any notice to the neighbors who may
8 have objected to their expansion. The building next to mine
9 is now a full-time AAU dorm. And many of their students are
10 now starting to occupy units in my apartment building.

11 I am deeply concerned that the proposed expansion
12 will force out the remaining tenants in my building who are
13 middle-income earners. I'm not in a rent controlled
14 building. And I actually lost my last apartment because my
15 prior landlord was a speculator who lost all of his
16 properties. It seems to me that AAU is in a habit of
17 purchasing buildings that are close to their campus, and I'm
18 now at ground zero.

19 The university operates several shuttle busses and
20 fleet vehicles that run hours -- all hours of the day and
21 night. Since Academy of Art opened vehicle trips to the
22 area have increased to a level that gridlocks traffic in the
23 area all around Townsend Street, the on-ramps next to the
24 Caltrans station. I've included photos to show how
25 congestion, parking and traffic have been impacted since the

**I-Francis
GC-3
cont.**

**I-Francis
TR-6**

1 Academy of Art opened.

2 I'm asking the Planning Department to study the
3 following: Impacts to local traffic; impacts to highway
4 access; impacts to emergency response time; the cumulative
5 impacts with other projects that are coming online in the
6 future; impacts to housing in the area, and I don't have
7 that written down but that was most important; and
8 alternatives to the expansion plan, including the addition
9 of a parking garage or parking garages for their students.

10 The current plan to expand the campus will have
11 huge irreversible impacts on traffic, housing, open space,
12 and local residents' quality of life.

13 The area around the proposed expansion is one of
14 the most traffic-heavy areas in the city with drivers
15 spending up to an hour stuck in traffic as they make their
16 way to the 101, 280 and Bay Bridge. I'm also asking for the
17 Planning Department to evaluate ways for this project to
18 reduce or mitigate the project's impacts on roadways and
19 housing.

20 I believe the city officials have a responsibility
21 to protect the public and to study alternatives to the plan.
22 Please do not approve the project. Thanks.

23 MR. MCCANN: Good afternoon, Planning
24 Commissioners. I want to submit a report to the Federal
25 Government that lists 2550 Van Ness and the recreational

**I-Francis
TR-6-cont.**

**I-Francis
TR-5
+
MR-2**

**I-Francis
TR-2**

**I-Francis
AL-1**

I-McCann

**I-McCann
PD-1**

1 uses of the AAU. AAU fails to disclose in the EIR the 2550
2 Van Ness. 2550 residents was taken off the AAU website when
3 the planning was notified. The AAU annual campus safety
4 report to the Federal Government lists 2550 Van Ness on page
5 six.

6 There is also another motel AAU seems to be using
7 as student housing. Also, the report of the athletic
8 facilities lease for the athletic events on page seven, not
9 only does the AAU refuse to build housing for their
10 students, they refuse to build athletic fields and
11 recreational buildings for their students' use, as well.

12 City taxpayers funded recreational facilities,
13 Kezar Pavilion Boxer Stadium, Potrero Hill Recreational
14 Center, Treasure Island, YMCA, plus UCSF Mission Bay Bakar
15 Fitness. Also use of city recreational facilities from EIR
16 starts 3-11, Treasure Island Soccer Field, Crocker-Amazon,
17 Gene Friend Recreational Center, Kezar again, City College
18 of SF.

19 Also, I'm Patrick McCann with the San Francisco
20 Flower Mart. And I'll be dealing with that also. But back
21 when I was brought aware of the AAU when the art academy was
22 trying to purchase the San Francisco Flower Market, I was
23 all knew to this.

24 And I find it incredibly amazing that after six
25 years you're still stumbling along with the AAU when there's

**I-McCann
PD-1
cont.**

**I-McCann
PD-2**

**I-McCann
RE-1**

**I-McCann
GC-3**

1 so many infractions going on with the housing depletion and
2 all of this awareness. I just find it, new to this whole
3 process six years ago, that we're back here. And I just
4 keep hearing about this over and over and over again.

5 And I think anybody else that would come into this
6 city that would need an Institutional Master Plan would be
7 heavily hit with anything that they would need for their
8 expansion, where they're going, what they're doing, to bring
9 it up to par to all the city requisitions. Thank you.

10 MS. HOLDEN: Thank you, Commissioners. My name is
11 Joan Holden. I want to talk about the disproportionate
12 effect any squeeze on housing has on working artists in this
13 city.

14 I've been a playwright in -- I've made my living
15 as a playwright and theater producer in the city since the
16 late '60s. I'm only here because there was a moment around
17 1970, in the late '70s when it was briefly cheaper to buy a
18 house on Vernal Heights in Potrero Hill than to rent an
19 apartment anywhere in the city. So you will find in our
20 community a population of people my age, artists, low-income
21 by definition, who own houses. And you will not find a
22 single homeowner-artist younger than 50. Most of our
23 community is being driven out of the city at an enormously
24 rapid rate.

25 You may not be aware how low-income we are. I've

I-McCann
GC-3
cont.

I-McCann
PD-3

I-Holden

I-Holden
MR-2

I-Holden
GC-3

1 had a good career. I've made a living. I'm reasonably well
2 known. My plays get done. I've had -- I've worked at small
3 theaters, big theaters all around the country. And my all-
4 time high-earning year was \$42,000 ten years ago. It
5 doesn't -- artists accept to live in poverty in order to do,
6 because we have the great joy of doing work that we love and
7 we accept the tradeoff. But to be -- to be driven out of
8 the city, for us to be driven out of the city is going to
9 have -- is having already a really bad effect on the
10 cultural tone, on the feeling of the city.

11 This is happening all around the country. It's
12 happened in -- no one talks about Greenwich Village anymore.
13 Nobody talks about the Lower East Side as places where
14 artists live. Very soon they won't be talking about
15 Brooklyn and Oakland as places where artists live.

16 We are -- it's ironic that the city -- we're like
17 immigrants. We are populations that the city boasts about.

18 We create color. We create excitement. But it does
19 nothing to protect us, to protect our ability to stay in the
20 city. And we're being -- it's like ethnic cleansing.

21 Please make the Academy of Art build housing.

22 Thank you.

23 MS. ADELMAN: Good afternoon. My name is Stella
24 Adelman, and I am a native of San Francisco and the daughter
25 of two artists. And I'm concerned about how AAU growth will

I-Holden
GC-3
cont.

I-Holden
MR-2

I-Adelman

I-Adelman
GC-3

I-Adelman
MR-2

1 displace a substantial number of people, including working
2 artists. And so I wanted to tell my story.

3 I am a performing artist myself, a dancer, and the
4 managing director at Dance Mission Theater in San
5 Francisco's Mission District. Four years ago I was lucky
6 enough to move into an apartment in San Francisco with rent
7 control and join the two other women already living there.
8 When my partner and I finally decided to move into together
9 and take that big leap we looked around and around and
10 around and saw nothing that he, a teacher, and myself, a
11 working artist, could afford. And so he moved into my
12 apartment. There are currently four of us living there, and
13 I have no idea what we're going to do when we have children
14 because there's obviously no space.

15 The only choice that I see as of now is to move of
16 San Francisco, the city where I grew up, and maybe even the
17 Bay because Oakland is getting just as expensive as here.
18 And BART is super expensive, it doesn't run 24 hours. And,
19 what, we commute an hour now. What will happen when we
20 commute two hours, three hours? How much further are going
21 to get pushed out. The housing crisis, as we all know, is
22 huge in San Francisco, and this project will only exacerbate
23 it.

24 A city cannot be a city without diversity, without
25 the janitors, without the teachers, without the nurses,

I-Adelman
MR-2-cont.

I-Adelman
GC-3

I-Adelman
MR-2

I-Adelman
GC-3

1 without the artists. And so I urge that the Academy of Art
2 University be made to build student housing, which it
3 currently refuses to do, rather than gobble up what little
4 housing is left. Thank you.

5 MR. SEITER: Good afternoon. My name is Joseph
6 Seiter. I have called San Francisco my home for 25 years.
7 I'm raising my daughter on the corner of Bush and Mason
8 Street. This is my first time at a Planning Commission
9 hearing, and I'm here today with a number of concerns.

10 I have several times had encounters with the
11 Academy of Art University. I have always been met on their
12 part by arrogance, entitlement, and on one occasion physical
13 intimidation. Another occasion became a police matter.

14 The previous speakers have voiced my concerns
15 quite eloquently and I'm in full agreement with them.
16 Academy of Art University is not a good citizen. Academy of
17 Art University is not a good neighbor. Academy of Art
18 University is and has for a long time now been in violation
19 of the law. Academy of Art University is a real estate
20 conglomerate. And what they request here is nothing less
21 than carte blanche for a massive land grab by a private for-
22 profit entity.

23 If my government lets me down in this matter and
24 they get away with it, words will not express how appalled I
25 am. Thank you.

I-Adelman
GC-3-cont.

I-Adelman
MR-2

I-Seiter1

I-Seiter1
GC-3

I-Seiter1
MR-1

I-Seiter1
GC-3

1 PRESIDENT FONG: Additional speakers. J.R.
2 Eppler, Ian Lewis, Mari Eliza, Tom Mecca, Jake McGoldrick.

3 MR. EPPLER: Thank you, Commissioners. My name is
4 J.R. Eppler and I'm president of Potrero Boosters
5 Neighborhood Association. I've come here today to discuss
6 one of the project sites described in the DEIR.

7 121 Wisconsin Street is a lot bound by Wisconsin
8 Street, 17th Street -- excuse me -- which serves as a major
9 pedestrian and bicycle corridor for the neighborhood,
10 Arkansas Street, and 16th Street which is currently being
11 planned to accommodate transit-only lanes and through-
12 traffic from the Mission to Mission Bay.

13 121 Wisconsin Street was zoned as urban mixed-used
14 or UMU planning as part of the eastern neighborhood for its
15 planned rezoning in 2009. Section 843.70 of the Planning
16 Code states that, "UMU zone projects may not be used as open
17 vehicle yards." And in this DEIR the Academy of Art
18 University proposes that very use on the basis of their
19 prior and illegal use of the site as a bus yard. It's
20 footnoted that this use is a noncomplying legal use.
21 However, that claim cannot claim -- or cannot withstand
22 scrutiny.

23 Regardless of any prior use at 121 Wisconsin
24 Street by prior lessees or owners, when the Academy started
25 to use this lot it was used illegally. Under section 843.32

O-PBNA

**O-PBNA
PD-8**

1 of the Planning Code the Academy's use of the site
2 constitutes post-secondary educational service use,
3 something that can't be grandfathered under -- into UMU for
4 two different reasons. One, that use was noncompliant in
5 and of itself because the AAU didn't have an Institutional
6 Master Plan in place, and because 121 Wisconsin Street was
7 not included in the DEIR scoping and was added late into the
8 EIR process.

9 Second, even if this use was legitimate it still
10 would not be allowed because under the eastern
11 neighborhood's code, Implementation Code, uses could only be
12 grandfathered in if, one, they were regularly operating or
13 functioning on a continuing basis for no less than two years
14 prior to the effectiveness of the UMU zoning, or two, the
15 use has been functioning for no less than two years and has
16 been going on since April 17th, 2008.

17 The Academy first leased this spot December 4th,
18 2008. The UMU zoning took effect on December -- or, no,
19 excuse me, on February 18th, 2009, only 76 days later. The
20 Academy would fail the two-year rule in either test under
21 the code.

22 Now the reason I bring up 121 Wisconsin Street,
23 well, for two reasons. First, it's use as a bus yard should
24 not be allowed without the appropriate due process to allow
25 such a nonconforming use in a rapidly changing neighborhood

**O-PBNA
PD-8
cont.**

1 the type of due process that allows adequate neighborhood
2 notice and input. But second, and I think more importantly,
3 121 Wisconsin Street is emblematic of the Academy's
4 deliberate (inaudible) regarding the use of their properties
5 and the rapid flouting of the planning process. To allow
6 bus storage at 121 Wisconsin and to conduct this planning
7 process without the utmost in scrutiny and oversight would
8 be to reward malfeasance. Thank you.

9 MR. LEWIS: Commissioners, thank you. Ian Lewis,
10 Unite Here Local 2, the Hotel Workers' Union. You know,
11 I've been in discussions about illegal conversions by AAU of
12 both rent controlled housing and hotels for over a decade.
13 And it's just galling to me that we're still here.

14 AAU is project 17,000 students by 2020, five years
15 from now, with thousands of units of housing, I think
16 frankly underestimated in this EIR given the number of --
17 the degree to which they're recruiting more and more
18 overseas' students. The idea that there is no mitigation
19 for that -- that demand on housing is ridiculous. As Mr.
20 Elberling said earlier, they can do what every once else
21 seems to be doing right now and build units. But the idea
22 that we should count the units that result from illegal
23 conversions would be an outrageous precedent. Are we really
24 thinking, just a few months after Airbnb, are we really
25 thinking of rewarding yet another giant corporation for

O-PBNA
PD-8
cont.

O-UHL2

O-UHL2
GC-3

O-UHL2
MR-2

1 brazenly flouting the laws of this city?

2 We don't have to wait for this EIR to be finalized
3 in order to dispense with this nonsense. Schedule a hearing
4 on the Institutional Master Plan, schedule a series of
5 hearings on the projects, hold them to the city laws as they
6 exist today, you can do that now. You can move forward and
7 dismiss the ones that don't comply with the laws.

8 If not, be straight with us, be clear with us.
9 What is the threshold? How -- just how big a corporation do
10 you have to be to be rewarded for violating our city's laws.
11 You would never allow the individual homeowners of this city
12 or tenants of this city to get away with this kind of
13 behavior. Don't selectively enforce the law of this city.
14 Hold AAU accountable. Thank you.

15 PRESIDENT FONG: Thank you.

16 MS. ELIZA: Mari Eliza here. I'm with the
17 Coalition for San Francisco Neighborhoods, as well as some
18 other organizations. I'm going to talk about the housing
19 and traffic impacts.

20 As many people have already mentioned, this
21 project does not support the city's priority policy of
22 making more rental units available in San Francisco for the
23 San Francisco residents. It includes no new housing and
24 only conversions. They've already obtained many buildings
25 and transitioned them into classrooms and student housing

O-UHL2
MR-2-cont.

O-UHL2
PD-3

O-CSFN4

O-CSFN4
PO-4

O-CSFN4
MR-1

1 without any compliance for the law. And now they want to
2 take on more rental units and take them off the market and
3 increase the number of shuttles on the streets.

4 This project fails to consider any alternatives
5 that could reduce negative impacts on existing housing and
6 traffic. They should consider a more compact campus area to
7 alleviate the need for shuttling students. They could also
8 consider partnering with developers in the areas near their
9 core south of Market, holdings to produce new housing near
10 their campuses if they don't want to build them themselves.

11 AAU needs to be held to the same standards as
12 other large institutions in our city if we're going to allow
13 them to have these kind of expansions in our city. Please
14 do not approve this. Thank you.

15 MR. AVICOLLI: Hi. My name is Tommi Avicolli,
16 MECCA. I'm with the Housing Rights Committee.

17 We may all disagree on exactly how we solve our
18 housing crisis. But I think that most people would agree
19 that preserving our current rental stock, especially our
20 rent controlled rental stock, has to be a priority in
21 solving this crisis. The rent controlled stock is our
22 largest stock of affordable housing in the city, there's no
23 question about that. The preservation of this stock should
24 be a part of any EIR. Housing is a part of our environment.
25 And the impact on this housing, especially the rent

O-CSFN4
GC-2

O-CSFN4
AL-1

O-CSFN4
GC-2

O-HRCSF

O-HRCSF
MR-2

1 controlled supply, should be considered seriously in this
2 EIR.

3 AAU, unfortunately and very alarmingly, has been
4 swallowing up rent controlled buildings, 17 of them from
5 what I understand. That's far too many units for us to lose
6 at any time in our history, but especially right now.

7 I feel that this swallowing up of these rent
8 controlled units is also counter to the Mayor's Directive
9 1301 that directs city departments to preserve housing
10 units. So it seems to me that it's incumbent upon you to
11 consider this and to make preserving our rental units a
12 priority and, therefore, reject AAU's plans to swallow up
13 more.

14 The AAU is doing the opposite of what the mayor is
15 proposing. It's cannibalizing our rent controlled buildings
16 for its illegal dorms. The AAU reduces our precious housing
17 stock which we cannot afford to do. And the AAU also denies
18 its students in these dorms any tenant protections which
19 should also be counter to city policy.

20 San Francisco cannot afford to lose any more
21 rental units. In fact, it's insanity to even consider the
22 idea of losing rent controlled rental units at this moment
23 in time.

24 Basically, I feel the CU should be denied. The
25 apartments that the AAU has already acquired should be

**O-HRCSF
MR-2
cont.**

**O-HRCSF
PO-4**

**O-HRCSF
MR-2**

**O-HRCSF
GC-2
O-HRCSF
MR-2**

1 returned to rent controlled units. And if the Academy is
2 going to be forced to build new construction for its
3 students I think those -- those units should be affordable
4 units for the students and not market rate. Thank you.

5 PRESIDENT FONG: Thank you. Next speaker, let me
6 call a couple more names, Gen Fujioka, Angelica Cabande,
7 Peter Cohen, and Jim Meko.

8 MR. MCGOLDRICK: Commissioners, Jake McGoldrick.
9 I used to be a member of San Francisco Board of Supervisors.
10 For seven of my eight years that I served there I was on
11 the Land Use Committee. Most of those years I was the
12 chairman at the Land Use Committee.

13 I think you know as much as anybody in this city,
14 in fact, perhaps more than some of the members of the San
15 Francisco Board of Supervisors Land Use Committee today
16 right now. And you know what's happening to the housing
17 right now. And you know why the rents have gone so sky
18 high, banishing people, economically banishing people from
19 this city when we actually have housing that should have
20 been preserved, and you know that. You can ask Mr. Reyne
21 (phonetic). You can ask your planning director, he knows,
22 he's a professional, what's going on? Ask him for a
23 solution. Ask staff to get on it. They know what to do.
24 You need to direct them. How do you direct them? You tell
25 them scofflaws are basically committing crimes.

**O-HRCSF
MR-2
cont.**

I-McGoldrick

**I-McGoldrick
GC-3**

1 In another country this would be called
2 corruption. This is a corruption issue. How do we live in
3 a city like this and pretend that somehow or other we have
4 ethical and moral standards. Oliver Wendell Holmes said,
5 "The law is simply the minimal level of morality." They
6 breaking the law every day and they're hurting people.
7 They're driving out families. They're driving out children.
8 They're driving out the middle class. What for? For the
9 greed that this company calling itself a school pretends to
10 use to provide so-called housing for students from whom they
11 have making lots of money.

12 You need to call for an Institutional Master Plan
13 and nail this down.

14 I teach at the University of San Francisco. We
15 have an Institutional Master Plan. We agreed to a one
16 percent -- one percent limit on students per year for the
17 next ten years. Why? Because we sat down and did an honest
18 Institutional Master Plan and said we can't expand without
19 causing harm to the area, to the neighborhood, to the city
20 unless we limit it to one percent, 8,000 students, 80
21 students per year for the next 10 years.

22 Why in the name of whatever you want to call it
23 can't this outfit do it? Because this outfit and this
24 family-owned outfit breaks the law and pays no penalty.
25 They need to be nailed. Perhaps they need to be tarred,

**I-McGoldrick
GC-3
cont.**

**I-McGoldrick
PD-3**

**I-McGoldrick
GC-3**

1 feathered, nailed, and taken out of town as they would do in
2 a good congregation in the town of New England maybe these
3 days because they believe in following the law. They helped
4 form the kind of government we have.

5 How ridiculous that we've got to sit here and --
6 you know, I can read off the list, you've heard it all, what
7 all the important points are, the number one important point
8 is between Airbnb and this outfit this city is getting
9 destroyed and people's lives are getting destroyed. Can you
10 do something about it? Will you do something about it?
11 Will you please do something about it? Okay.

12 I don't often get too emotional but I see the harm
13 that's going on all over this city. You know the harm
14 that's going on all over this city. It's not helping, it's
15 hurting. It's destroying a city that has a reputation for
16 being a so-called great city. Please do what you know you
17 need to do. Get an Institutional Master Plan. Take -- when
18 I was on the Board 10 years ago they had over 57 violations,
19 58, 59, almost 60 violations. What's been done about all
20 that? And they're still in violation.

21 Nail them, run them out of town on a rail, and
22 make them see and make others see as an example that you
23 will help to follow the laws of this city. Thank you.

24 MS. CABANDE: Good afternoon, Commissioners.
25 Angelica Cabande with SOMCAN. And we are here today, just

**I-McGoldrick
GC-3
cont.**

**I-McGoldrick
PD-3**

**I-McGoldrick
MR-1**

**I-McGoldrick
GC-3**

O-SOMCAN

**O-SOMCAN
GC-2**

1 like a lot of other speakers before me concerned about the
2 grid of AAU without really having a comprehensive
3 understanding of the negative impact it will have on the
4 city, not just in the past but also right now and in the
5 future. Excuse me.

6 AAU has to date never adopted a city mandated
7 Institutional Master Plan that would define a geographic
8 area of primary concentration and guide future growth
9 planning, and that's something that we really -- that I hope
10 this body would include. In addition, AAU has not built one
11 unit of housing to accommodate student growth, choosing
12 instead to buy up to 17 existing rental housing, hotel, and
13 live-work properties and remove them from the general
14 housing stock to make them student housing.

15 I don't have to repeat to you the housing crisis
16 that we are in. And recently we just passed a housing
17 balance to make sure that there is a balance of San
18 Francisco of what kind of housing we're building. And we
19 also need to protect those existing housing that are -- that
20 is being removed by AAU.

21 So with that I hope the -- the EIR fails to note
22 that students and staff at AAU are likely to seek low to --
23 low- to moderate-income housing, not just market-rate
24 housing. If city workers are already saying they cannot
25 afford to live in market-rate housing, what -- how can we

**O-SOMCAN
GC-2
cont.**

**O-SOMCAN
PD-3**

**O-SOMCAN
MR-2**

1 say those students and staff can actually afford to also
2 live there?

3 Also, the city does not need an approved EIR to
4 immediately proceed to take action against the AAU for
5 illegal conversion of former rental housing. And the city
6 attorney's office should be asked to start proceeding in
7 that -- the investments of these units or payment of
8 sufficient mitigation funds to construct some replacement
9 units.

10 With that, AAU needs to be held to the same
11 standard as other larger institutions in our student. AAU
12 has gotten away with buying up large swaths of neighborhood
13 in a way no others have. So we hope that this body would
14 take this seriously. It's been over a decade that they've
15 been held accountable. We really need to make sure that
16 today AAU will be held accountable and that those housing
17 stock that they're removing from the city is going to be
18 replaced by them. They have enough money. Their profit is
19 growing each year. So we need to make sure they also give
20 back and invest back to San Francisco. Thank you.

21 MS. FUJIAKA: Members of the Commission, Gen
22 Fujiaka with the Chinatown Community Development Center.
23 And it's really hard to follow all the previous speakers. I
24 know it's -- it's both a tragedy and an irony to hear that
25 this institution which is supposedly advancing art is

**O-SOMCAN
MR-2
cont.**

**O-SOMCAN
GC-3**

O-CCDC

**O-CCDC
GC-3**

1 displacing artists and causing the kind of harm it has to
2 the community. And I just want to add just a few points in
3 terms of just some of the impacts that we have seen in
4 Chinatown on -- of what -- and we can almost trace it
5 directly to AAU.

O-CCDC
GC-3
cont.

6 One of the things we've seen is that over the --
7 over the past period we've seen increasing numbers of SRO
8 units exclusively marketed to students. So what formally
9 used to be SRO units that were available to seniors and
10 immigrant families, we see them listed on Craigslist
11 specifically for students. We've seen buildings being
12 converted to be SRO, buildings that are being converted and
13 repurposed for student housing. And we also are seeing
14 impacts on our community spaces in the recreation centers
15 where students are using our community as a part of their
16 campus, in essence.

O-CCDC
MR-2

17 And you know, there's nothing wrong with students
18 participating in the neighborhood. But it's -- they are
19 not -- the institution itself is not paying its own way.
20 It's having an impact on already a dense and resource-
21 stretched neighborhood. And we -- we're very concerned
22 about already the existing -- the previous growth. And so
23 we certainly would object to additional growth of this
24 institution until it takes responsibility for the impact it
25 has on the communities that surround the neighborhood.

O-CCDC
RE-1

O-CCDC
GC-2

1 So we certainly join in the comments earlier that
2 there should -- should be enforcement action with respects
3 to the converted and illegally converted housing. And
4 certainly we think that there should be additional language
5 and analysis of holding a line, a stronger alternative in
6 which the institution doesn't -- either divests or does not
7 grow until it addresses the impacts it's had on our
8 neighborhoods. Thank you.

9 MR. COHEN: Good afternoon, Commissioners. Peter
10 Cohen, Council of Community Housing Organizations. Just
11 listening to all these comments.

12 You know, we have 23 member organizations that all
13 do housing work. And you know, we're supposed to be
14 building housing or providing more housing supply and
15 serving the populations. I feel like we're running in
16 place, maybe even backwards these days. We're losing more
17 housing than we're gaining, and that's very troublesome.
18 Whether it be from a large private institution like AAU, or
19 whether it be the short-term rental hosts that seem to be
20 cannibalizing our housing stock, or whatever else it might
21 be, we're just not able to gain enough units to take care of
22 our needs.

23 The irony of this conversation, thinking back to
24 the previous element -- item on the housing inventory, you
25 saw that of our, you know, 2007 to 2014 period we were

**O-CCDC
MR-1**

**O-CCDC
AL-1**

O-CCHO

**O-CCHO
MR-2**

1 dramatically under-supplied on moderate- and low-income
2 housing. We barely hit 50 percent of the need on low- and
3 moderate-income housing.

4 And to point, the student and faculty population
5 generated by this institution are low- and moderate-income.
6 These are not folks who are going to be getting market-rate
7 housing. I'm sorry, the supply-side argument isn't going to
8 work for this demand. So you're basically adding 6,000
9 students and 1,200 faculty into a demand situation that's
10 already only being half met by our new production, which
11 just simply puts all the pressure on existing supply.

12 And we have to be holding sponsors responsible for
13 at least partially if not fully mitigating the impacts of
14 that increased demand. That's just logic for any kind of
15 infrastructure. You don't add more demand to transportation
16 or to parks or to community facilities without expecting it
17 to be mitigated in some way. And that's what this EIR
18 should fundamentally do.

19 It's been pointed out earlier in terms of looking
20 at alternatives to what's being proposed, why isn't there a
21 reduced project alternative, whatever that might be? Either
22 it's a frozen situation of no new growth or whether it's
23 measured so that the growth is only over -- at a certain
24 rate over time that's then tied to an ability to preserve
25 existing housing and to add new housing. So you're not just

**O-CCHO
MR-2
cont.**

**O-CCHO
GC-1**

**O-CCHO
AL-1**

1 doing a zero-sum game of removing some folks from housing to
2 replace them for others. That kind of reduced project
3 alternative can and should be evaluated in an EIR.

4 The other question is mitigation. As far as I
5 know institutions like AAU are not required under our
6 current city's Jobs-Housing Linkage to pay impact fees for
7 the impact of their workforce, which is surprising. And I
8 think that should be considered as the city looks at Jobs-
9 Housing Linkage again. This again is a huge workforce being
10 developed. Aside from the students, you've got 1,200
11 faculty. That's a workforce. CMPC recently agree to a
12 development agreement to mitigate its workforce to a
13 substantial number. And this is a situation at least where
14 AAU should be contributing to a fund or Jobs-Housing Linkage
15 or some other way to offset that impact in real dollars and
16 cents. Thank you.

17 MR. MEKO: Thank you, Commissioners. Jim Meko
18 again. I'm here to address Study Area 12. I live within
19 its boundaries, and it's also a part of the Western SOMA
20 Plan Area of which I'm particularly fond.

21 AAU obviously has their sights set on a set on a
22 couple of motels on 9th Street. According to the Draft EIR
23 it says that AAU's change of use would be a permitted use
24 under the SLR Zoning District. And they claim that
25 therefore there are no potential conflicts. That might be

**O-CCHO
AL-1
cont.**

**O-CCHO
PH-1**

I-Meko

**I-Meko
PO-1**

1 the case if we were living in 2012. But the Western SOMA
2 Plan was adopted two years ago and there is no SLR anymore.

3 9th Street is now zoned RCD, and student housing
4 is a non-permitted use. It would be allowed in the adjacent
5 WMUG zoning and on the Folsom NCT, but only in new
6 construction and only with a CU.

7 So I would ask with all due respect that you
8 kindly remove Study Area 12 from their Institutional Master
9 Plan. And before they get any other ideas, post-secondary
10 education as an institution use is prohibited in the RCD and
11 only allowed in the WMUG and the Folsom NCT with a CU.
12 Thank you.

13 PRESIDENT FONG: Are there any -- any other
14 additional public comment?

15 MS. HESTER: My handouts are the list of
16 properties acquired by the AAU and when they acquired them.
17 The list shows clearly that they were required to have an
18 Institutional Master Plan in 1991. According to my
19 calculations that's 24 years ago. So you need to find out
20 what their enrollment was in 1991 and provide that
21 information.

22 Oh, my name is Sue Hester.

23 I am asking that the Commission do what you can do
24 legally to accelerate this process. You don't have to have
25 a final EIR to do the next round on the Institutional Master

**I-Meko
PO-1
cont.**

I-Hestor4

**I-Hestor4
PD-3**

1 Plan, and you should do it. You have, pardon me, a very
2 inadequate IMP. You have more information in this document,
3 particular how they're going to grow.

4 Set the first hearing on the IMP right now. You
5 can set hearings today. You don't have to wait for the --
6 for later. Set a hearing, I'm asking May 14th, probably you
7 could consult your secretary, to seriously consider telling
8 them what an Institutional Master Plan is designed to do.
9 You can't go there. You can't go there. You must reduce
10 your impact on the city. You have the power right now if
11 you take it to tell them you can't do that. You have to
12 build housing. You must go through all of the things that
13 you have the power to do under the law. And you should talk
14 to the city attorney if you have any question about it.

15 You have to tell them you must build student
16 housing. You have to restrict your campus to a defined
17 area. People have to use car -- can't -- have to use
18 walking or Muni instead of private busses. You have that
19 power now without waiting for an FEIR.

20 Secondly, you have a whole bunch of
21 applications from four attorneys ago. You -- they actually
22 had some competent attorneys at what point in time. And one
23 of the attorneys had them file CU applications to legalize
24 projects. They're on that list that I provided you. Set
25 hearings on the cases, informational hearings at the least.

**I-Hestor4
PD-3
cont.**

**I-Hestor4
GC-2**

**I-Hestor4
MR-2
I-Hestor4
GC-3**

**I-Hestor4
TR-6**

**I-Hestor4
GC-2**

1 You don't need to have a full EIR if you start turning down
2 projects. There's no requirement to have an EIR.

3 Academy of Art has played us all for suckers.
4 They have stretched the project. I've been going here for
5 ten years. Ten years they have dragged their feet. They're
6 a moonwalker. That has to stop and it stops with you.

7 PRESIDENT FONG: Any additional public comment?
8 Okay. Public comment is closed.

9 And I believe that from Staff there's a
10 clarification.

11 MS. EDWARDS: I'm not on the list?

12 PRESIDENT FONG: Oh, I'm sorry.

13 MR. IONIN: Ma'am, do you have -- do you want to
14 speak to this?

15 PRESIDENT FONG: Yeah. Sorry.

16 MS. EDWARDS: I'm not on a list. I'm Jane Edwards
17 and I live on Van Ness. And that beautiful little St.
18 Brigid Church has been occupied now by this academy. It's
19 closed. It's a work of art. We're not allowed in. I can
20 see them focusing on their buildings on Van Ness, looking to
21 enlarge them. And Van Ness is overwhelmed with
22 construction. Thank you very much.

23 PRESIDENT FONG: Is there any additional public
24 comment? Yeah, come on up.

25 MS. O'DONNELL: My name is Rochelle O'Donnell and

I-Hestor4
GC-2-cont.

I-Hestor4
GC-3

I-Edwards

I-Edwards
GC-3

O-SBS

O-SBS
GC-4

1 I'm affiliated with the St. Brigid's School. I'm actually
2 in charge of the parent-teacher group with the -- with St.
3 Brigid. And I will say that we have the Academy of Art as a
4 neighbor next door to us. The church has been closed for
5 about 20 years. We have been walking our children all the
6 way up to St. Mary's Cathedral, all the way up Franklin, and
7 felt that over a period of time we had started to lose our
8 police escorts.

9 The nuns at the school opened up a conversation
10 with the -- Dr. Lisa Stevens at the Academy of Art and had
11 expressed some of our concerns and a need for access to
12 bring our community together in a church. And she
13 graciously opened up the church to our school and our
14 children and our parent community. And we've been in there
15 on an average of about once a month which has been a
16 tremendous help for us.

17 They also -- we also had some needs at the school
18 to kind of soften the playground area, and the Academy of
19 Art worked in conjunction with the administration of the
20 school and donated roughly about a \$80,000 or \$90,000 mural
21 for the back area of the school. So I will acknowledge them
22 and the donations and generous -- the generosity that they
23 have provided to the school has actually helped us and the
24 children. So I do want to share that story, okay? Thank
25 you.

O-SBS
GC-4
cont.

1 PRESIDENT FONG: Any additional public comment?

2 Okay, public comment is now closed.

3 From Staff?

4 MS. JONES: Yes. Good afternoon, Commissioners.
5 Sarah Jones, Environmental Review Officer.

6 There's a point that is explained in the EIR that
7 I wanted to clarify based on the comments today, and also
8 because I know that this is a difficult part of this whole
9 process to swallow which is the issue of the buildings that
10 were occupied by AAU without permits prior to the issuance
11 of the notice of preparation. This EIR, as you know, is a
12 legal document. It needs to comply with State Law. Under
13 CEQA we are -- we are given direction as to what is
14 considered the baseline for environmental review. And it
15 is -- we are looking at the changes to the physical
16 environment resulting from a government decision or approval
17 under CEQA.

18 So in the case of these buildings that were
19 occupied prior to -- prior to this process, we would not be
20 looking at a change in the physical environment with regard
21 to that. So we were directed through a lot of consultation
22 with our city attorneys that the existing on-the-ground
23 conditions at the time of issuance of the Notice of
24 Preparation were to be considered the baseline. So that's
25 the reasoning for the Existing Sites Technical Memorandum.

1 We obviously know and understand that the Planning
2 Commission in considering legalization and will want
3 information about the physical impacts of these -- of the
4 AAU use of these sites. It was not something that we felt
5 we could deal with as a question of change from baseline
6 within the EIR. But we are going to be providing the
7 information for the Planning Commission to consider when
8 they consider these legalizations.

9 So if there are further questions about that from
10 Commissioners, I can address them or Ms. Stacy, our city --
11 our deputy city attorney who is here may also address them.

12 PRESIDENT FONG: Thank you very much. Okay.

13 Opening up to Commissioner comments, Commissioner
14 Moore.

15 COMMISSIONER MOORE: I want to first acknowledge
16 the department for having done a Herculean job to prepare
17 this EIR. I empathize with you having to work on the
18 premise that you do for the premise you just stated is a
19 difficult one, because using all common sense and using
20 emotion and whatever, and I've been doing this for a number
21 of years now, going through this again and again, it is hard
22 to accept that the non-permitted uses by which the Academy
23 usurped all kinds of buildings goes by as being a non-
24 challengeable, non-impact (inaudible) use. I emphasize with
25 you as having to operate on that premise. I have to say

A-CPC-
Moore1

1 that because that is the way I feel.

2 Having said that, I have stated all along and I
3 will say it again, the Institutional Master Plan of this
4 (inaudible) institution fails to be acceptable for me as an
5 Institutional Master Plan remotely comparable to what all
6 other institutions in this city are bringing regularly to
7 this Commission and showing the citizens what they're
8 intending to do and balancing their operations, as the
9 former supervisor indicated, by managing growth, managing
10 adding new facilities, managing to address shortages and
11 recreation, open space and housing, etcetera, etcetera, and
12 minimizing negative impacts on the community.

13 Having said that, I believe that the Institutional
14 Master Plan which is -- provides data for this EIR, provides
15 substantive information or enough information with a level
16 of clarity that -- that gives us realistic data and
17 expectations for growth, when and where.

18 I agree with one of the speakers saying that the
19 establishment of study areas, of which there are 12,
20 provides more than a layout territory to buy buildings.
21 Twelve study areas exceed the number of 11 supervisorial
22 districts in the city. We have 11 supervisors and here we
23 have 12 study areas. We better increase our planning staff
24 and have them specialized in tracking these 12 areas.
25 Because as these areas a very close to each other, myself

**A-CPC-
Moore1
PD-3**

1 happen to live between three of -- three of them. When I
2 look at this particularly diagram I see that the
3 Institutional Master Plan basically claims more than the
4 size of the CC District. I'm not quite sure how the
5 supervisors feel about it. They will have to sort out a lot
6 of things. Because if you over impose supervisorial
7 districts over this there will be a lot of concerns of how
8 individual districts are effected, not just the study area
9 districts.

10 But having said that one, I want to move on to
11 ways -- four questions.

12 One issue which concerns me is the lack of
13 disclosure on campus safety procedures and coordination with
14 the San Francisco Police Department I was privy to a report
15 which is -- was passed only a few minutes ago which is the
16 Safety and Annual Security Report. When you look at the
17 territory by which the campus police of this academy works
18 it covers quite a bit of territory. I'm concerned that
19 there has to be coordination and integration in all
20 objectives of security, law enforcement, etcetera, that we
21 don't have some rogue operation doing things which are not
22 indeed coordinated with the broader issues of citywide
23 security. I'll pass this map onto you.

24 I'd like to ask three questions. The first one is
25 how can the EIR process -- properly assess impacts when the

A-CPC-
Moore1
PD-3
cont.

A-CPC-
Moore1
PS-1

A-CPC-
Moore1
GC-1

1 EIR -- when the EIR process is not set up to deal with
2 changes of use, non-permitted changes of use, although
3 changes in use may be dramatic in impact under the Planning
4 Code?

**A-CPC-
Moore1
GC-1-cont.**

5 Since the Academy, other than any other
6 institution who is in front of us, does not build new
7 buildings, why are their changes of use not equivalent to
8 the impacts of what new buildings and facilities do when
9 they are being considered in other Institutional Master Plan
10 and applications in front of this Commission?

**A-CPC-
Moore1
PD-3**

11 The second one is: How can multiple environmental
12 impacts on transportation, on housing, recreation, air,
13 noise, etcetera, be quantified when the growth of the
14 institution has been and continues to be a moving target?
15 Within four-and-a-half years we are to accept that the
16 institution will grow by an additional 6,100 students and
17 1,200 faculty members. The Institutional Master Plan is
18 vague on this growth. And I do not believe that any of the
19 facilities needed for the institution to be self-sufficient
20 could even be realized in that short of a timeframe.

**A-CPC-
Moore1
PD-3
PH-3**

21 I consider their institutional growth random and
22 uncontrolled. And I think we need to find metrics by which
23 their growth is comparable or kept in measure with what
24 other institutions are doing, for example UCSF restricting
25 their growth to one percent, or something which is

**A-CPC-
Moore1
PD-3**

1 comparable to the impact they will have on facilities which
2 they will not build on their own.

3 My third question is, and somebody might have
4 talked about it and I searched the web this morning, what
5 explains the discrepancy in the DEIR and buildings that AAU
6 lists as residential uses, like 2550 Van Ness? That is a
7 former 136-room Vagabond Motel which has been renamed to da
8 Vinci Inn or something like that. In their documents it is
9 listed as a residential use. However, when you go on the
10 web, and I think they changed that designation, it is now
11 vaguely advertised as a motel at a room rate of \$176 a night
12 per bed.

13 I am asking, what happened that the DEIR did not
14 list this particular building? And if so, how would we
15 amend that this particular facility would fall under
16 evaluations that you have made?

17 That is a list of my questions. I will be looking
18 forward to hear from the other Commissioners.

19 PRESIDENT FONG: Commissioner Johnson?

20 COMMISSIONER JOHNSON: Thank you very much. There
21 is a lot about AAU's growth plan and what will Actually come
22 to pass that is not related to the EIR. So today I'll be
23 keeping my comments to the EIR, the DEIR itself, and then
24 look forward to hearing the plan for how we're going to
25 address looking at the actual project sites in the future.

**A-CPC-
Moore1
PD-3-cont.**

**A-CPC-
Moore1
PD-1**

**A-CPC-
Johnson**

**A-CPC-
Johnson
GC-3**

1 There's a lot of them, and there's even more when you
2 consider the sites that we don't even know about from the
3 program level growth. But -- so I'll have -- I have a few
4 questions about the DEIR. Then we'll see what the rest of
5 the process looks like.

6 So my first comment is on the first impact and
7 mitigation for population and housing. I find it not -- not
8 really plausible that a growth of 6,000 students over 5
9 years and a growth of employees of 4,000 over that same
10 period of time doesn't produce a significant impact. I
11 think we need to look at that, or at least if that's going
12 to be the determination, provide more detail over what area
13 we're talking about significant impact. Is it citywide? Is
14 it just by project area? Is it just by the program sites?
15 I find that number overall pretty significant and I'd like
16 to understand how that determination was made.

17 The second was there was an assumption or rather a
18 fact from AAU that was given to the environmental team that
19 was stated in the EIR, that the assumption was that of all
20 the sites that AAU would have, at least the project sites,
21 and I'm assuming also for the sites under the program level
22 growth, that AAU would be the 100 percent full occupant of
23 those sites in the future, even if they aren't currently.
24 And I'd like to understand how that assumption was made.
25 And even if it's just a statement from AAU, then I'd like

**A-CPC-
Johnson
GC-3
cont.**

**A-CPC-
Johnson
MR-2**

**A-CPC-
Johnson
PD-6**

1 that to be delineated that that's how we came to that.

2 Because I think that there are some significant
3 down-the-line thoughts that we can have about AAU's growth
4 and impact on the city if they're fully occupying all of
5 their buildings versus if there are certain buildings,
6 particularly office space where they're only a partial
7 occupant and there's ability for other -- other occupants to
8 be in the space.

9 Next, I was -- we didn't consider the building
10 construction growth alternative in the DEIR. And I find
11 that troubling because the way this process is going to work
12 the Commission and the Department, and maybe potentially
13 other city departments, will have to look at specific
14 project sites, both the ones that are listed here and
15 project sites that are identified under program level growth
16 in the future for approval. And if many of them are not
17 approved it is not clear whether or not the AAU would change
18 their strategy to construct new buildings or otherwise find
19 space.

20 So I think that the fact that that alternative was
21 not looked at it any way, whether I think the one of
22 creating one big campus is pretty implausible. But there --
23 we didn't even consider new construction of buildings around
24 San Francisco. I think that that is unfortunate for this
25 EIR because it is the program EIR that we're going to be

**A-CPC-
Johnson
PD-6
cont.**

**A-CPC-
Johnson
AL-1**

1 using for all of our approvals in the future. And if we
2 start not approving project sites and they have to go back
3 to the drawing board, are we going to be looking at an
4 addendum EIR? You know, I think we need to consider that,
5 what would be the circumstances under which they would have
6 to construct new -- new development.

7 I also want to turn my attention and my last
8 couple questions here to transit. I will start with --
9 again, the transit impacts are very, very similar to the
10 why -- the baselining for the land use impacts where we had
11 to look at just a snapshot of where we are in time versus,
12 you know, where we were sometime before there was a shuttle
13 and before AAU had the campus as they currently define it
14 today. And given that baselining I don't think that the
15 current conflicts for cyclists in particular, but also for
16 pedestrians, are adequately described, and particularly the
17 conflicts in unofficial shuttle stops. They have official
18 ones that are, you know, white zones and other places that
19 are a little bit more official. And then they have a number
20 of unofficial and on-demand stops that they make.

21 And I don't think that the current conflicts with
22 cyclists and pedestrians are adequately described there. I
23 do think that the EIR does a pretty good job with the
24 cumulative impacts, again, future cycling and pedestrian and
25 streetscape improvement plans.

**A-CPC-
Johnson
AL-1
cont.**

**A-CPC-
Johnson
TR-7**

1 And finally, I believe that the DEIR and the FEIR
2 eventually should note how the Institutional Transportation
3 Development impact fees will actually mitigate impact,
4 particularly along the Geary Corridor, and also corridors in
5 the southeast quadrant in their expanded shuttle plan. I
6 don't think the fact -- right now the DEIR just says that
7 the -- the AAU will pay the institutional fee, and then as
8 they build new -- or move into new residences they will pay
9 a residential fee as required. But I think that it needs to
10 go further and describe what the MTA can and cannot do with
11 those funds. It is my understanding that at some point the
12 fees can only be used to manage the shuttle stops and not
13 actually provide any other streetscape or other improvements
14 that would actually mitigate the impacts of having the
15 shuttles along certain corridors. So I think that the EIR
16 needs to do a better job of describing what the fee would
17 actually be used for. Thank you.

18 PRESIDENT FONG: Commissioner Hillis?

19 COMMISSIONER HILLIS: So I just want to echo some
20 of the comments about housing demands that were raised on
21 this EIR. And hopefully they'll be addressed in the -- in
22 the future document. I mean, one, they are not addressing
23 their entire housing demand in the project itself. And I
24 guess my question is -- is why? And we're kind of having
25 this -- the EIR quotes existing vacancy levels. And I think

**A-CPC-
Johnson
TR-11**

**A-CPC-
Hillis**

**A-CPC-
Hillis
MR-2**

1 in their 2010 numbers that seemed outdated, you know, that
2 there isn't the existing vacancy in this city to house the
3 demand for housing that will come from the student
4 population.

5 And then again in the EIR there's kind of a simple
6 statement about how the housing is going to be -- how the --
7 how the demand is -- how the housing will be acquired for
8 the 400 units through -- through acquisition of kind of
9 residential or hotel units. And again, it seems like
10 perhaps an unlikely proposition that those are available in
11 the -- in the districts that are called out. So it would be
12 good to have a more robust description of how they could
13 meet, both the housing included in the project as well as
14 the demand called for.

15 And again, I agree with -- I think it was John
16 Elberling who called out that, that the EIR talks about
17 there's no mitigation to the housing demand, yet they could
18 build or acquire additional hotel units or whatever,
19 whenever, to meet some of that hotel -- to meet some of that
20 housing demand. So I do think it's a little bit -- that
21 assumption that you can't mitigate the housing demand seems
22 incorrect to me. So it would be good to explore that more
23 because I do believe that you could build to meet the
24 housing demand or potentially to have an alternative where
25 their population growth for the students is tied to new

**A-CPC-
Hillis
MR-2
cont.**

**A-CPC-
Hillis
AL-1**

1 housing being acquired or built in the city. So it would be
2 good to explore those -- those options.

3 PRESIDENT FONG: Commissioner Wu?

4 VICE PRESIDENT WU: Thank you. I want to align
5 myself with the comments of Former Commissioner Miguel. I
6 think that he started public comment on the right note.

7 I want to get to the place where we are talking
8 about the CUs. But we are talking about the DEIR in
9 particular today. So two items that I'd like to see
10 addressed.

11 One is in one of the alternatives to talk about
12 further limiting enrollment and growth. I think that that's
13 important for actually coming into alignment with what's
14 needed. And the other is this issue that Commissioner
15 Richards just brought up -- Commissioner Hillis, that either
16 in the mitigations or in the -- in the alternatives there
17 needs to be more discussion of AAU actually building new
18 housing to accommodate the growth. And I think that it was
19 Tom Jones that talked about the possibility of growth capped
20 to housing production. I think that's a really interesting
21 idea. But whatever the mechanism is to talk about
22 production, I think that that's important.

23 PRESIDENT FONG: Commissioner Richards?

24 COMMISSIONER RICHARDS: Okay. The last time we
25 talked about AAU I said I'm going to keep an open mind. I'm

**A-CPC-
Hillis
MR-2
AL-1-cont.**

A-CPC-Wu

**A-CPC-Wu
AL-1**

**A-CPC-
Richards**

**A-CPC-
Richards
GC-3**

1 going to be considering this a fresh start after all the
2 things that have happened. And it's been quite lopsided
3 here today in the things that I'm hearing about the
4 institution.

5 But again, keeping an open mind, there are some
6 good things that AAU has done. They have employment. They
7 have economic. They've been an economic engine for the
8 city. They've done charitable things. They've had a
9 positive effect on historic preservation. And again, I
10 think it's time for a fresh start.

11 And I think one of the ways we can have a fresh
12 start is if the AAU does consider its operating model, not
13 that they have to build housing for their students, but they
14 could actually lease housing for their students. I was at a
15 project review meeting at the housing action coalition and
16 we were reviewing a process on 16th Street. And I asked
17 what the point of the project was and they said it was going
18 to be for student housing.

19 And I said, "For who?"

20 And they said, "California College of Arts."

21 And I said, "Oh, they're going to -- they're the
22 project sponsor?"

23 They said, "No. They're just going to lease the
24 building. They didn't want to be the developer."

25 So I thought to myself, I came home and I said,

**A-CPC-
Richards
GC-3
cont.**

**A-CPC-
Richards
AL-1**

**A-CPC-
Richards
MR-2**

1 well, you know Academy of Art is kind of a scrappy
2 university. CCA is much more established, probably bigger.
3 I consulted the book of lists that the Business Times puts
4 out and I looked at the top five institutions in the Bay
5 Area. And you have UC Berkeley, one. San Francisco State,
6 two. Stanford, Three. CSU East Bay, four. And then AAU,
7 five. Down underneath is USF, UCSF, and CCA way down at
8 number ten. And if I actually took the amount of students
9 times the tuition that's listed here, this is the full-time
10 equivalent students in 2013-14, the revenue of CCA was only
11 \$75 million. The revenue of AAU is \$215 million. It begs
12 the question for me as to, well, why -- why not, you know,
13 be able to build housing? Why not lease housing? I mean,
14 you're -- it's time to grow up. And this is -- I think part
15 of growing up is being responsible and making sure that the
16 demand that you're creating for the housing is met through
17 your own actions. And I don't think taking housing off the
18 market is what I would call part of a good fresh start.

19 I think the DEIR needs to have two things in it.
20 I think I echo Commissioner Johnson's comments. All the
21 alternatives are hinging on approval of code changes and us
22 approving CUs for all these different violations. What
23 happens if that doesn't happen? I mean, there might be a
24 chance that it doesn't. There might be a good chance that
25 it doesn't.

**A-CPC-
Richards
MR-2
cont.**

**A-CPC-
Richards
OC-2**

1 And I think the second one is the alternatives, as
2 Commissioner Hillis did say and I think a lot of speakers
3 said, we have to have an alternative that's -- that either
4 they're building or leasing housing to meet the demand of
5 their students. If not, we need to put a cap on growth.
6 Thank you.

A-CPC-
Richards
AL-1

7 PRESIDENT FONG: Commissioner Johnson?

A-CPC-
Johnson

8 COMMISSIONER JOHNSON: Thank you very much. One
9 last question I left out of my comments. It's on 121
10 Wisconsin. We heard from the gentleman from Potrero Hill
11 Boosters an extremely good argument for why that site may
12 not be considered for grandfathering and used as a bus yard.
13 And I think that if that is the decision that's made I think
14 there needs to be something in the DEIR about an alternative
15 to the shuttle plan, and also to the land use for that site.

A-CPC-
Johnson
PD-8

16 PRESIDENT FONG: Commissioners, if there's nothing
17 further, we can move on to items 9A and B and on your
18 agenda.

19 [The item ended at 4:11 p.m.]
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 27th day of April, 2015.



PETER PETTY
CER**D-493
Notary Public

CERTIFICATE OF TRANSCRIBER

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

I certify that the foregoing is a correct transcript, to the best of my ability, from the electronic sound recording of the proceedings in the above-entitled matter.



MARTHA L. NELSON, CERT**367

April 27, 2015

ATTACHMENT C

ACADEMY OF ART (AAU) FACILITIES TRANSPORTATION MANAGEMENT PLAN (TMP)

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SAN FRANCISCO PLANNING DEPARTMENT

Academy of Art University (AAU) Facilities Transportation Management Plan (TMP)

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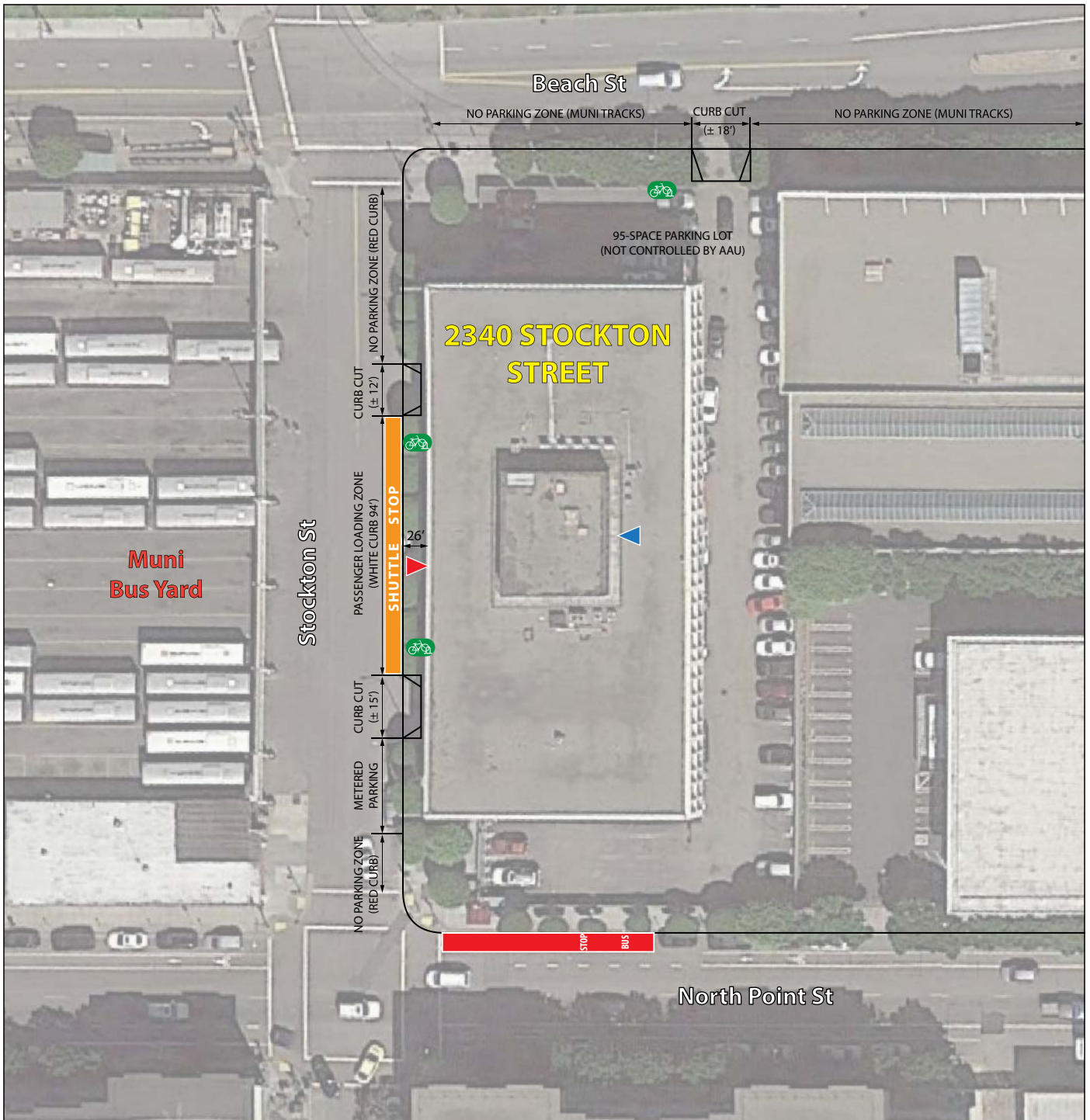
Planning
Information:
415.558.6377

1. Introduction

The Academy of Art University (AAU) Transportation Management Plan (TMP) is a management and operating plan designed to provide multimodal access to existing and future AAU sites. The purpose of the plan is to ensure safe and efficient access by promoting and facilitating the use of AAU's shuttle service, nearby public transit services and pedestrian and bicycle infrastructure for travel to and from AAU facilities, thereby reducing transportation impacts on the surrounding neighborhoods. The plan's primary goal is to facilitate multi-modal access to/from the AAU facilities for all faculty, staff and students. The purpose of the TMP is to outline strategies to optimize access to and from AAU facilities within the constraints of the existing transportation network. Its main goal is to ensure safe and efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network.

2. AAU Existing Sites

The following figures represent the existing transportation conditions for the 23 AAU sites that were required to obtain a change of use permit and were studied within the Existing Site Technical Memorandum (ESTM). This memorandum provides the individual, site-specific discussions of environmental effects associated with the unauthorized changes in use for the 23 existing sites requiring approval of legislative amendments, CU authorizations, and/or building permits. The following AAU site figures provide existing shuttle stop locations and bus lines, commercial loading passenger loading zones, bicycle parking location, and building pedestrian access.



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Not Required	AAU: 32 Class II Spaces	D (30 min), E (30 min)

Class II AAU Bicycle Parking Location
 Primary Pedestrian Access
 Secondary Pedestrian Access
 Shuttle Stop Location

* Dimensions are Approximate.





Not to Scale
 ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 1 - ES-1: 2340 STOCKTON ST - EXISTING CONDITION



Bicycle Parking Planning Code Requirement Not Required	Bicycle Parking Supply AAU: 14 Class II Spaces	Shuttle Bus Service (PM Peak Hour Headways) Shuttle Service Discontinued as of April 18, 2016
---	---	--

-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location (Nearest Stop at Beach Street/ Jones Street)

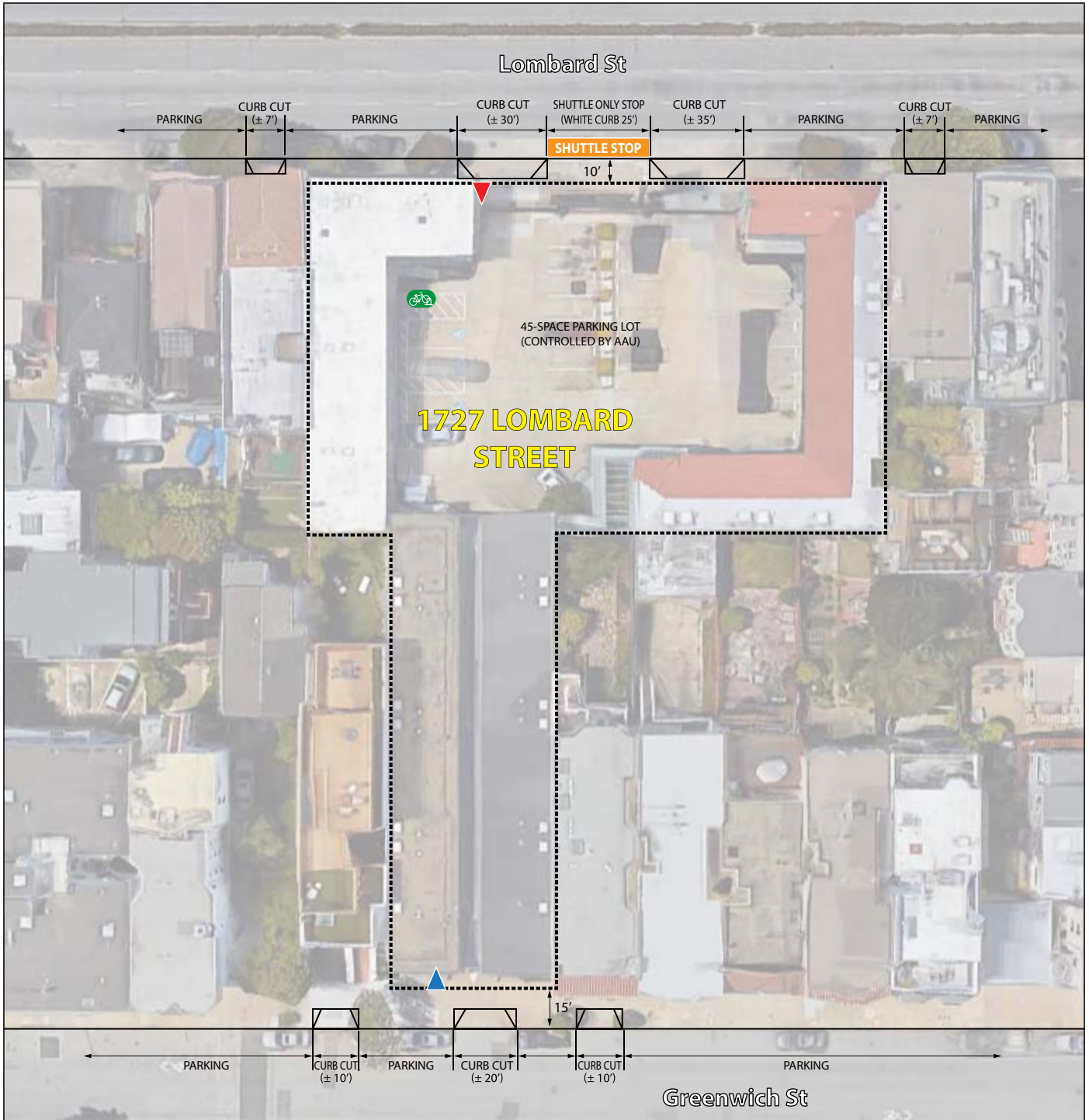


Not to Scale

* Dimensions are Approximate.
 SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 2 - ES-2: 2295 TAYLOR ST SITE DIAGRAM
 EXISTING CONDITION**



Bicycle Parking Planning Code Requirement Class I: 20 Class II: 3	Bicycle Parking Supply AAU: 16 Class II Spaces	Shuttle Bus Service (PM Peak Hour Headways) M (20 min)
---	---	---

- Class II AAU Bicycle Parking Location
- Primary Pedestrian Access
- Secondary Pedestrian Access
- Shuttle Stop Location

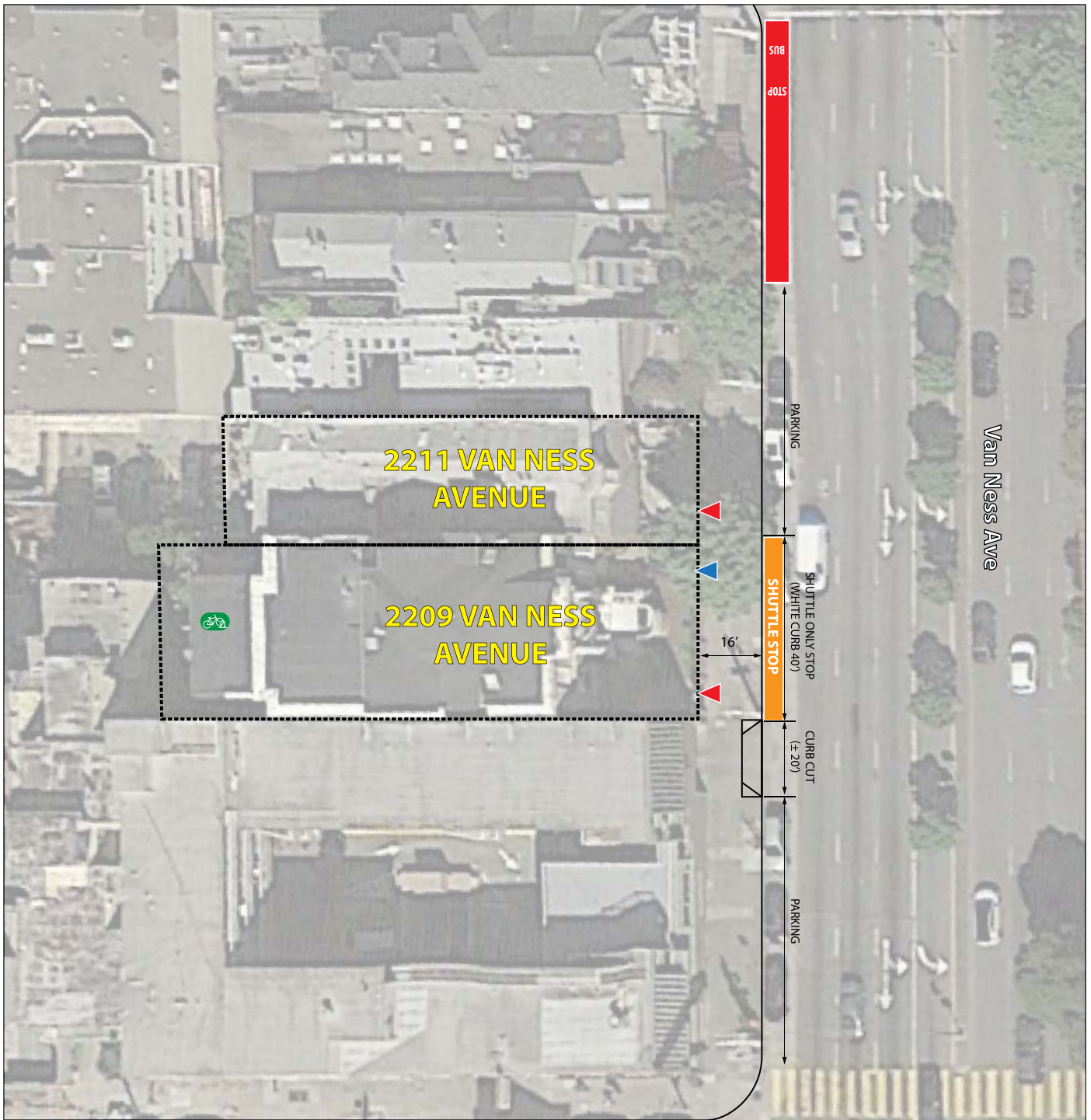
* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.





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FIGURE 3 - ES-3: 1727 LOMBARD ST EXISTING CONDITION



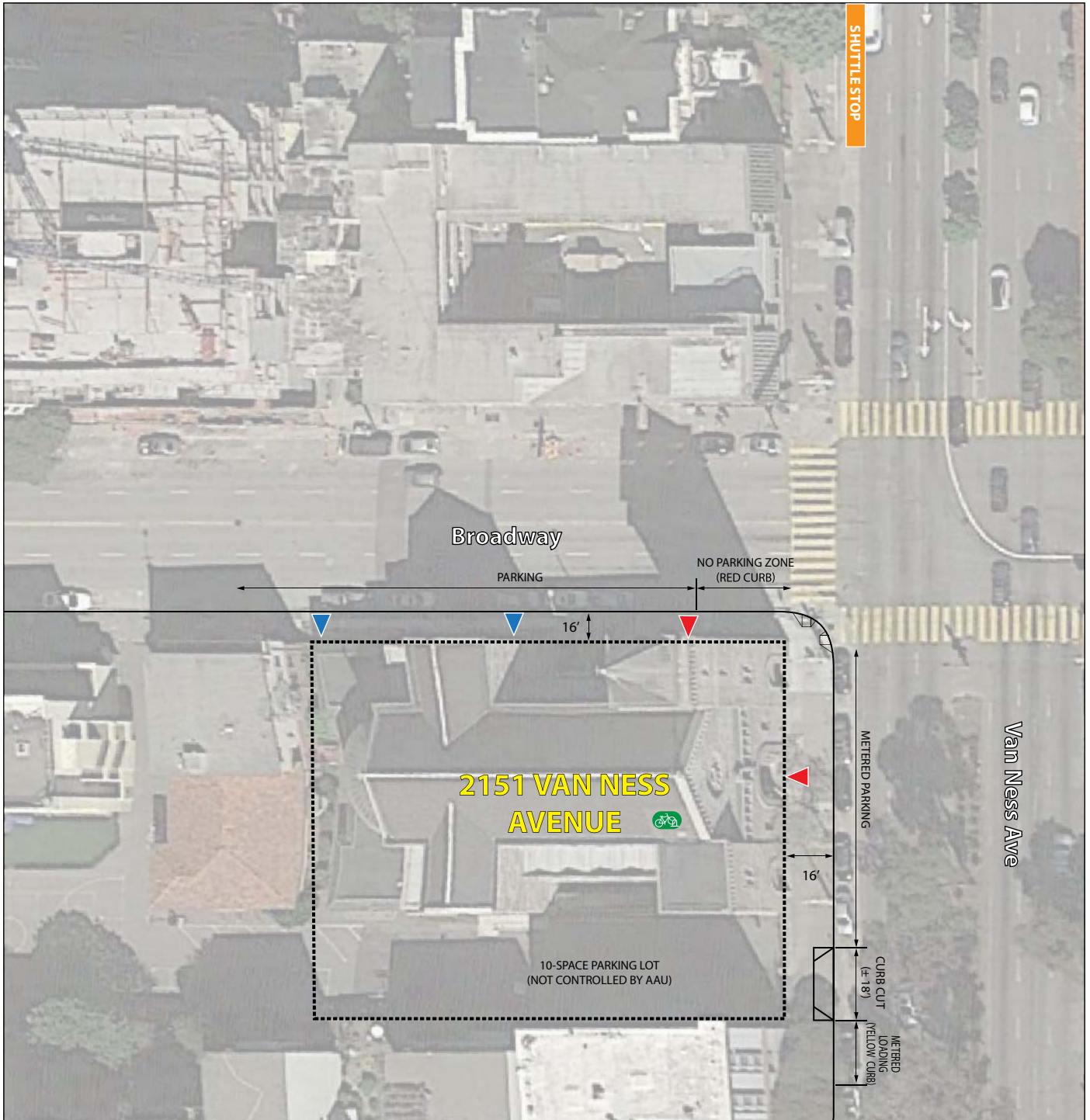
Bicycle Parking Planning Code Requirement 2211 Van Ness Ave - Class I: 5 Class II: 3 2209 Van Ness Ave - Class I: 14 Class II: 3	Bicycle Parking Supply 2209 Van Ness Ave: 9 Class II Spaces	Shuttle Bus Service (PM Peak Hour Headways) M (20 min)
---	---	--

-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location





* Dimensions are Approximate.  Not to Scale

SOURCE: CHS Consulting Group, 2016. ACADEMY OF ART UNIVERSITY ESTM

FIGURE 4 - ES-4 & 5: 2211 AND 2209 VAN NESS AVE EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Not Required</p>	<p>Bicycle Parking Supply</p> <p>AAU: 8 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>M (20 min)</p>
--	---	--

-  Class II AAU Bicycle Parking (1 Rack with 8 Spaces)
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location (Nearest Stop at 2209 Van Ness Avenue)

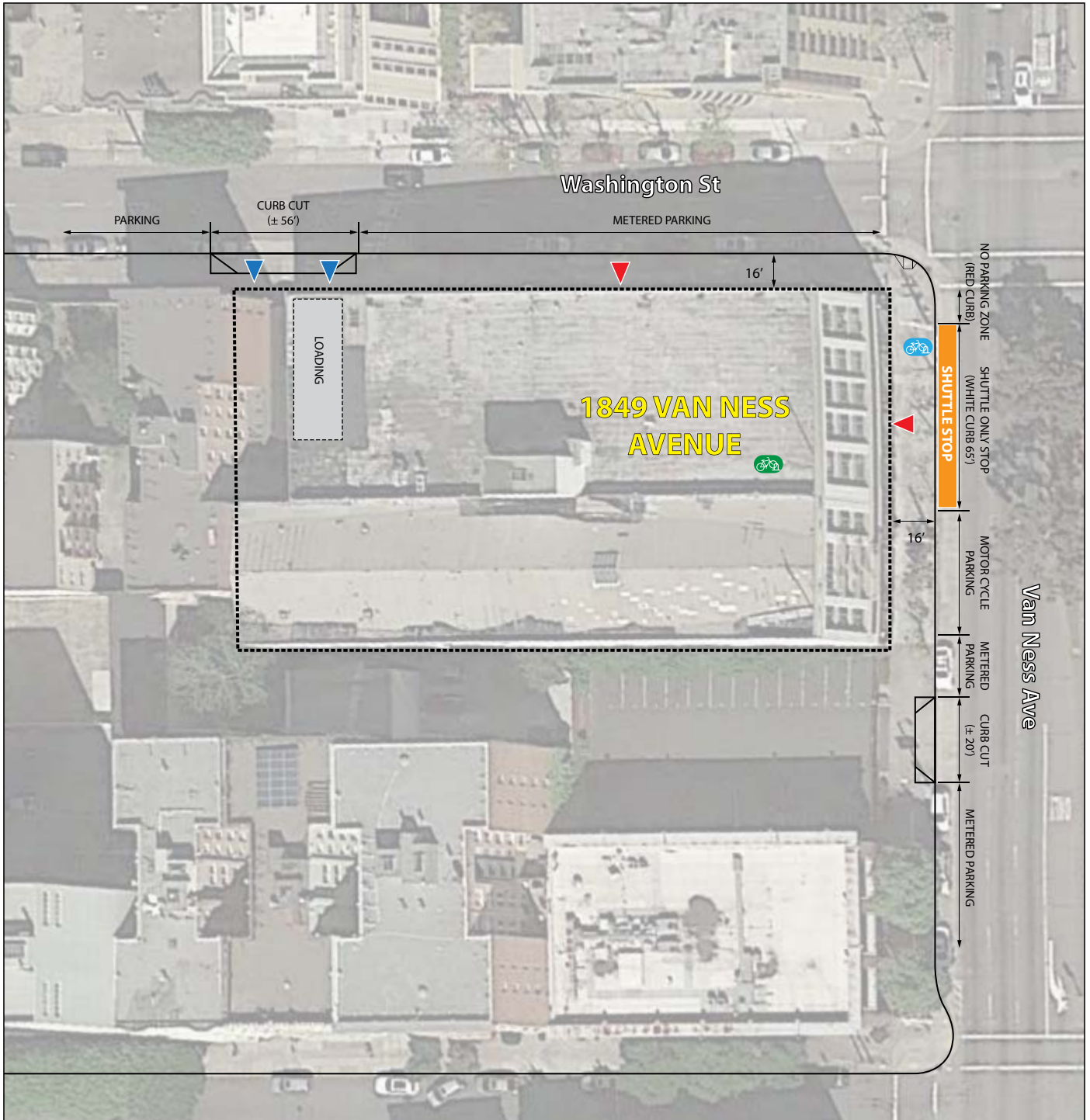
* Dimensions are Approximate.
 SOURCE: CHS Consulting Group, 2016.




Not to Scale

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FIGURE 5 - ES-6: 2151 VAN NESS AVE EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Not Required</p>	<p>Bicycle Parking Supply</p> <p>AAU: 30 Class II Spaces Public: 2 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>M (20 min)</p>
--	--	---

-  Class II Public Bicycle Parking (1 Rack with 2 Spaces)
-  Class II AAU Bicycle Parking (6 Racks with 28 Spaces)
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location

* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.




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**FIGURE 6 - ES-8: 1849 VAN NESS AVE
EXISTING CONDITION**



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 5 Class II: 3</p>	<p>Bicycle Parking Supply</p> <p>AAU: 6 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>M (20 min)</p>
---	---	--

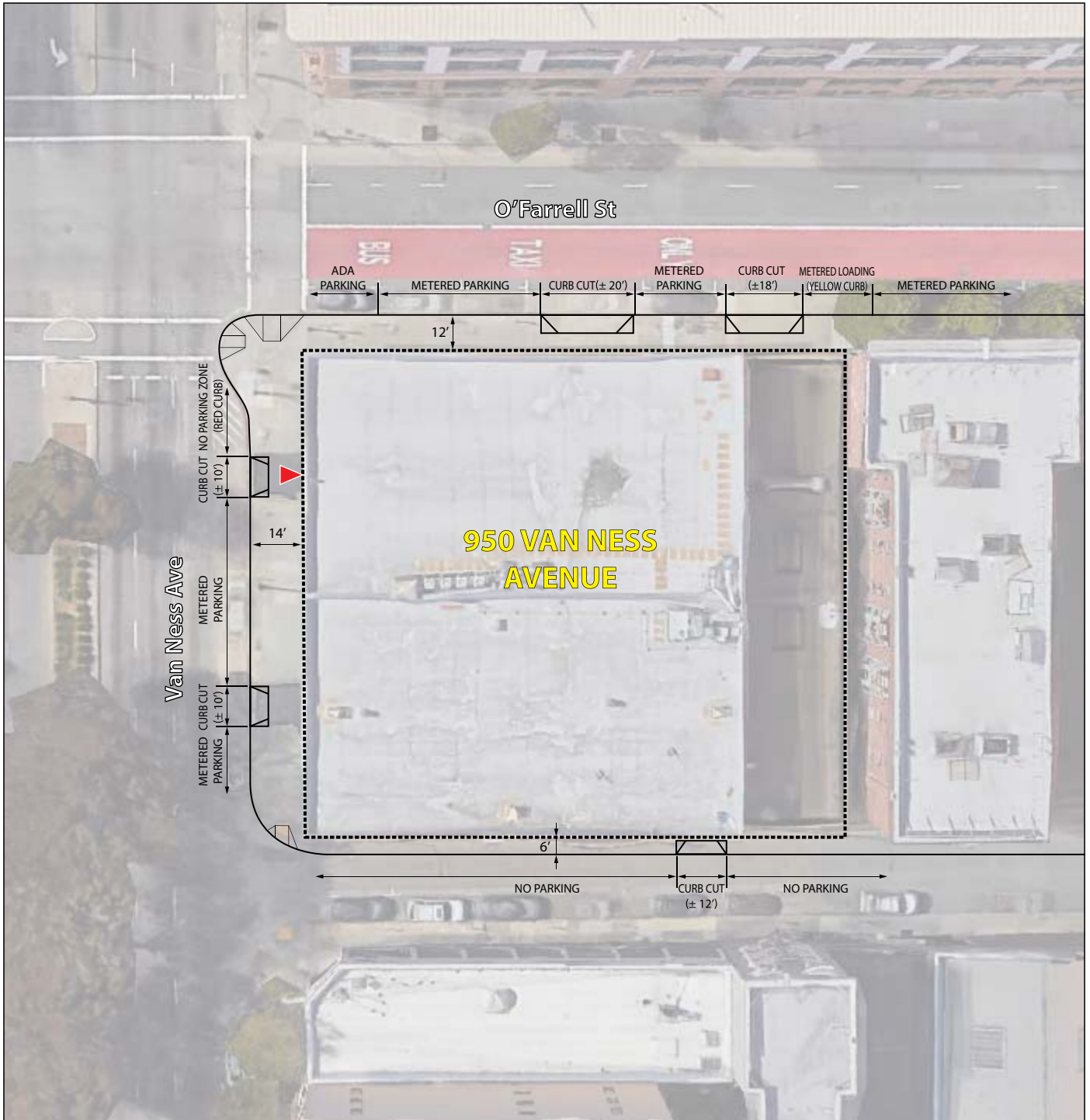
-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location

* Dimensions are Approximate.
 SOURCE: CHS Consulting Group, 2016.



ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 7 - ES-9: 1916 OCTAVIA ST
 EXISTING CONDITION**



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Not Required	None	D (30 min), E (30 min), Sutter Express (25 min)

- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location (Nearest Stop at 625 Polk Street)

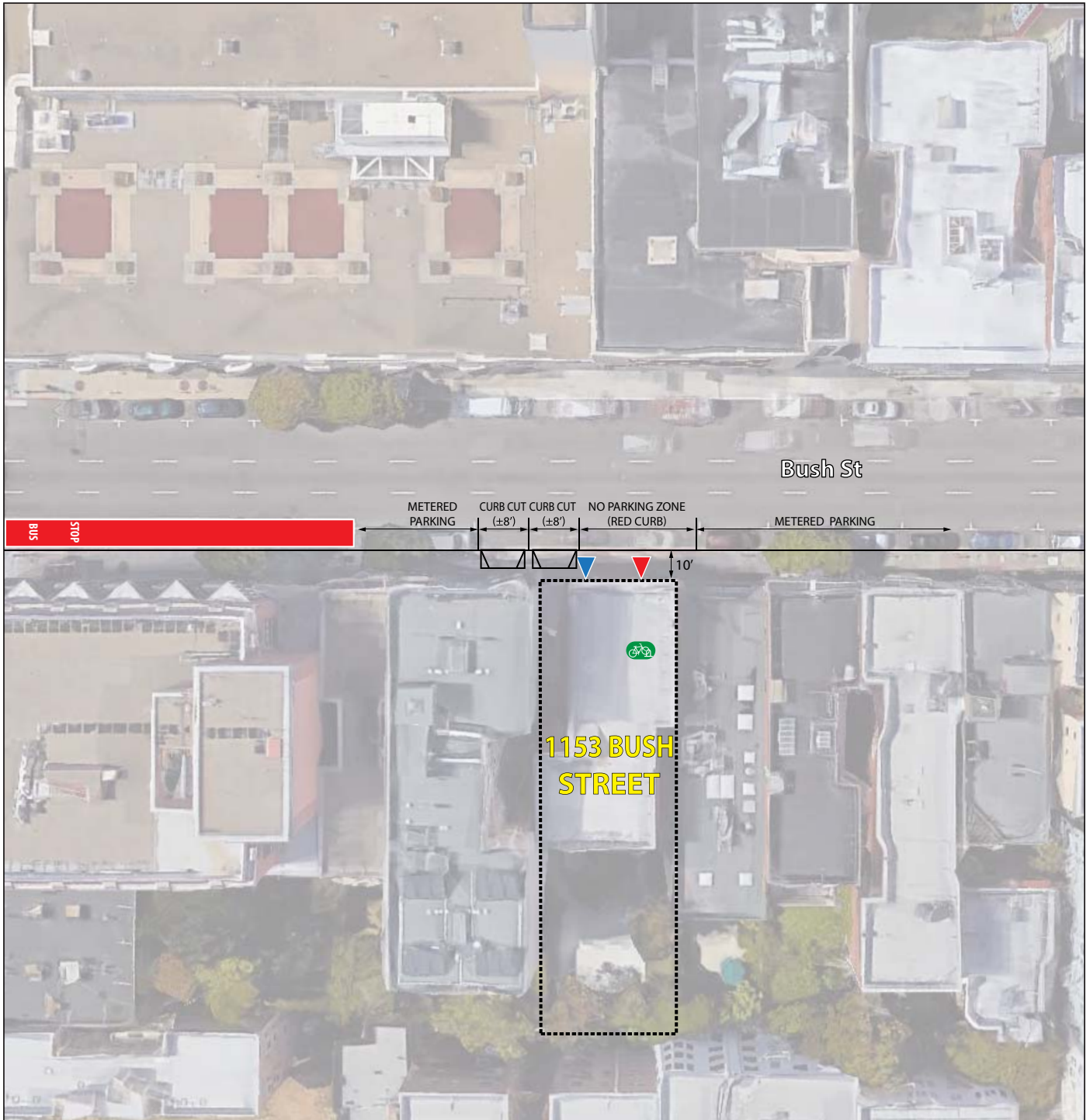


Not to Scale



* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 8 - ES-10: 950 VAN NESS AVE EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 9 Class II: 3</p>	<p>Bicycle Parking Supply</p> <p>AAU: 8 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)</p>
---	---	---

-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location (Nearest Stop at 860 Sutter Street)

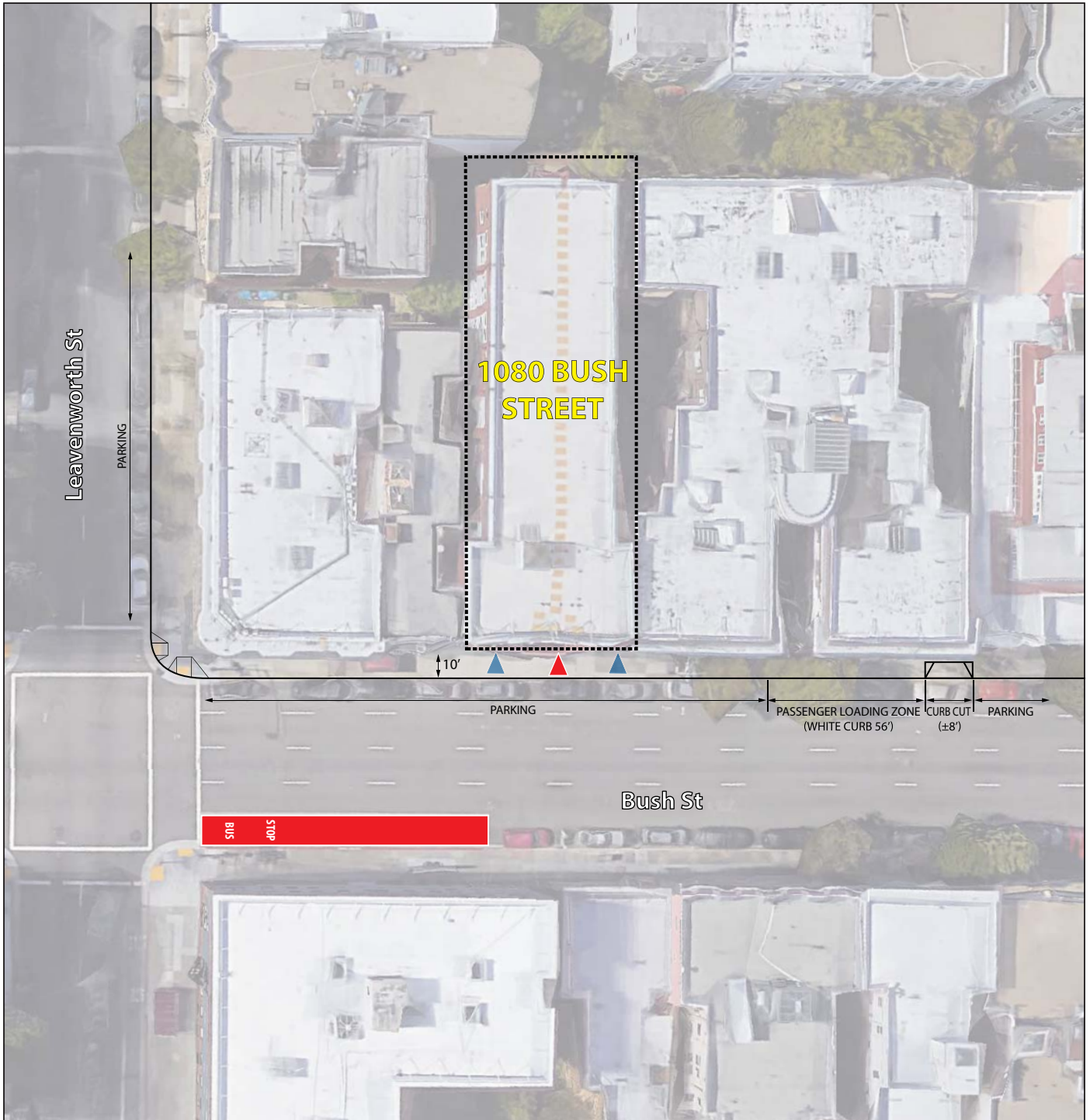
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



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FIGURE 9 - ES-11: 1153 BUSH ST EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 29 Class II: 3</p>	<p>Bicycle Parking Supply</p> <p>None</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)</p>
---	---	--

- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location (Nearest Stop at 860 Sutter Street)



Not to Scale

* Dimensions are Approximate.
 SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 10 - ES-12: 1080 BUSH ST
 EXISTING CONDITION**



Bicycle Parking Planning Code Requirement 860 Sutter St - Class I: 42 Class II: 3 817-831 Sutter St - Class I: 49 Class II: 3	Bicycle Parking Supply None	Shuttle Bus Service (PM Peak Hour Headways) D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)
--	---	--

- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location

* Dimensions are Approximate.
 SOURCE: CHS Consulting Group, 2016.





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ACADEMY OF ART UNIVERSITY ESTM

FIGURE 11 - ES-13 AND 14: 860 AND 817-831 SUTTER ST EXISTING CONDITION



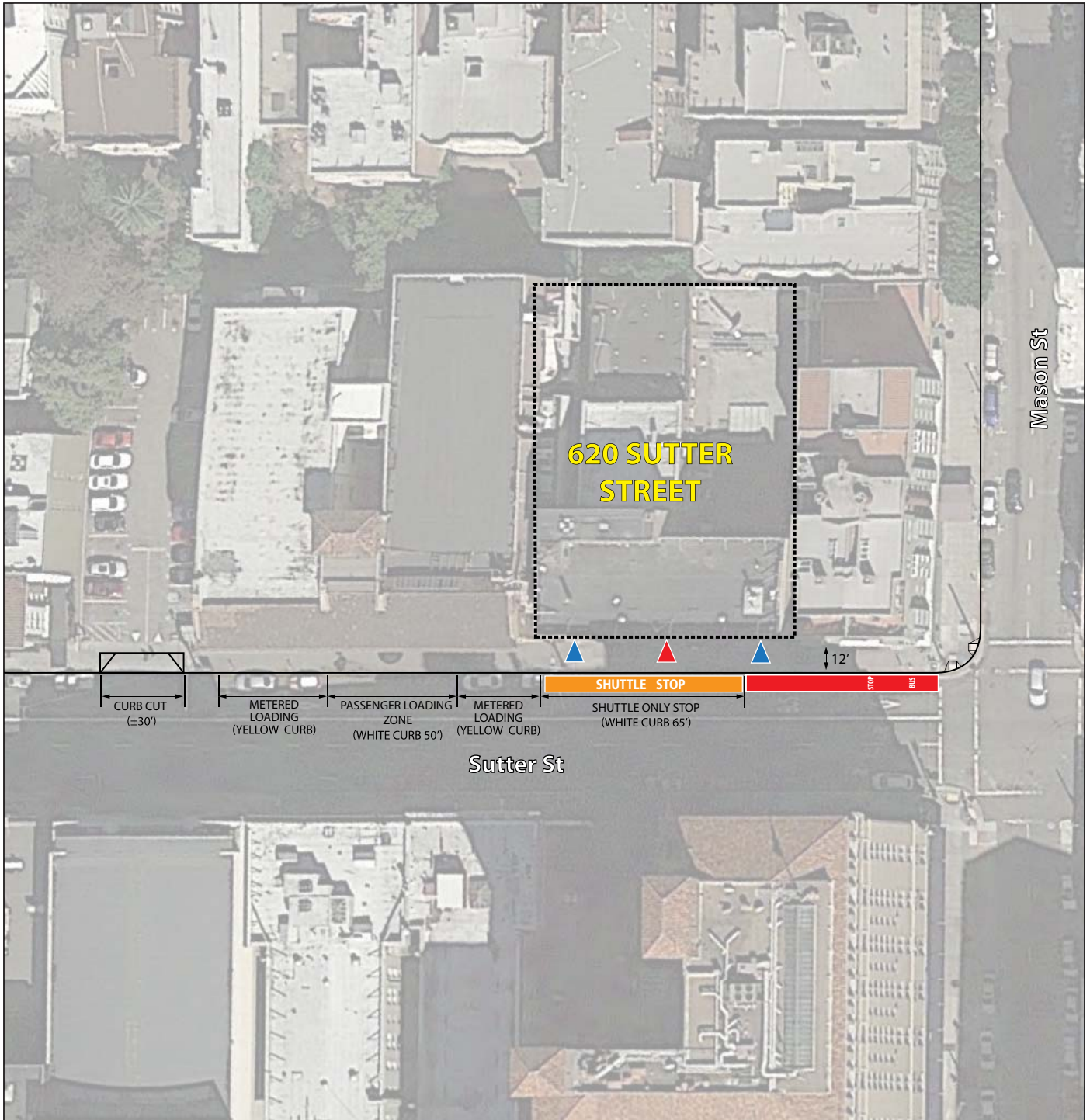
<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 36 Class II: 3</p>	<p>Bicycle Parking Supply</p> <p>AAU: 8 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>Sutter Express (25 min)</p>
--	--	--

-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location

* Dimensions are Approximate. ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016. ACADEMY OF ART UNIVERSITY ESTM

FIGURE 12 - ES-16 AND 17: 1069 AND 1055 PINE ST EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 31 Class II: 3</p>	<p>Bicycle Parking Supply</p> <p>None</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>D, E, G (30 min); H, I (20 min); Sutter Express (25 min)</p>
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- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location

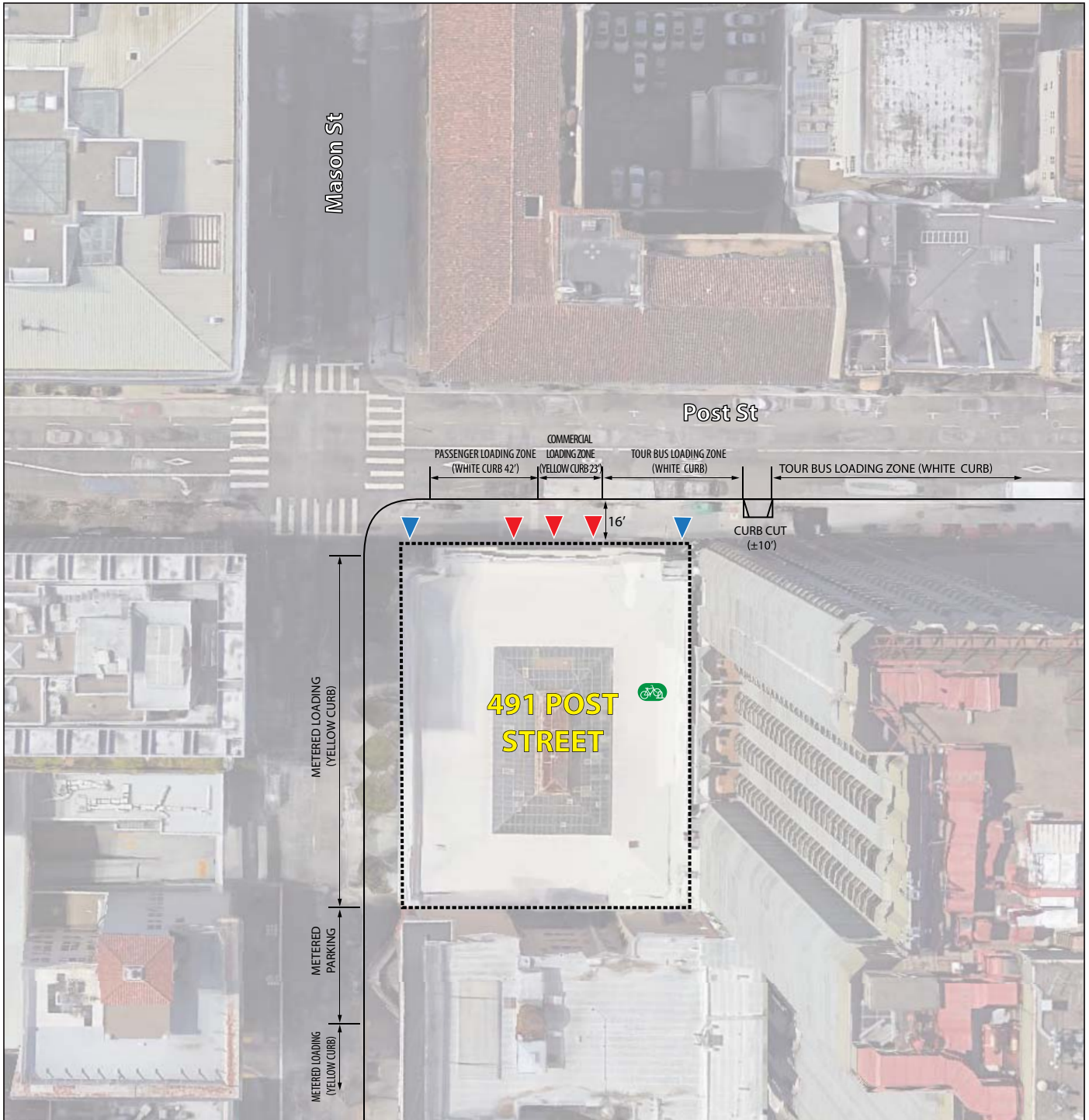


Not to Scale





* Dimensions are Approximate.
 SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 13 - ES-20: 620 SUTTER ST EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 2 Class II: 4</p>	<p>Bicycle Parking Supply</p> <p>AAU: 20 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>D, E, G (30 min); H, I (20 min); Sutter Express (25 min)</p>
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-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location (Nearest Stop at 620 Sutter Street)

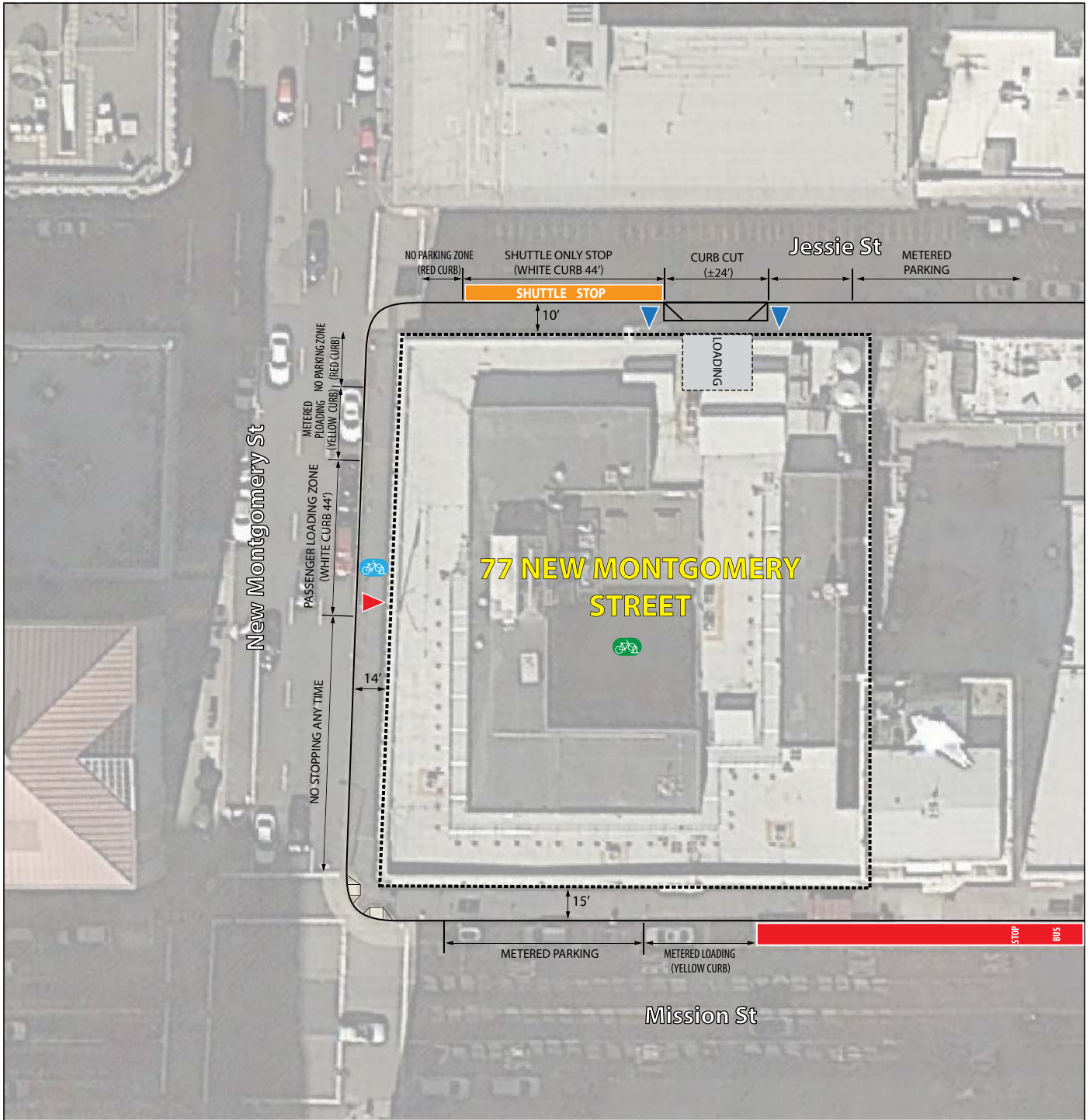


Not to Scale

* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

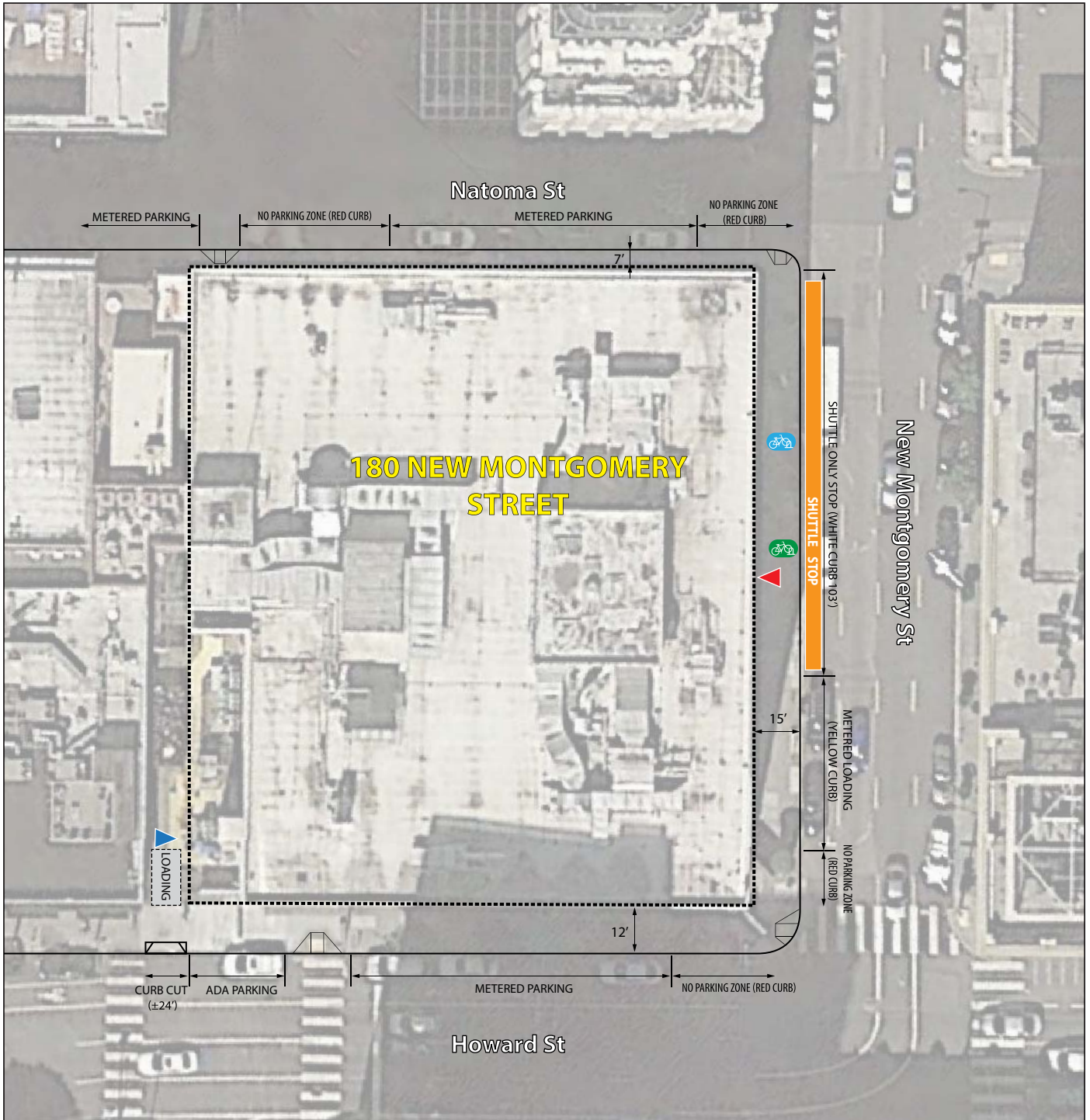
FIGURE 14 - ES-23: 491 POST ST EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 7 Class II: 15</p>	<p>Bicycle Parking Supply</p> <p>AAU: 8 Class II Spaces Public: 8 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>G (30 min), Hayes Express (30 min)</p>
<p> Class II Public Bicycle Parking Location Class II AAU Bicycle Parking Location Primary Pedestrian Access Secondary Pedestrian Access Shuttle Stop Location </p> <p>* Dimensions are Approximate.</p> <p style="text-align: right;"> Not to Scale </p>		

SOURCE: CHS Consulting Group, 2016. ACADEMY OF ART UNIVERSITY ESTM

FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST EXISTING CONDITION



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 10 Class II: 19</p>	<p>Bicycle Parking Supply</p> <p>AAU: 16 Class II Spaces Public: 12 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>D, E, G (30 min); H, I (20 min)</p>
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Class II Public Bicycle Parking Location
 Class II AAU Bicycle Parking Location
 Primary Pedestrian Access
 Secondary Pedestrian Access
 Shuttle Stop Location

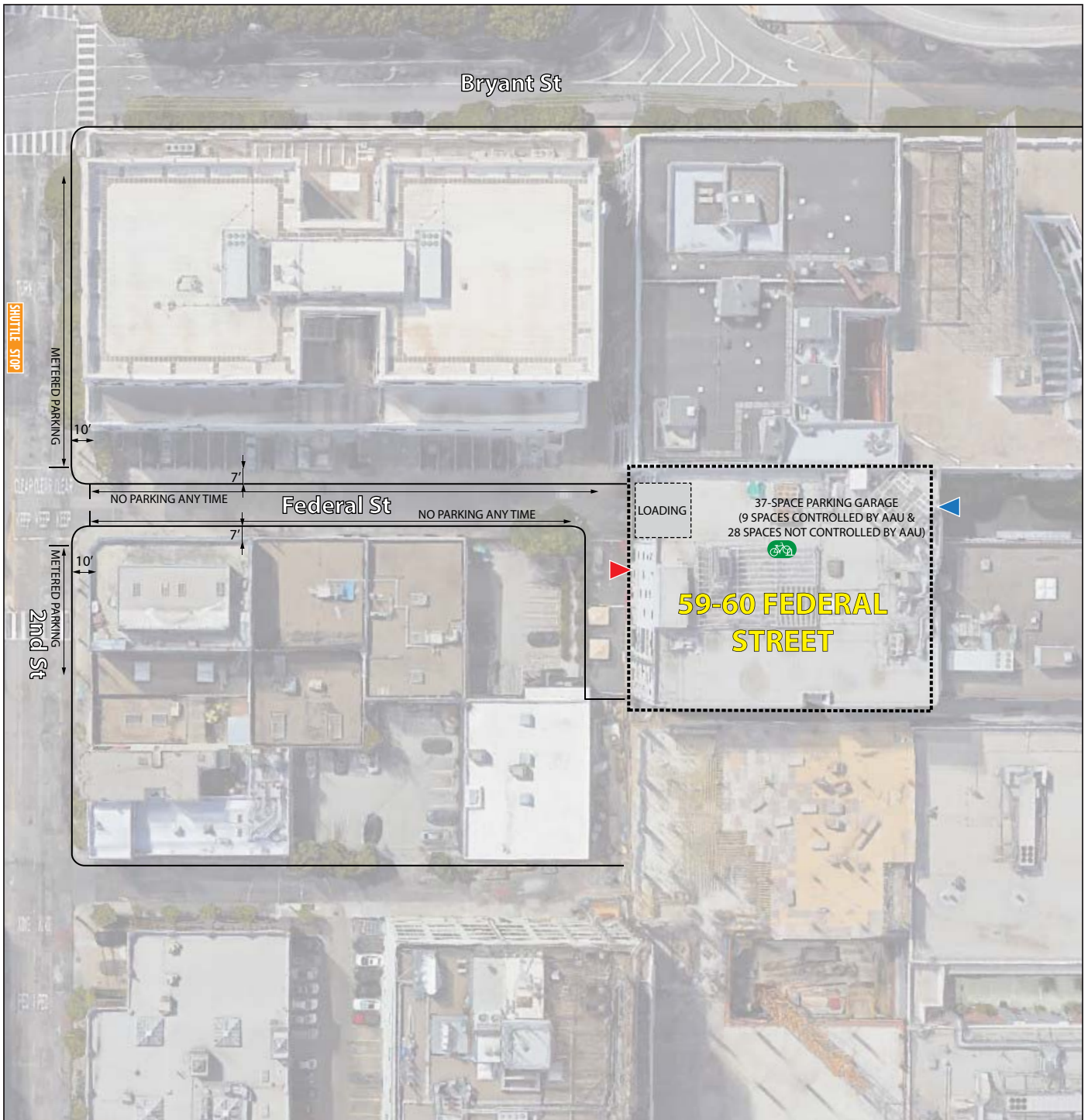
* Dimensions are Approximate.

Not to Scale





SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST EXISTING CONDITION




<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 5 Class II: 10</p>	<p>Bicycle Parking Supply</p> <p>AAU: 36 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>G (30 min)</p>
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 Class II AAU Bicycle Parking Location
 Primary Pedestrian Access
 Secondary Pedestrian Access
 Shuttle Stop Location

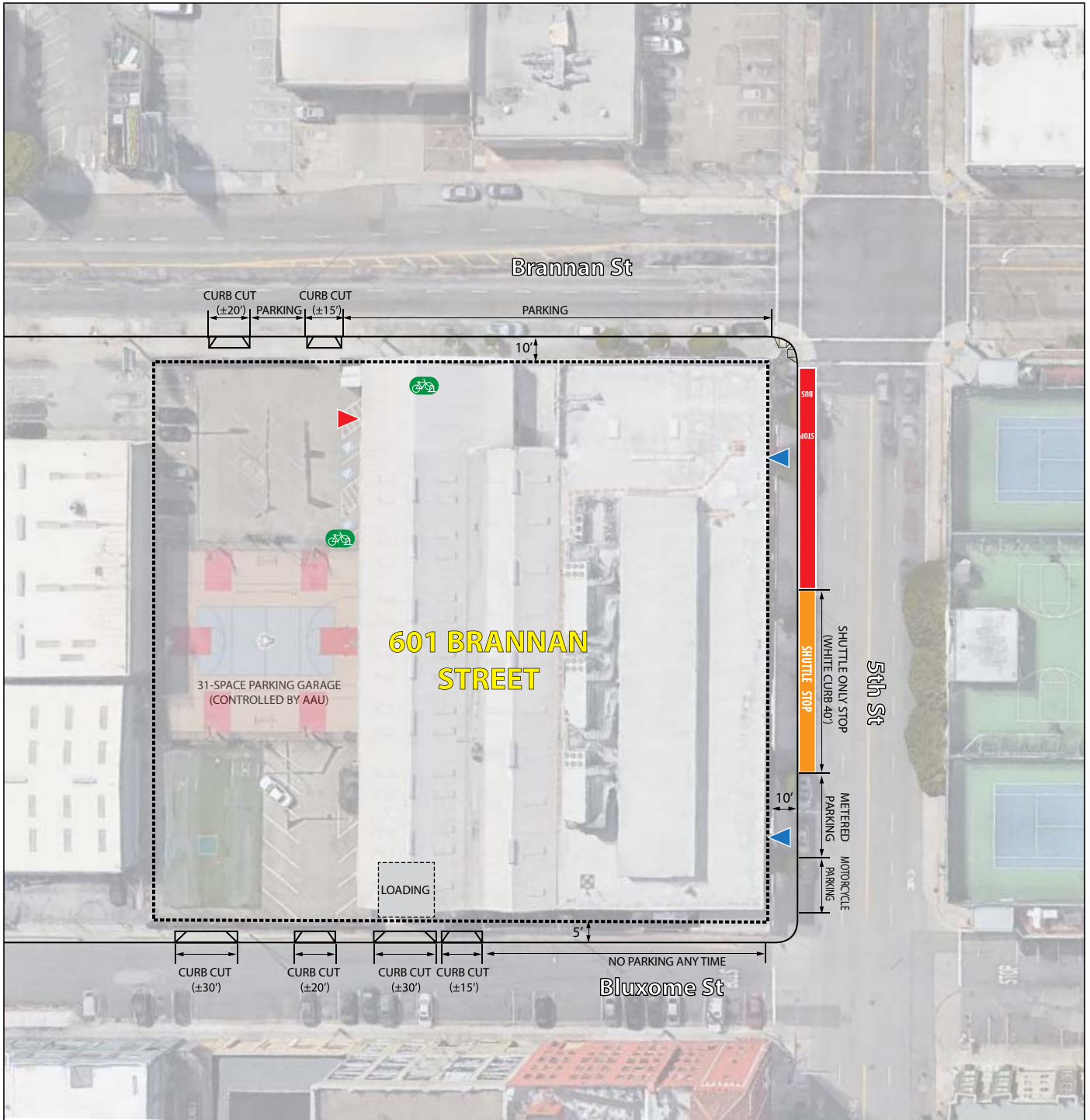
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.


 Not to Scale

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 17 - ES-30: 58-60 FEDERAL ST
EXISTING CONDITION**



<p>Bicycle Parking Planning Code Requirement</p> <p>Class I: 4 Class II: 7</p>	<p>Bicycle Parking Supply</p> <p>AAU: 60 Class II Spaces</p>	<p>Shuttle Bus Service (PM Peak Hour Headways)</p> <p>G (30 min); H, I (20 min)</p>
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Class II AAU Bicycle Parking Location
 Primary Pedestrian Access
 Secondary Pedestrian Access
 Shuttle Stop Location

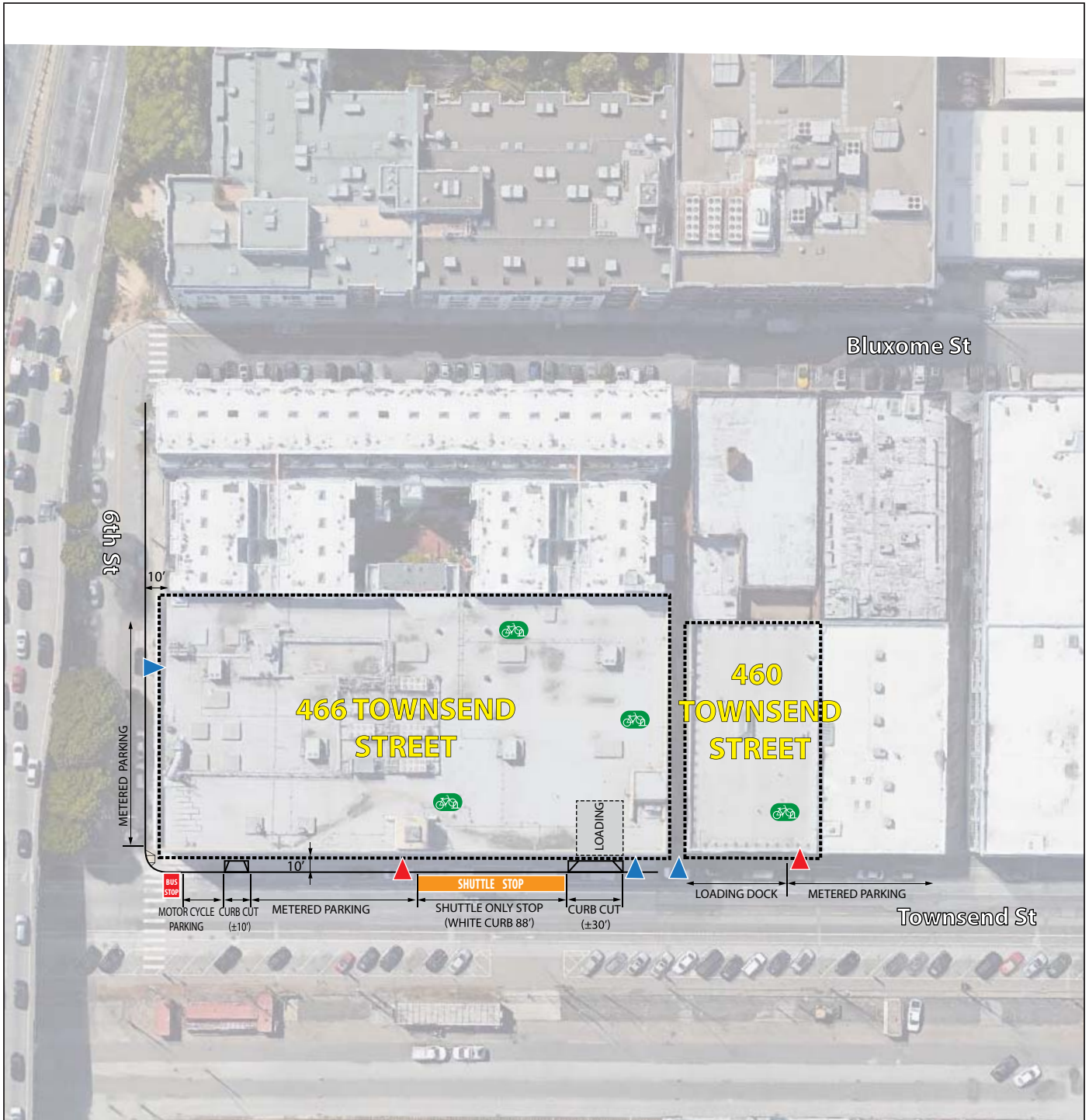
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.





Not to Scale

ACADEMY OF ART UNIVERSITY ESTM


FIGURE 18 - ES-31: 601 BRANNAN ST EXISTING CONDITION



Bicycle Parking Planning Code Requirement 460 Townsend St - Class I: 1 Class II: 3 466 Townsend St - Class I: 6 Class II: 11	Bicycle Parking Supply 460 Townsend St - 5 Class II Spaces 466 Townsend St - 20 Class II Spaces	Shuttle Bus Service (PM Peak Hour Headways) G (30 min); H, I (20 min)
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 Class II AAU Bicycle Parking Location
 Primary Pedestrian Access
 Secondary Pedestrian Access
 Shuttle Stop Location

* Dimensions are Approximate.


 Not to Scale

SOURCE: CHS Consulting Group, 2016. ACADEMY OF ART UNIVERSITY ESTM

FIGURE 19 - ES-31 AND 34: 460 AND 466 TOWNSEND ST EXISTING CONDITION

3. Transportation Policies for Existing and Future AAU Facilities

These policies represent staff recommendations of Conditions of Approval for the existing and future AAU sites in order to provide safe and efficient multi-modal transportation access for all users.

3.1 Traffic

Condition of Approval (EIR Improvement Measure I-TR-1): Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips. AAU shall implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle trips (SOV) generated by the Proposed Project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including walking, bicycling, transit, car-share, carpooling, and/or other modes.

1. Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for all of the project sites. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from Project occupants and City staff. The TDM Coordinator should provide TDM training to other Project staff about the transportation amenities and options available at the project sites and nearby.
2. Provide Transportation and Trip Planning Information to Building Occupants:
 - a. Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant or, in the case of the Project Sites, to all current building occupants prior to building permit issuance. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
 - b. New-hire packet: Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., Next Muni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

3.2 Transit

Condition of Approval: Transportation Sustainability Fee (TSF). For all existing and future properties, AAU shall pay a fee in the amount of the applicable Transportation Sustainability Fee (TSF). The TSF applies to non-residential developments and larger market-rate residential developments citywide. The TSF consolidates a number of non-residential land use categories (except for Hospitals and Health Services), consistent with other Planning Code impact fees. Rates are as follows:

Transportation Sustainability Fee (TSF) Fee Schedule

Land Use Categories	Fee (\$/GSF)
Residential, 21-99 units	\$ 7.74 for all GSF of Residential use in the first 99 dwelling units
Residential, all units above 99 units	\$ 8.74 for all GSF of Residential use in all dwelling units at and above the 100 th unit
Non-Residential, except Hospitals and Health Services, 800-99,999 GSF	\$ 18.04 for all GSF of Non-Residential uses less than 100,000 GSF.
Non-Residential, except Hospitals and Health Services, all GSF above 99,999 GSF	\$19. 04 for all GSF of Non-Residential use greater than 99,999 GSF.
Hospitals	\$18.74 per calculation method in Sec. 411A.4(d).
Health Services, all GSF above 12,000 GSF	\$11.00 for all GSF above 12,000 GSF
Production, Distribution and Repair (PDR)	\$ 7.61

3.3 AAU Shuttle Bus Service Policy

AAU provides two types of shuttle bus services: fixed-route and on-demand. Fixed-route shuttle buses transport students and staff among Academy of Art academic buildings and residence halls free of charge during building hours: before and after classes, workshops, lab hours, meals and studio times. Access to AAU fixed-route shuttle bus services is restricted to students, faculty, and staff of Academy of Art University. ID badges are required to board vehicles. Riders without ID are not permitted unless accompanied by students or staff with ID.

AAU’s fleet of buses and vans also provides on-demand shuttle service for class field trips, student activities, athletics, faculty & staff transportation needs, and regular voluntary and charitable donations of transportation for local community needs. On-demand shuttle service is limited to thirty trips per day, and must be requested in advance by departmental administrative staff via web-based scheduling software.

Fixed Route Structure

Routing needs are determined by location of facilities, clustered proximity of these buildings to one another, student population density within these clustered locations, daily opening and closing times of these buildings, and class start/end times. Clusters of academic buildings within a radius of up to two city blocks are served by a single designated shuttle stop. Shuttle stops are added to support new university locations when these locations lie outside the two-block radius of any pre-existing shuttle stops, but only if per-day ridership necessitates such an addition on an ongoing basis.

There are three types of fixed-route services: Regular loop routes, Express routes, and Limited-Direct routes.

Regular loop routes are designed to connect more than two buildings within a specific area of campus, and to connect to shuttle bus hubs, from which students can transfer to other routes thereby reaching other areas of campus.

Express routes are continuous regular loop routes with only two stops.

Limited/Direct routes supplement the regular looping shuttle service, and are only provided during peak periods. These routes allow students to travel directly between classes from far sides of the campus more quickly because they eliminate hub-transfer.

Shuttle buses are routed to travel the most direct and least congested path among locations, with the following controls:

- No streets and areas restricted by SFMTA
- No streets or areas where residential complaints have been resolved with an agreement to keep buses away.

Bus Stops

There are three types of bus stops:

- Regular Stop
- Hub Stop
- Flag Stop

Regular Stops: Wherever possible, AAU will apply for white passenger loading zones for shuttle bus loading along the frontage of the AAU buildings, pending SFMTA approval. If a zone is desired in an area where no AAU building frontage exists, AAU will seek a letter of concurrence from the owner of the property adjoining the desired curb space. Length of passenger loading zones requested depends on the length and frequency of the vehicles serving the location. Typical lengths are 20- to 25-foot zones for small and medium length buses, and 40- to 103-foot zones for the frequent loading of larger transit buses.

Hub Stops: Bus hubs are shuttle stops shared by all routes in the system, designed to allow students, faculty, and staff to transfer from one route to another in cases where direct service via the continuously looping routes is unavailable. No breaks or layovers are conducted at the designated hub locations. Route schedules are designed without lag times that would allow for idling or layovers at hubs or other stops. Change of drivers does occur at hub locations and takes less than five minutes. Hub stops are located in areas where sufficient passenger loading zones are available to accommodate the need for bus loading. Curb usage is monitored via surveillance cameras by the Transportation Department to ensure that sufficient number of spaces are available. The majority of fixed-route shuttles are scheduled with relief drivers taking over at hub stops to maintain looping service on routes while regular drivers are on break. In cases where ridership demand does not support continuous looping service, shuttles are designated to return to the bus yard during breaks.

Bus layover is required at times. When scheduled breaks do not permit buses to return to the bus yard without excessive carbon footprint, shuttles are directed to use legal parking spaces as available in the vicinity. Parking meter cards are issued to these drivers as needed.

Flag Stops:¹ Flag stops may be established if average ridership per day is less than 20 passengers. In such cases these locations are not assigned stop times, but are indicated along routes as places where drivers stop and board passengers only if someone is waiting at the curb and signals to the bus that they wish to board.

Operating Policy

Diesel buses are equipped with auto-shutoff anti-idling regulators which activate after five minutes. Gasoline buses are not equipped in this way, as the idling of gas buses is not regulated by California's commercial vehicle idling laws. Field Supervisors are tasked with daily surveillance of hub locations to ensure that vehicles are not stacking up, and are not laying over.

Frequency of service is monitored and adjusted prior to the start of each semester, and is subject to adjustment mid-semester as well. Ridership data (on-boarding) is gathered by bus drivers, and routes are continually monitored for hour-by-hour ridership statistics. The following threshold criteria are applied for peak and off-peak-hour frequencies when making adjustments.

During peak hours, shuttle frequencies increase as needed. Frequencies are evaluated and adjusted based on comparison of data about shuttle loads received from drivers' passenger count sheets, student feedback, and driver reports about overloading. If shuttles are filled to maximum capacity, standing room is utilized, and auxiliary shuttles are required. Backup routes are scheduled as limited regular service to supplement during peak periods only.

When average ridership per day on a given loop at a certain off-peak time of day indicates low usage of that loop in per-hour periods of two or more consecutive hours, the loop will be considered for removal if total average daily ridership indicates fewer than 10 passengers on-boarding per-hour during that time period daily.

Changes in building hours necessitate the cancellation or addition of service.

Bus Fleet

The size and quantity of vehicles assigned to each route are monitored and adjusted prior to the start of each semester, and are subject to adjustment throughout each semester as well. When route ridership falls below average threshold minimums, quantity of shuttles on a given route will be decreased, and/or vehicle size will be adjusted, and/or routes may go out of service entirely during the predictable periods of low ridership. Determinations about which of these measures are appropriate are made by factors such as alternative bus availability and passenger data. The following threshold criteria are applied when making adjustments:

When the on-boarding average ridership per day on a given bus indicates low usage of that bus throughout the day, the bus will be considered for removal from the route if total average daily ridership indicates fewer than 40 passengers per day.

Vehicles are replaced or retrofitted to comply with California Air Resource Board low emission requirements. Fleet is maintained as predominantly gas-fueled vehicles. Vehicle replacement policy is to progressively minimize quantity of diesel vehicles in fleet.

Management, Coordination, and Communication

AAU is committed to provide students, faculty, and staff with convenient and easily accessible data on shuttle bus routes and schedules. AAU provides shuttle routes and schedules on the AAU website and

¹ The Planning Department is recommending the elimination of any existing or future Flag Stops as they lead to safety concerns.

includes the data in the kiosks in the lobbies of academic buildings. AAU also provides a mobile app which gives students, faculty, and staff access to GPS data, allowing them to locate shuttles en route.

AAU is committed to ongoing communication, problem solving, and cooperation to alleviate and eliminate complaints and concerns received from the public, adjacent neighbors, and city agencies. In addition, AAU transportation managers participate in SFMTA coordination meetings regarding bus stop policies and programs.

The Campus Safety Communication Center at 180 New Montgomery shares two-way radio access with drivers, dispatchers, supervisors and managers in the Transportation Department. This allows for quick response times in emergency situations.

AAU Shuttle Route Controls

When considering new, expanded, or relocated shuttle routes, routes shall avoid all residential streets where feasible. If it is infeasible to avoid residential streets due to the location of the AAU building, AAU's shuttle routing will take into account factors such as stop locations, schedules, and the minimum size of shuttle vehicle needed to meet demand.

Drivers on established shuttle routes shall generally adhere to those routes. In cases of congestion, shuttle drivers shall avoid diverting to residential streets.

As routes change, AAU will document changes/selection of routes and make the documentation available to the City and the public promptly on the AAU website, annually directly to the Planning Department and SFMTA, and upon request directly to members of the public.

AAU will conduct routine (Fall, Spring and Summer term) analysis of shuttle ridership demand and routes to make necessary adjustments. This analysis shall include goals of reducing routes/buses with low capacity utilization and methods to address any community concerns.

For more efficient routing and perhaps the reduction of shuttles, AAU will identify the shuttle vehicles that can accommodate standing riders and calculate shuttle capacity based on both seated and standing passengers, similar to how public transit capacity is determined. Use this capacity information in the triannual optimization analysis of shuttle ridership demand, routes, and adjustments.

AAU will provide a contact for shuttle bus traffic/routing to the public and for the City. This contact information will be posted clearly on AAU's website. AAU will log, and make available to the City upon request, all complaints and resulting resolutions of complaints related to shuttle routing and/or service.

AAU Shuttle Stop Controls

No use of Muni or regional transit stops by AAU shuttles unless previously approved by SFMTA.

Establish shuttle routes and stops to minimize the risk of double-parking. Inform shuttle drivers not to double-park or otherwise block vehicle travel lanes to load or unload shuttle passengers unless both a) the shuttle driver cannot stop at an AAU white zone or other AAU stop because it is blocked by an unauthorized vehicle; and b) the driver promptly notifies the Department of Parking and Traffic of the unauthorized blockage. When AAU double parking or blocking of vehicle lanes that is not caused by such third-party activity is documented to occur, AAU shall take measures to correct this traffic violation (such as through the provision of a white zone, or relocation of a shuttle stop).

Shuttles shall not idle at stops when not actively loading or unloading passengers, particularly at hub stops.

Similar to route controls, AAU will provide a contact person for AAU shuttle stop concerns from the public, which will be clearly posted on AAU's website, and will keep a log of any complaints received, with resolutions to be made available to the City upon request.

As changes are made or flag stops established, make these changes available to the City.²

Provide direct contact for MTA of "two-way radio access" operator, i.e. the AAU Communications Center and Transportation Dispatcher, to resolve any day-to-day concerns from Muni drivers as they arise.

Shuttle Zones Addressed in the Draft EIR

The Draft EIR included analysis of three AAU shuttle stop locations that were not covered in the 23 AAU site diagrams. Diagrams and site characteristic descriptions were included in the Draft EIR. These shuttle stop locations include:

1. Jones and Beach Street stop - The proposed project would use an existing 80-foot white zone located near 2700 Jones Street between North Point and Beach Streets as a shuttle stop for the shuttle routes serving this site.
2. 150 Hayes Street stop – The proposed project would use a portion of the existing garage as a shuttle stop for the shuttle routes serving this site.
3. 625 Polk Street stop - The proposed project would use an existing white zone located on Turk Street just west of Polk Street as a shuttle stop for the shuttle routes serving this site.

AAU Shuttle Management Plan

Condition of Approval (EIR Mitigation Measure M-TR-3.1): Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard. AAU shall develop, implement, and provide to the City a shuttle management plan to address meeting the peak hour shuttle demand needs of its growth. The shuttle management plan shall address the monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system. Analysis of shuttle bus demand and capacity utilization shall occur at least on an annual basis, or as needed to address shuttle demand. Specifically, analysis and adjustments shall be made on any AAU shuttle routes to reduce shuttle peak hour capacity utilization when the performance standard of 100 percent capacity utilization is regularly observed to be exceeded on any of the AAU shuttle routes. Additionally, the shuttle management plan shall address how shuttle demand at the six project sites³ will be provided. As additional project sites are added the shuttle management plan would be adjusted to reflect up-to-date shuttle routes, stops and services, as well as a capacity utilization analysis, as needed to, indicate that the proposed demand for shuttle services could be met and avoid potential mode shifts to other travel modes. AAU shall report annually to the City on capacity utilization and alter its schedules and/or capacity, as necessary to avoid regular exceedances of the capacity utilization standard.

Condition of Approval (EIR Improvement Measure I-TR-2): AAU Shuttle Activities Monitoring. As a standard condition of approval, the project sponsor, AAU shall develop and monitor a shuttle bus operation program or group of policies, such as the AAU Shuttle Bus Policy, to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit,

² The Planning Department is recommending the elimination of any existing or future Flag Stops as they lead to safety concerns.

³ The six sites analyzed in the Draft EIR include 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin, and 2225 Jerrold Street

pedestrians, commercial or passenger loading, and bicycles on the public right-of-way. Such a program shall at a minimum include:

- A dedicated contact person(s) for the shuttle bus operation program
- AAU will document changes to routes and make the documentation available to the City and to the public promptly on the AAU website
- Inclusion of policies or procedures and necessary driver education and penalties to insure that shuttles avoid neighborhood residential streets where feasible
- Inclusion of policies or procedures and necessary driver education and penalties to insure shuttles do not idle at stops when vehicles are not actively loading and unloading
- In the event that a white shuttle bus zone cannot be located or approved in front of an AAU building or an existing stop cannot accommodate additional shuttle traffic, AAU shall work with SFMTA and Planning Department to analyze and propose an alternate location (white zone, nearby property driveway or garage, etc.) to accommodate the AAU peak hour shuttle trips without affecting adjacent vehicle travel lanes
- Reporting and documentation procedures to address transportation-related complaints related to shuttle activity
- Policies requiring the management of the shuttle program to be consistent with SFMTA shuttle policies,⁴ including no use of Muni or regional stops without approval of the affected transit agency
- Policies to regularly monitor and adjust (as needed) the AAU shuttle service provided, such that underutilized routes can be adjusted or removed as needed, and heavily used route service can be adjusted to add larger shuttles, provide more frequent service, or other adjustments that result in similar increased capacity

If the Planning Director or SFMTA Director, or his or her designee, have reason to believe that a shuttle activity is creating a recurring conflict (traffic, transit, pedestrian, bicycle, or loading) or safety concern on public property, the Planning Department or SFMTA shall notify AAU in writing. If warranted, the Department(s) may also require AAU to hire a qualified transportation consultant to evaluate the conditions at the site. The consultant shall evaluate the conditions for no less than seven days. The scope of data collection shall be coordinated and reviewed with the Planning Department and/or SFMTA prior to collection. The consultant shall prepare a report summarizing the observations and conditions, and the contribution of the shuttle activity to the concern. The consultant shall provide the Department a recommendation for resolution. If the Department determines that a recurring conflict or safety concern related to shuttle activities exists and could be improved upon, AAU shall have 90 days from the date of the written determination to resolve the matter as recommended or present an alternative solution.

AAU Shuttle Bus Service Policy, Management Plan Monitoring, and Enforcement Fee: To monitor compliance with the AAU Shuttle Bus Policy and Management Plan, AAU shall submit annual compliance reports to the Planning Department, as required by the AAU conditions of approvals, including Condition of Approval - AAU Shuttle Activities Monitoring and Condition of Approval - Shuttle Demand, Service, Monitoring, and Capacity Utilization Performance Standard. The annual monitoring fee shall be \$1,271 (or revised as reflected in a subsequently updated Planning Department fee

⁴ <https://www.sfmta.com/projects-planning/projects/commuter-shuttle-program-2016-2017>

schedule) for monitoring conditions of approval as the fee for active monitoring as set forth in Planning Code Sec. 351 (d) and Administrative Code 31.22(a)(12) (plus time and materials as set forth in *Planning Code* Section 350(c)). The fee shall fund the costs of administering and monitoring AAU's compliance with the AAU Shuttle Policy and Management Plan, including but not limited to, reporting on capacity utilization, changes to shuttle route schedules, and recorded complaints. The monitoring fee is an important element of the AAU Shuttle Policy and Management Plan to ensure shuttle activities do not substantially impede or interfere with traffic, adjacent land uses, transit, pedestrians, commercial or passenger loading, and bicycle on the public right-of-way. Violation of these Planning Department conditions of approval shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1 Non-compliance with these reporting requirements is subject to penalties according to Planning Code Section 176 (Enforcement Against Violations) of \$250 per day that can be assessed to the responsible party for each day of compliance continues unabated, excluding the period of time the Notice of Violation and Penalty has been pending before the Zoning Administrator.

3.4 Bicycle Parking

Condition of Approval: Bicycle Parking. To improve bicycle parking and conditions for bicyclists at future project sites, AAU shall add on- or off-street (or some combination thereof) bicycle parking facilities at project sites. Although additional bicycle parking may not be required under the Planning Code, AAU shall strive to reach the bicycle parking levels consistent with Planning Code and/or based on bicycle parking demand⁵, whichever is more, for such use categories as for student housing, offices, and postsecondary educational institutions, or consistent with other college campuses for similar types of use (such as classrooms, public areas/showrooms/event facilities, administrative office, student housing, and other student services). AAU can substitute the bicycle parking spaces by providing space or paying for a Bike Share hub in consultation with SFMTA. Bicycle parking should be placed in a safe, easily accessed location and in sufficient amounts to meet demand.

Class I: AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155. Class I bicycle parking should be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).

Class II: AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155. Placement of Class II bicycle parking spaces on public sidewalks should be coordinated and reviewed by SFMTA.

3.5 Pedestrian Facilities

Condition of Approval: Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks could be intermittently heavy, an improvement to monitor pedestrian volumes at future sites, particularly student volumes during the peak periods, is recommended. AAU should conduct peak semester, peak weekday, 7:30 a.m. to 7:30 p.m. observation/count of shuttle passengers waiting for shuttles to determine if adjacent pedestrian facilities are being blocked at certain times of the day. If pedestrian traffic is observed to be blocked during any of these periods, then AAU should implement measures such as having students

⁵ Bicycle Parking Demand = Daily bicycle trips/2/turnover rate

wait inside for shuttles (providing real-time information on shuttle arrivals, similar to NextBus), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity. Other measures could include wider sidewalks, pedestrian bulb outs, signalized pedestrian crossing, and adding benches to encourage passengers to wait closer to the building rather than at the curb. Measures outside the building would be subject to San Francisco Department of Public Works review and approval.

Condition of Approval: Curb Cut Removal. AAU should remove unnecessary curb cuts at existing and future sites, as determined by the Planning Department and SFMTA. Curb cut removal also improves pedestrian conditions, and potentially increases the amount of on-street parking and/or commercial parking adjacent to future AAU facilities.

3.6 Commercial and Construction Loading

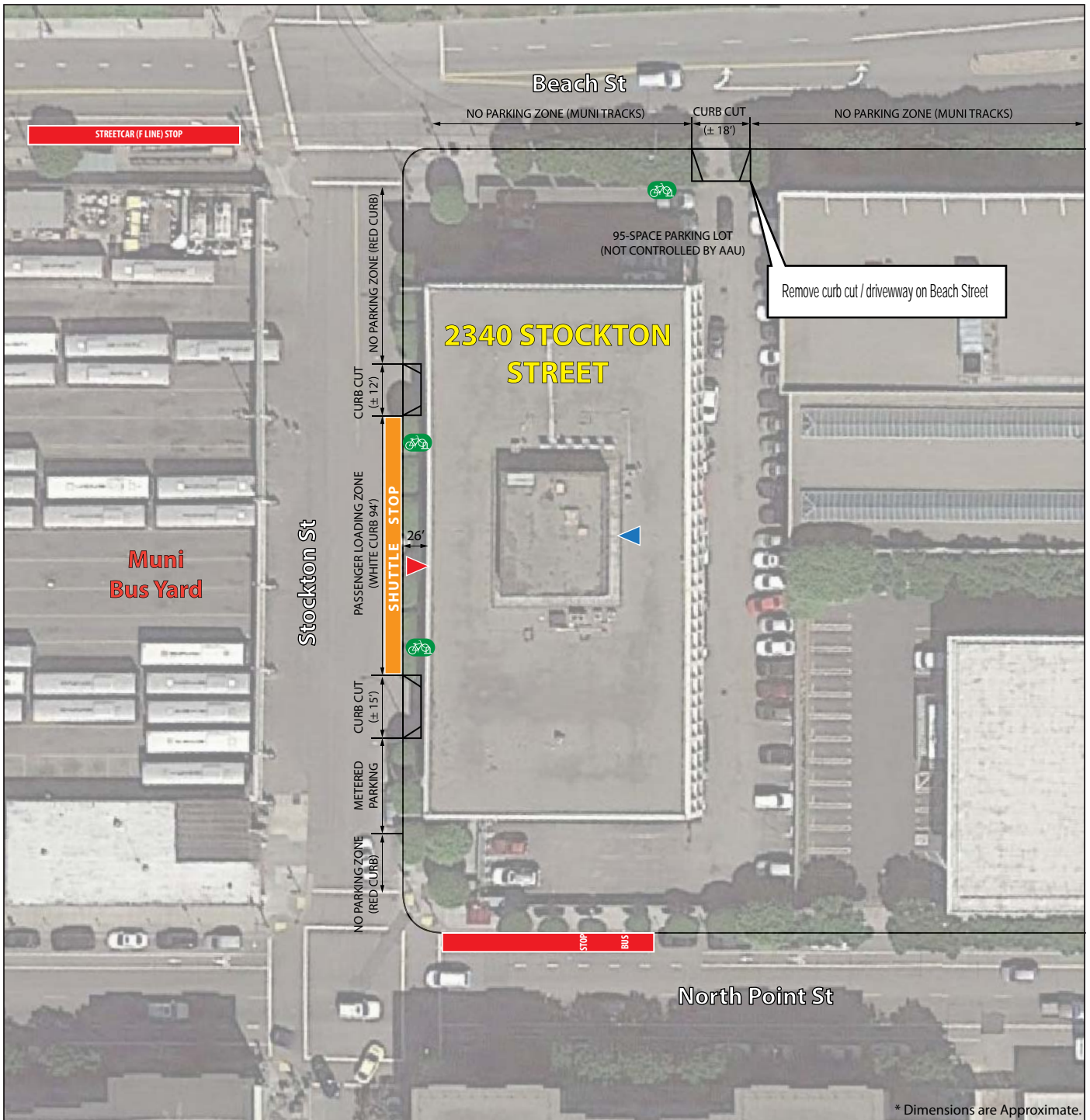
Although AAU is not a centralized campus, most deliveries, except food and some program or residential deliveries, are delivered to the centralized receiving area at the 79 New Montgomery main administrative building, and then distributed to the other buildings owned or operated by AAU. The 79 New Montgomery building has a loading dock along Jessie Street between Second Street and New Montgomery Street, and most deliveries occur at the loading dock or at other on-street loading zones (commercial or passenger) along New Montgomery Street. Based on information provided by AAU, there are approximately eight to nine daily deliveries to the 79 Montgomery Street location. Mailroom deliveries to AAU facilities occur twice daily, goods deliveries (e.g., paper, ink, computers) four to five times per day, and bulk printed materials once per semester. Food service deliveries are made to multiple existing AAU facilities, such as 620 Sutter Street and 1055 Pine Street, twice weekly.

Condition of Approval (EIR Improvement Measure I-TR-5): Commercial Loading. AAU would further improve conditions in study areas with high existing commercial loading demand, where AAU would monitor and efficiently manage their commercial loading activities over time and as needed, adjusting times of deliveries or applying for additional on-street commercial loading spaces from SFMTA. Since AAU has a centralized delivery system, commercial deliveries could be combined and managed to occur when higher amounts of on-street commercial loading spaces are available. This would improve potential AAU commercial loading activities in the study areas.

Condition of Approval: Construction Loading. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would improve general traffic flow on adjacent streets during the AM and PM peak periods.

4. Recommended Conditions of Approval

The following figures include transportation-related recommended conditions of approval for AAU's institutional and residential existing sites. The AAU site figures provide recommendations for shuttle stop locations and bus lines, commercial loading passenger loading zones, bicycle parking location, and building pedestrian access. These recommendations will ensure safe and efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network.



* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D (30 min), E (30 min)</p>	<ul style="list-style-type: none"> AAU Bicycle Parking Location Primary Pedestrian Access Shuttle Stop Location Secondary Pedestrian Access <div style="text-align: right;"> Not to Scale </div>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: center;">Class I</th> <th style="text-align: center;">Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Existing Supply:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">32</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2" style="text-align: center;">9</td> </tr> <tr> <td>Recommended:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	32	Parking Demand:	9		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Remove curb cut/driveway on Beach Street and use curb cuts on Stockton Street for accessing leased parking lot</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	32														
Parking Demand:	9															
Recommended:	0	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 1 - ES-1: 2340 STOCKTON ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															



SHUTTLE BUS SERVICE
 Shuttle Service Discontinued as of April 18, 2016
 Nearest Stop at Beach St / Jones St



AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

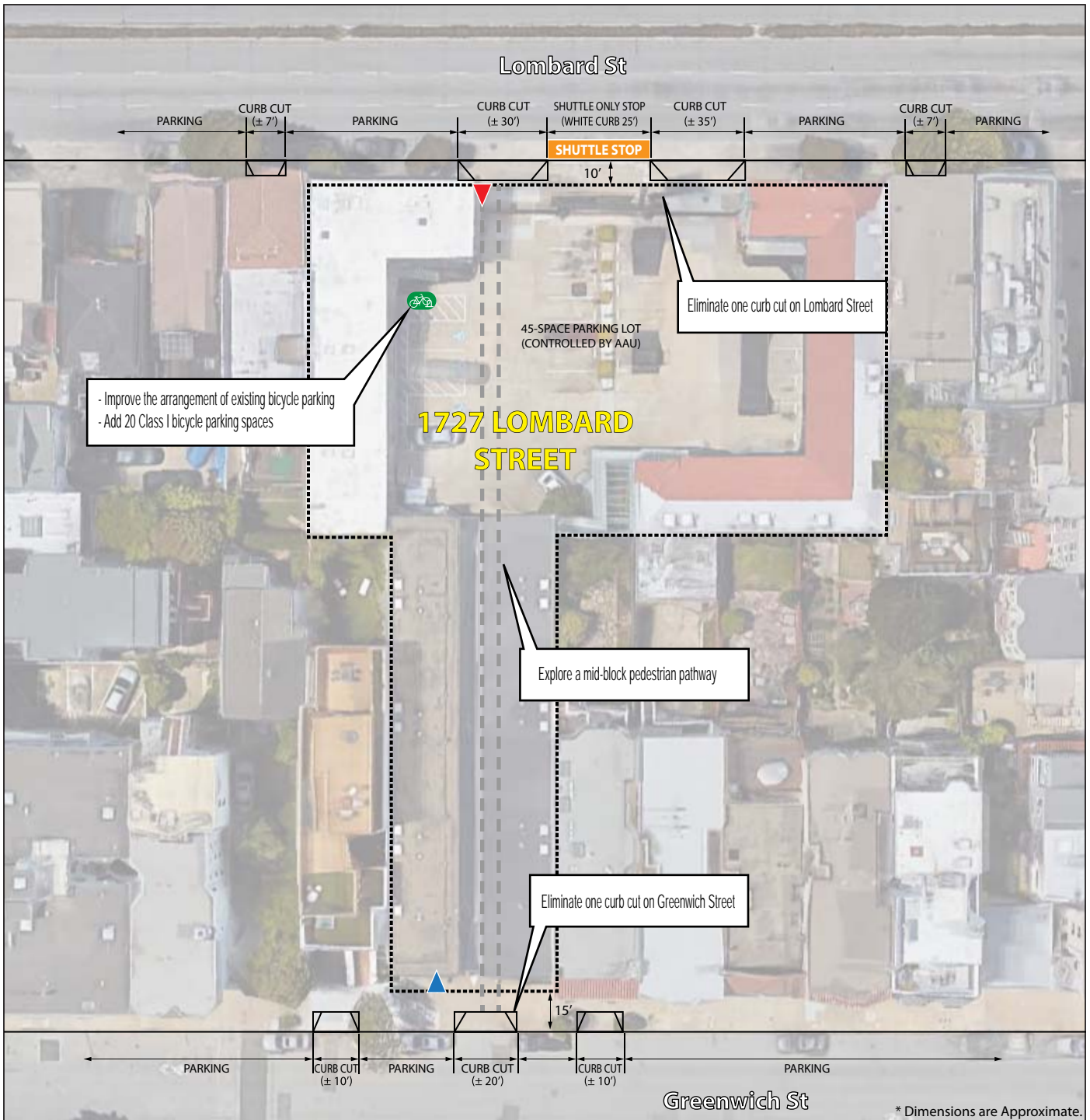
BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	14
Parking Demand:	4	
Recommended:	0	0

RECOMMENDED CONDITIONS OF APPROVAL
 None

ACADEMY OF ART UNIVERSITY ESTM
 SOURCE: CHS Consulting Group, 2016.

**FIGURE 2 - ES-2: 2295 TAYLOR ST (INSTITUTIONAL SITE)
 RECOMMENDED CONDITIONS OF APPROVAL**

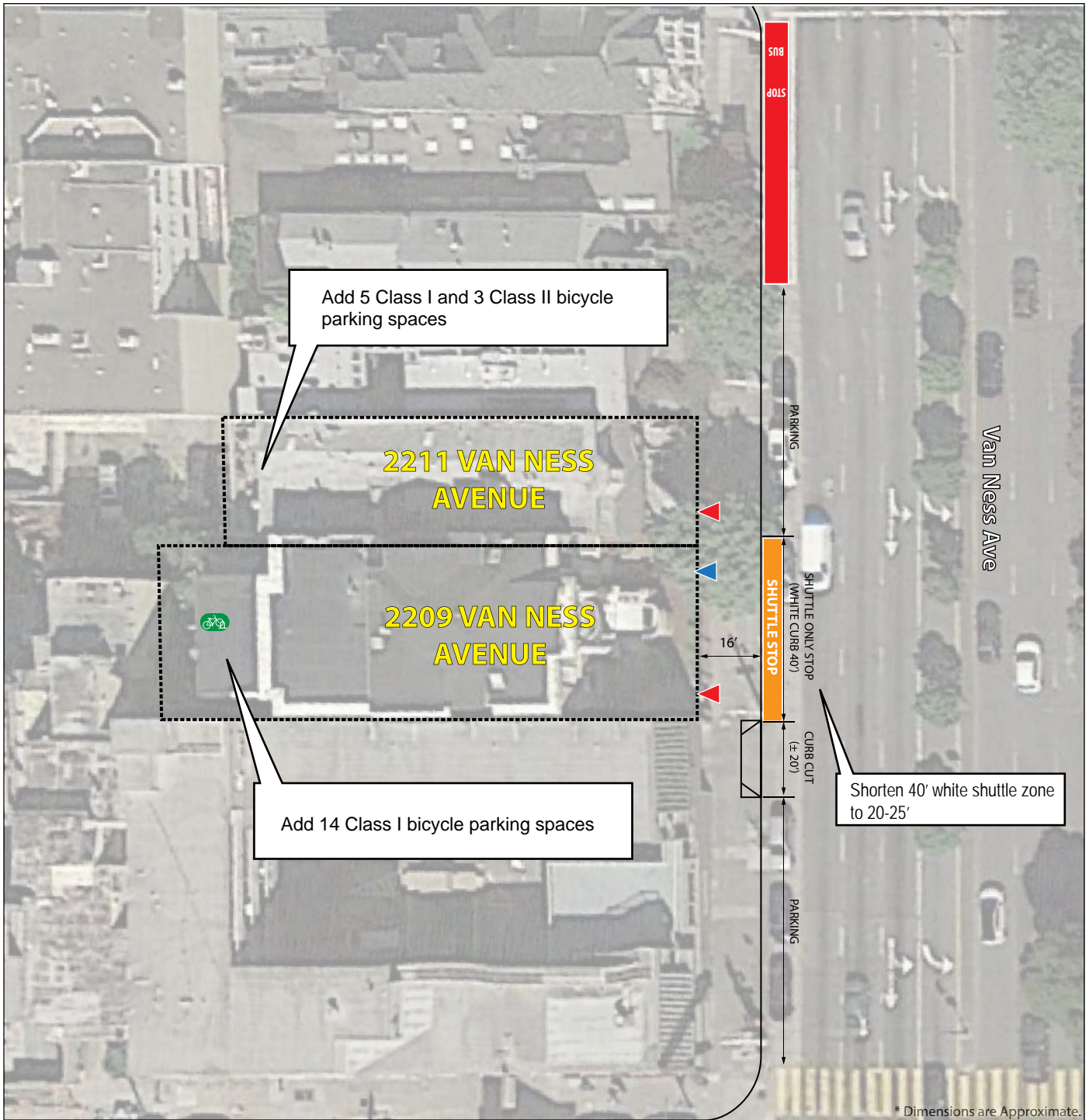


* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) M (20 min)</p>	<p> AAU Bicycle Parking Location Primary Pedestrian Access Shuttle Stop Location Secondary Pedestrian Access</p> <p style="text-align: right;"> Not to Scale</p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>20</td> <td>3</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>16</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">6</td> </tr> <tr> <td>Recommended:</td> <td>20</td> <td>0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	20	3	Existing Supply:	0	16	Parking Demand:	6		Recommended:	20	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Eliminate the existing curb cuts (one on Lombard St and one on Greenwich St) and replace with 2 parking spaces TR-3 Explore a mid-block location to replace the driveway extending through the site to Greenwich St TR-4 Improve the arrangement of bicycle parking and add 20 Class I bicycle parking spaces</p>
	Class I	Class II														
Code Required:	20	3														
Existing Supply:	0	16														
Parking Demand:	6															
Recommended:	20	0														

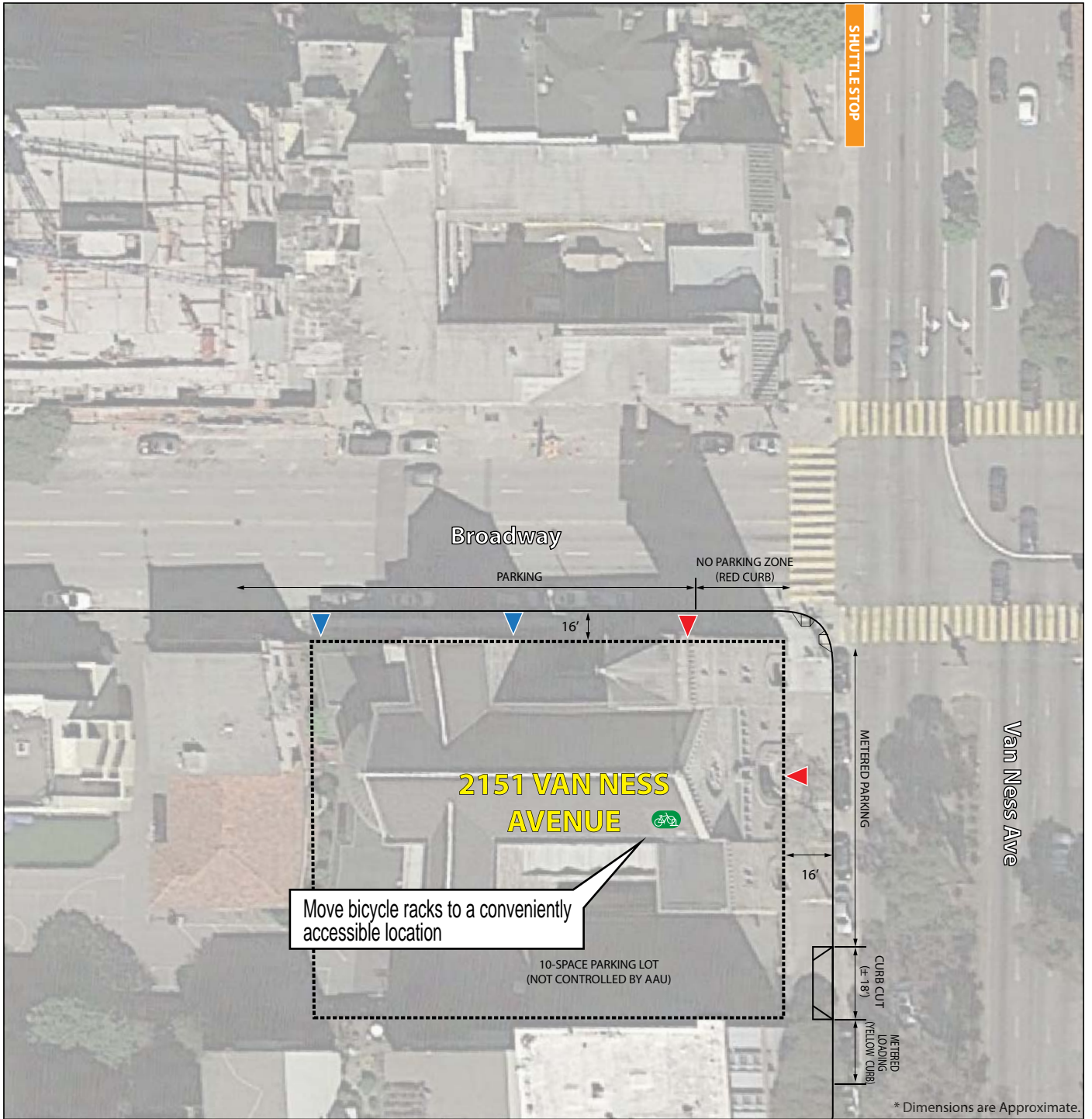
ACADEMY OF ART UNIVERSITY ESTM
SOURCE: CHS Consulting Group, 2016.

**FIGURE 3 - ES-3: 1727 LOMBARD ST (RESIDENTIAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) M (20 min)</p>	<p> AAU Bicycle Parking Location Primary Pedestrian Access Shuttle Stop Location Secondary Pedestrian Access </p> <p style="text-align: right;"> Not to Scale</p>															
<p>BICYCLE PARKING (2211 VN/2209 VN)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Class I</th> <th style="text-align: center;">Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td style="text-align: center;">5 / 14</td> <td style="text-align: center;">3 / 3</td> </tr> <tr> <td>Existing Supply:</td> <td style="text-align: center;">0 / 0</td> <td style="text-align: center;">0 / 9</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2" style="text-align: center;">3 / 3</td> </tr> <tr> <td>Recommended:</td> <td style="text-align: center;">5 / 14</td> <td style="text-align: center;">3 / 0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	5 / 14	3 / 3	Existing Supply:	0 / 0	0 / 9	Parking Demand:	3 / 3		Recommended:	5 / 14	3 / 0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>2211 Van Ness Avenue TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Add 5 Class I bicycle parking spaces TR-3 Add 3 Class II bicycle parking spaces</p> <p>2209 Van Ness Avenue TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Shorten 40' white shuttle zone to 20-25' TR-3 Add 14 Class I bicycle parking spaces</p>
	Class I	Class II														
Code Required:	5 / 14	3 / 3														
Existing Supply:	0 / 0	0 / 9														
Parking Demand:	3 / 3															
Recommended:	5 / 14	3 / 0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 4 - ES-4 & 5: 2211 & 2209 VAN NESS AVE (RESIDENTIAL SITES) RECOMMENDED CONDITIONS OF APPROVAL</p>															



SHUTTLE BUS SERVICE (PM Headway)
M (20 min)

- AAU Bicycle Parking Location
- Primary Pedestrian Access
- Shuttle Stop Location
- Secondary Pedestrian Access



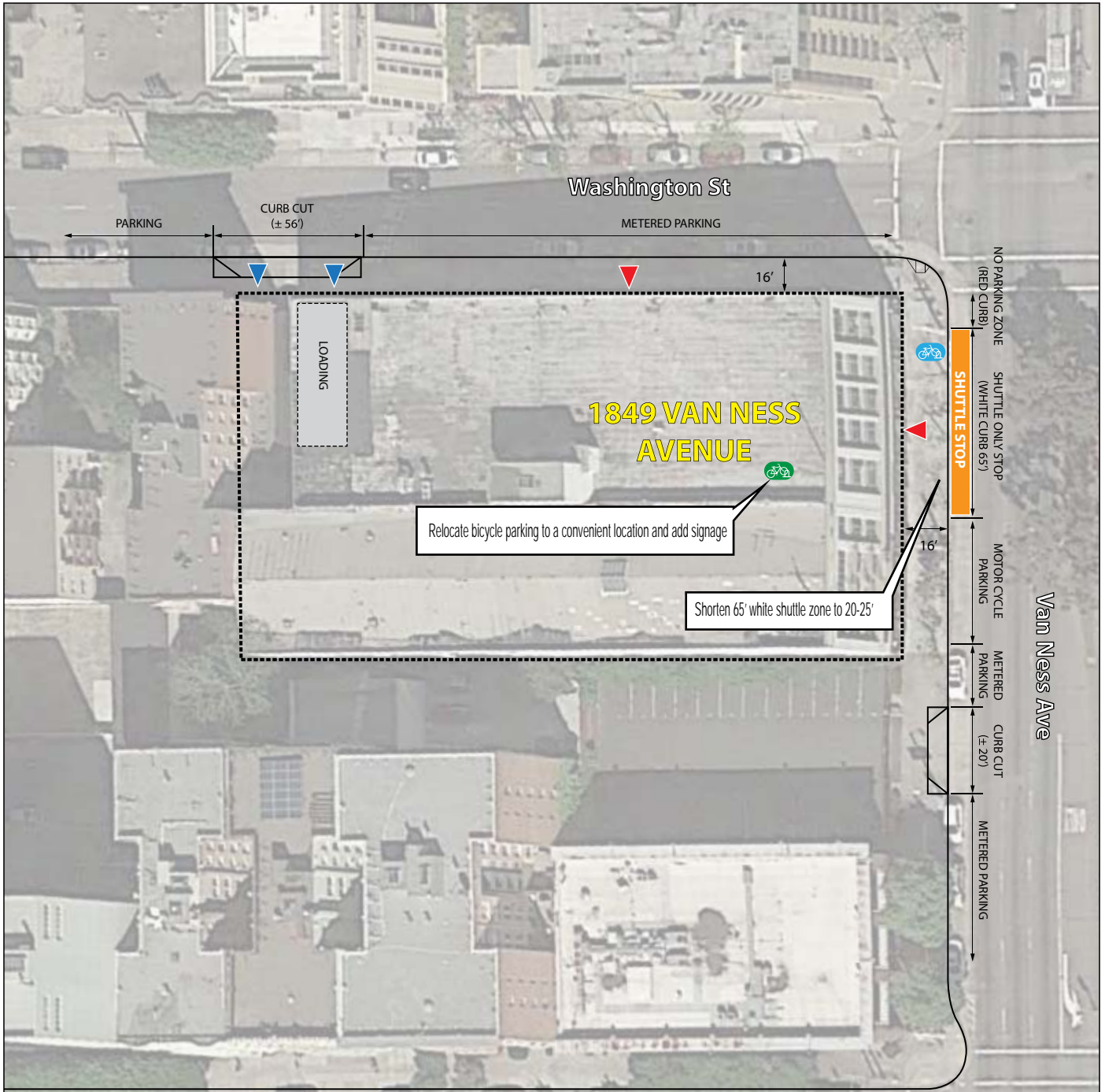
BICYCLE PARKING	Class I	Class II
Code Required:	TBD	TBD
Existing Supply:	0	8
Parking Demand:	1	
Recommended:	0	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
 TR-2 Move bicycle racks to a conveniently accessible location

ACADEMY OF ART UNIVERSITY ESTM
 SOURCE: CHS Consulting Group, 2016.

**FIGURE 5 - ES-6: 2151 VAN NESS AVE (INSTITUTIONAL SITE)
 RECOMMENDED CONDITIONS OF APPROVAL**



* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) M (20 min)</p>	<ul style="list-style-type: none"> AAU Bicycle Parking Location Public Bicycle Parking Location Shuttle Stop Location Primary Pedestrian Access Secondary Pedestrian Access <div style="text-align: right;"> Not to Scale </div>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: center;">Class I</th> <th style="text-align: center;">Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Existing Supply:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">32</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2" style="text-align: center;">21</td> </tr> <tr> <td>Recommended:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	32	Parking Demand:	21		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity</p> <p>TR-2 Shorten 65' white shuttle zone to 20-25' and return to public parking or commercial loading spaces</p> <p>TR-3 Relocate bicycle parking to a more convenient location and add signage</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	32														
Parking Demand:	21															
Recommended:	0	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p>FIGURE 6 - ES-8: 1849 VAN NESS AVE (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															




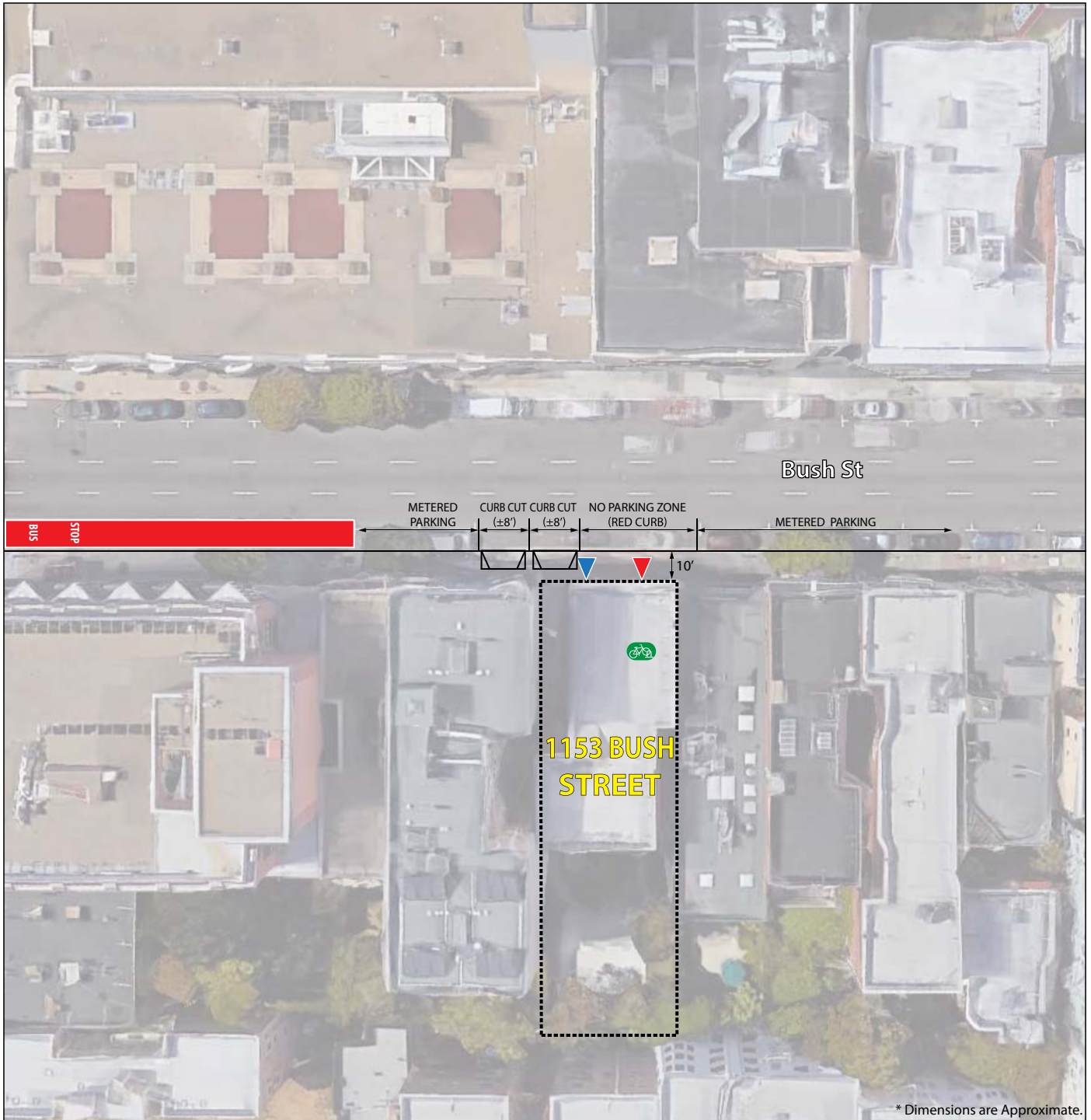
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) M (20 min)</p>	<p> AAU Bicycle Parking Location ▲ Primary Pedestrian Access Shuttle Stop Location ▲ Secondary Pedestrian Access </p> <p style="text-align: right;"> Not to Scale </p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>6</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">3</td> </tr> <tr> <td>Recommended:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	6	Parking Demand:	3		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Coordinate with SFMTA to create a white zone TR-3 Rearrange bicycle parking to allow for sufficient clearance of parked bicycles</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	6														
Parking Demand:	3															
Recommended:	0	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 7 - ES-9: 1916 OCTAVIA ST (RESIDENTIAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															



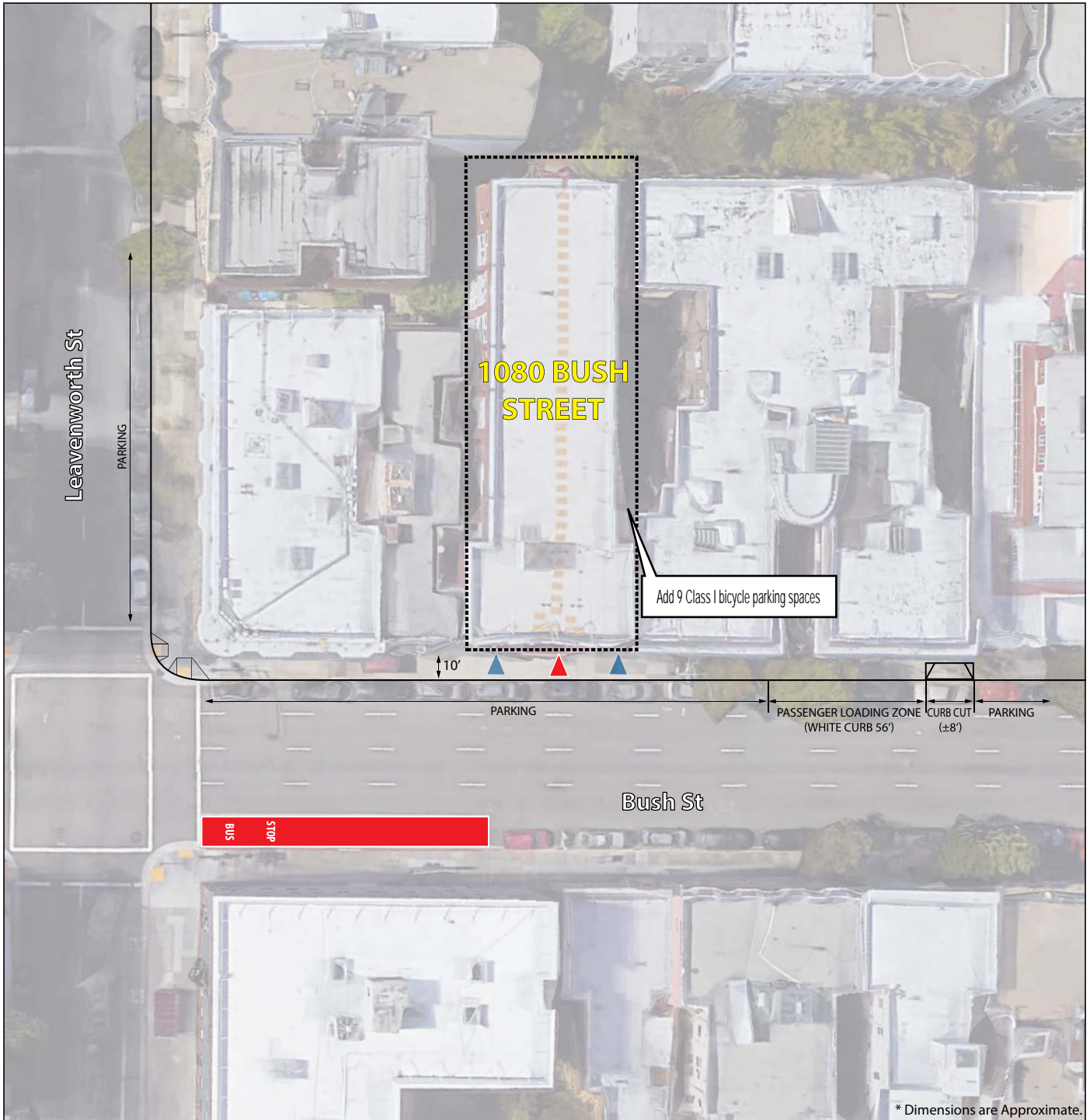
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D (30 min), E (30 min), Sutter Express (25 min) Nearest Stop at 620 Sutter Street</p>	<p>▲ Primary Pedestrian Access</p> <p style="text-align: right;">  Not to Scale </p>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: center;">Class I</th> <th style="text-align: center;">Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Existing Supply:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2" style="text-align: center;">0</td> </tr> <tr> <td>Recommended:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	0	Parking Demand:	0		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Remove unnecessary curb cuts along O'Farrell Street and Van Ness Avenue</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	0														
Parking Demand:	0															
Recommended:	0	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 8 - ES-10: 950 VAN NESS AVE (VEHICLE STORAGE) RECOMMENDED CONDITIONS OF APPROVAL</p>															








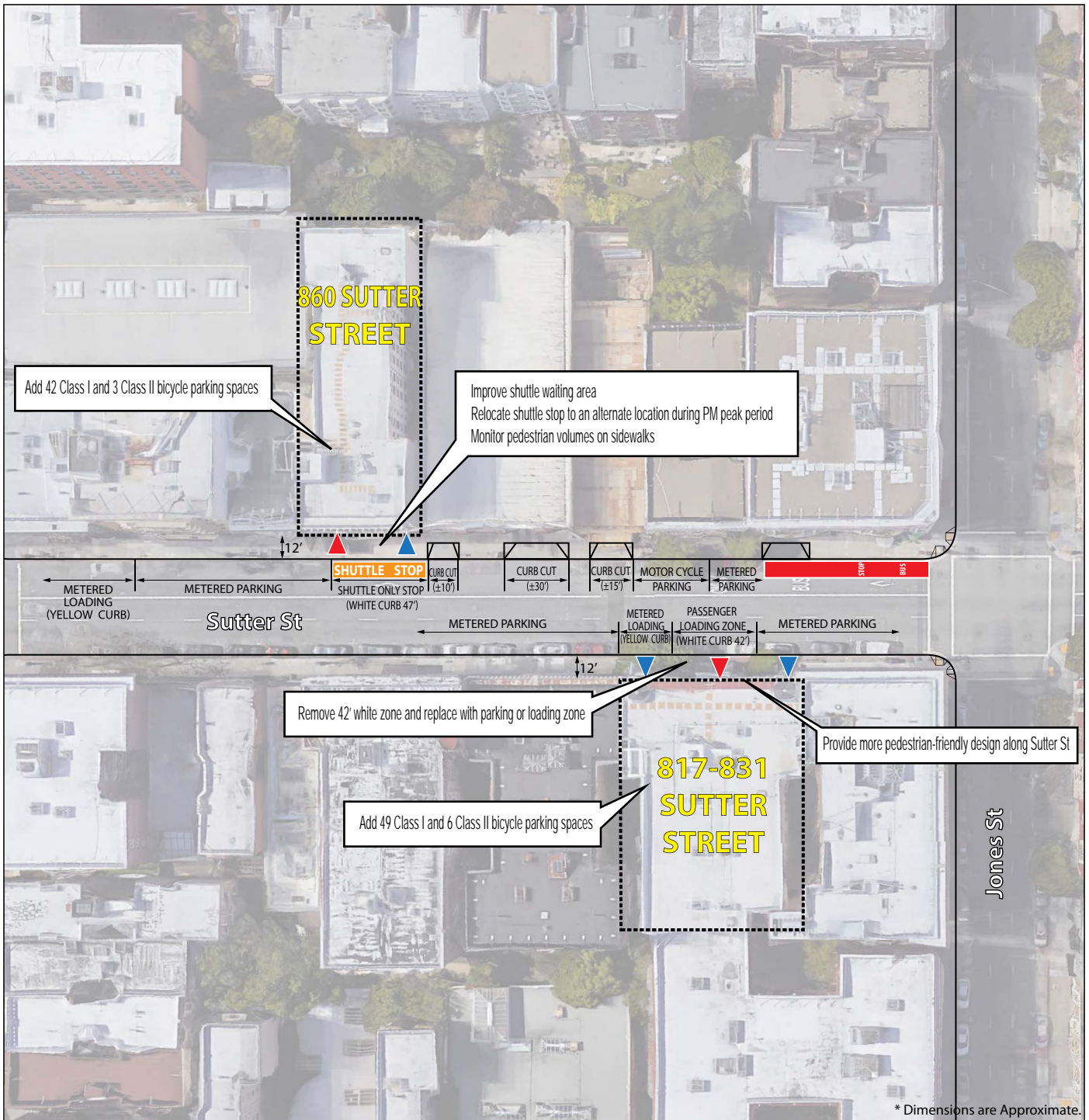
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I, M (20 min), Sutter Express (25 min) Nearest Stop at 860 Sutter Street</p>	<p> AAU Bicycle Parking Location Primary Pedestrian Access Secondary Pedestrian Access</p> <p> Not to Scale</p>																		
<table border="1"> <thead> <tr> <th colspan="3">BICYCLE PARKING</th> </tr> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>8</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">3</td> </tr> <tr> <td>Recommended:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	BICYCLE PARKING				Class I	Class II	Code Required:	0	0	Existing Supply:	0	8	Parking Demand:	3		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity</p>
BICYCLE PARKING																			
	Class I	Class II																	
Code Required:	0	0																	
Existing Supply:	0	8																	
Parking Demand:	3																		
Recommended:	0	0																	
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p>FIGURE 9 - ES-11: 1153 BUSH ST RECOMMENDED CONDITIONS OF APPROVAL</p>																		








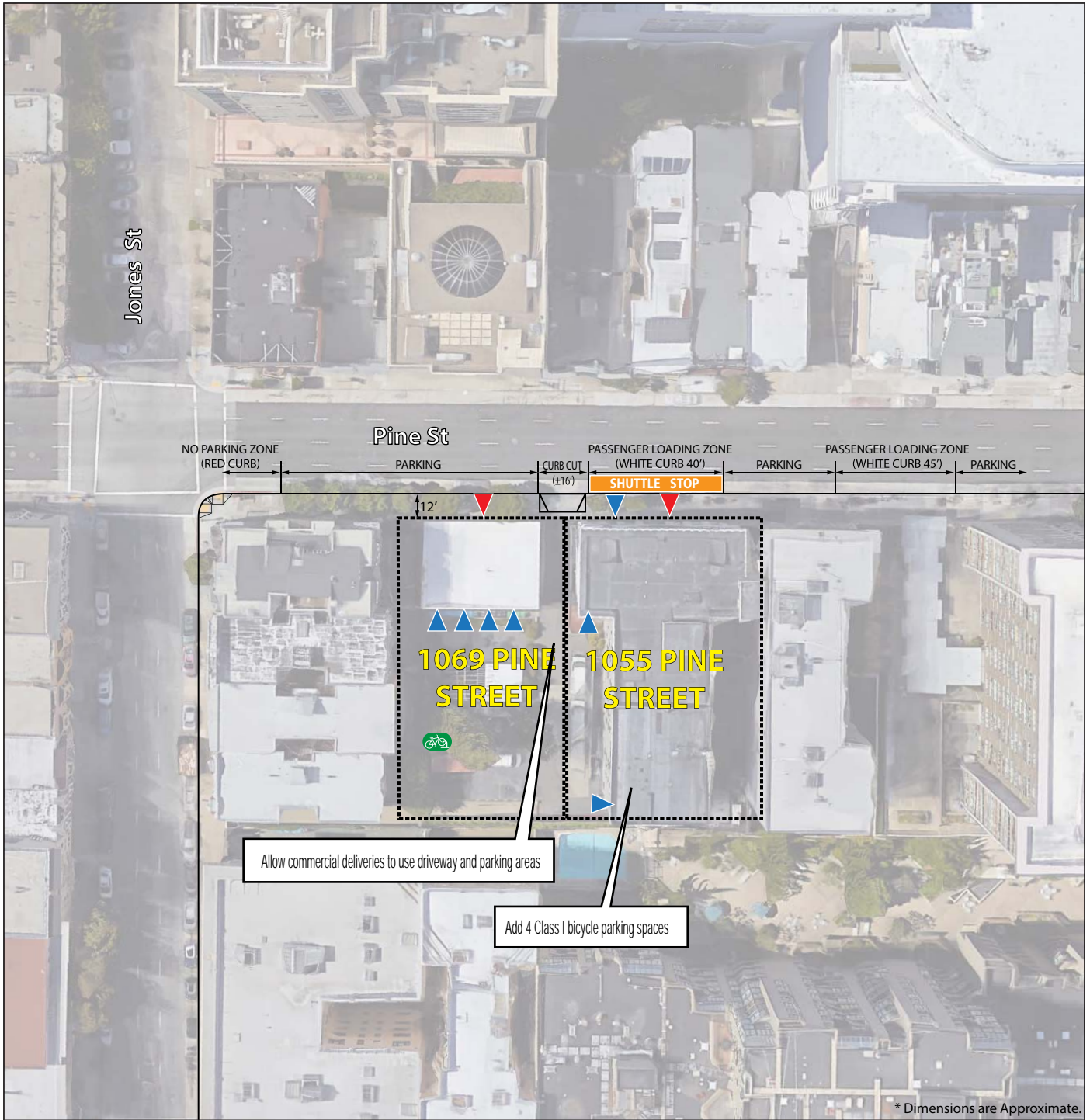
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min) Nearest Stop at 860 Sutter Street</p>	<p>  AAU Bicycle Parking Location  Shuttle Stop Location  Primary Pedestrian Access  Secondary Pedestrian Access </p> <p style="text-align: right;">  Not to Scale </p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Parking Demand:</td> <td>9</td> <td></td> </tr> <tr> <td>Recommended:</td> <td>9</td> <td>0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	0	Parking Demand:	9		Recommended:	9	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Add 9 Class I bicycle parking spaces, unless work with SFMTA to provide 9 Class II bicycle parking spaces along Bush Street</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	0														
Parking Demand:	9															
Recommended:	9	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 10 - ES-12: 1080 BUSH ST (RESIDENTIAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															








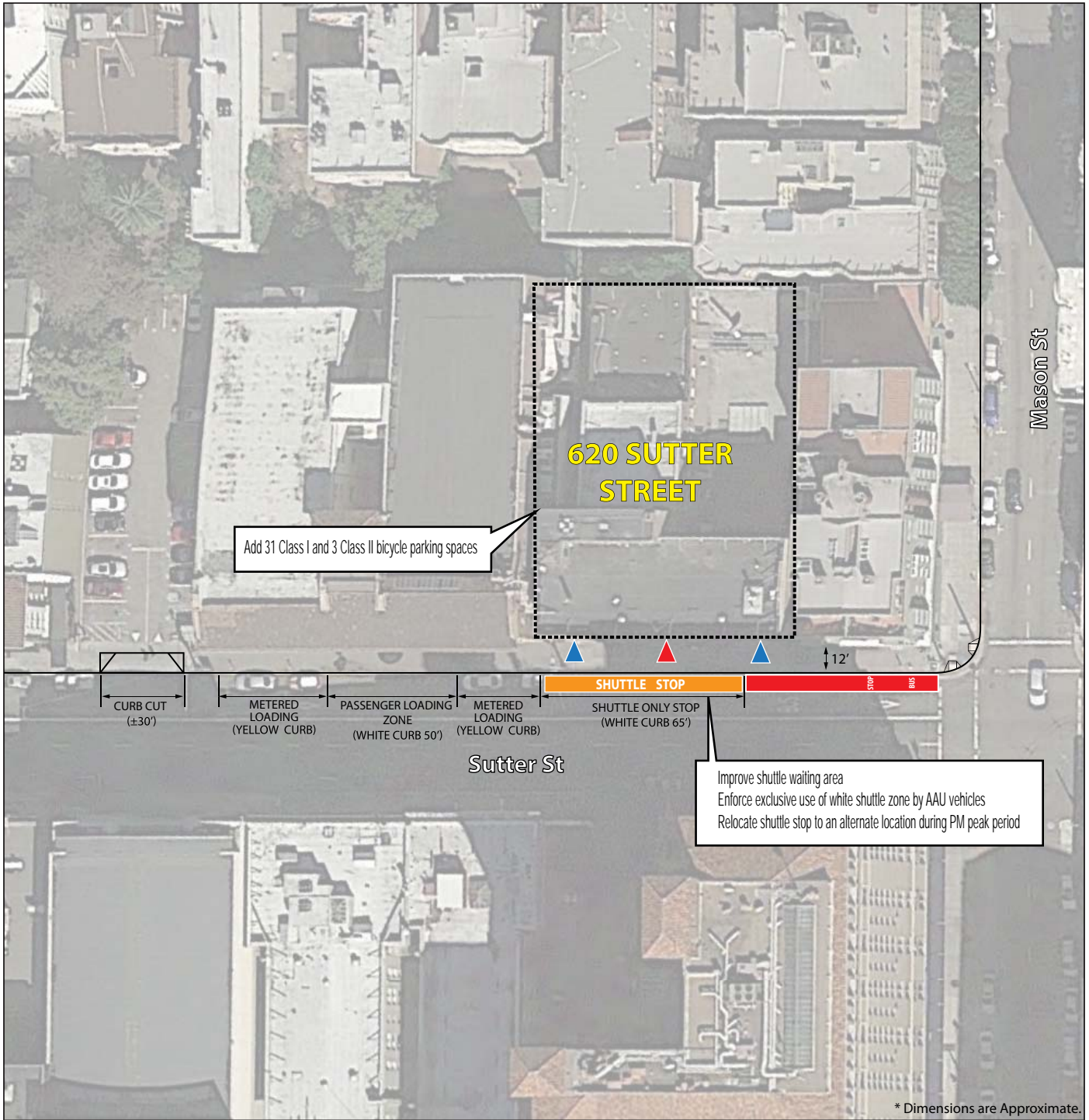
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)</p>	<p> AAU Bicycle Parking Location  Shuttle Stop Location</p>	<p> Primary Pedestrian Access  Secondary Pedestrian Access</p> <p style="text-align: right;"> Not to Scale</p>																	
<p>BICYCLE PARKING (860 / 817 Sutter)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Class I</th> <th style="text-align: center;">Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td style="text-align: center;">42 / 49</td> <td style="text-align: center;">3 / 6</td> </tr> <tr> <td>Existing Supply:</td> <td style="text-align: center;">0 / 0</td> <td style="text-align: center;">0 / 0</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2" style="text-align: center;">12 / 14</td> </tr> <tr> <td>Recommended:</td> <td style="text-align: center;">42 / 49</td> <td style="text-align: center;">3 / 6</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	42 / 49	3 / 6	Existing Supply:	0 / 0	0 / 0	Parking Demand:	12 / 14		Recommended:	42 / 49	3 / 6	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>860 Sutter Street TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Improve shuttle waiting area and monitor pedestrian volumes TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour TR-4 Monitor shuttle frequency to avoid double parking TR-5 Add 42 Class I bicycle parking spaces TR-6 Add 3 Class II bicycle parking spaces</p> </td> <td style="width: 50%; vertical-align: top;"> <p>817-831 Sutter Street TR-1 Remove 42' white zone and replace with parking or loading zone TR-2 Provide more pedestrian-friendly design along Sutter Street TR-3 Add 49 Class I bicycle parking spaces TR-4 Add 6 Class II bicycle parking spaces</p> </td> </tr> </table>		<p>860 Sutter Street TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Improve shuttle waiting area and monitor pedestrian volumes TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour TR-4 Monitor shuttle frequency to avoid double parking TR-5 Add 42 Class I bicycle parking spaces TR-6 Add 3 Class II bicycle parking spaces</p>	<p>817-831 Sutter Street TR-1 Remove 42' white zone and replace with parking or loading zone TR-2 Provide more pedestrian-friendly design along Sutter Street TR-3 Add 49 Class I bicycle parking spaces TR-4 Add 6 Class II bicycle parking spaces</p>
	Class I	Class II																	
Code Required:	42 / 49	3 / 6																	
Existing Supply:	0 / 0	0 / 0																	
Parking Demand:	12 / 14																		
Recommended:	42 / 49	3 / 6																	
<p>860 Sutter Street TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Improve shuttle waiting area and monitor pedestrian volumes TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour TR-4 Monitor shuttle frequency to avoid double parking TR-5 Add 42 Class I bicycle parking spaces TR-6 Add 3 Class II bicycle parking spaces</p>	<p>817-831 Sutter Street TR-1 Remove 42' white zone and replace with parking or loading zone TR-2 Provide more pedestrian-friendly design along Sutter Street TR-3 Add 49 Class I bicycle parking spaces TR-4 Add 6 Class II bicycle parking spaces</p>																		
<p>ACADEMY OF ART UNIVERSITY ESTM SOURCE: CHS Consulting Group, 2016.</p>	<p>FIGURE 11 - ES-13 & 14: 860 & 817-831 SUTTER ST (RESIDENTIAL SITES) RECOMMENDED CONDITIONS OF APPROVAL</p>																		








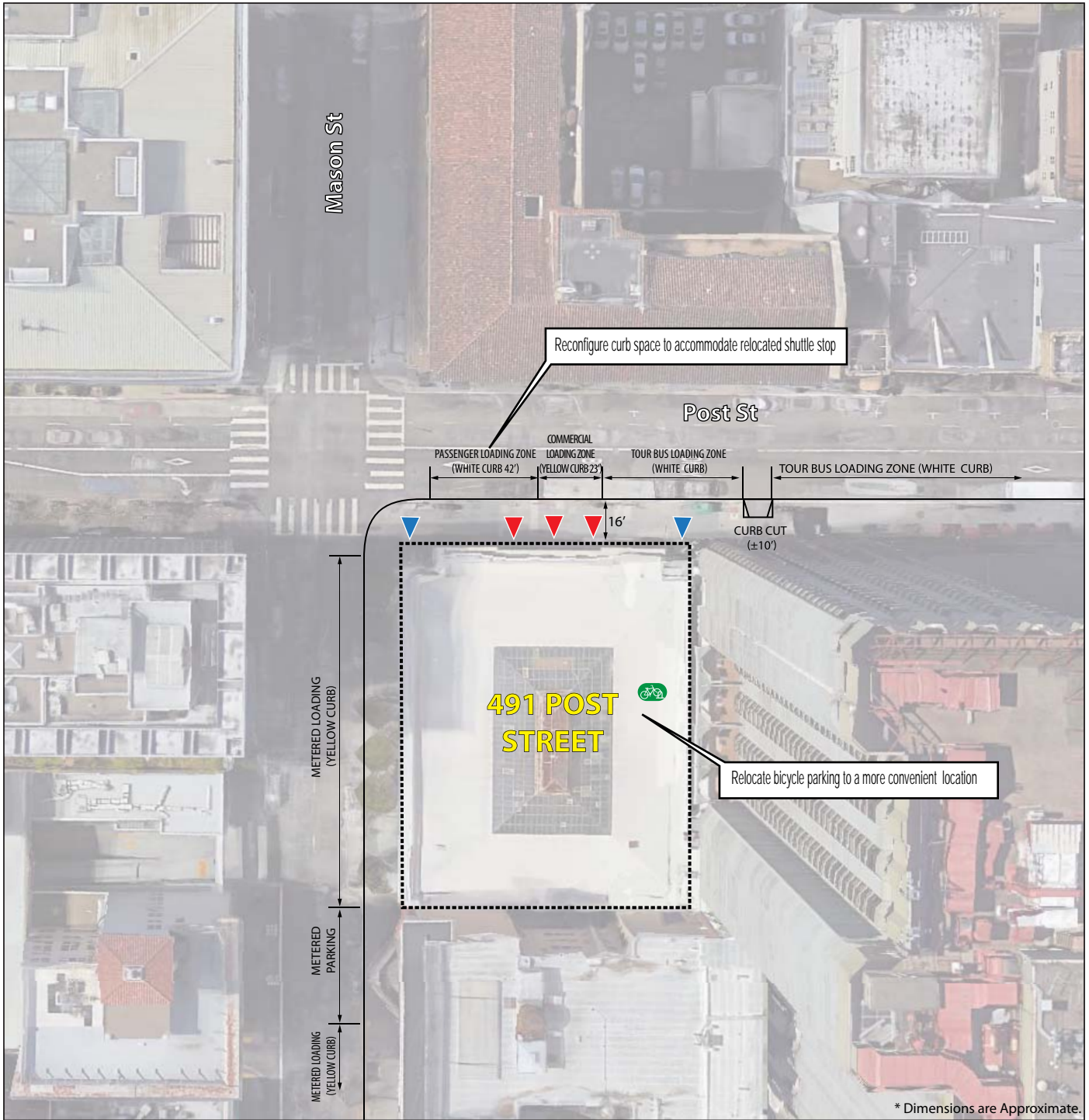
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) Sutter Express (25 min)</p>	<p>  AAU Bicycle Parking Location  Shuttle Stop Location  Primary Pedestrian Access  Secondary Pedestrian Access </p> <p style="text-align: right;">  Not to Scale </p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0 / 0</td> <td>0 / 0</td> </tr> <tr> <td>Existing Supply:</td> <td>0 / 0</td> <td>0 / 8</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">0 / 12</td> </tr> <tr> <td>Recommended:</td> <td>0 / 4</td> <td>0 / 0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0 / 0	0 / 0	Existing Supply:	0 / 0	0 / 8	Parking Demand:	0 / 12		Recommended:	0 / 4	0 / 0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>1069 Pine Street TR-1 Allow commercial deliveries to use the driveway and parking areas</p> <p>1055 Pine Street TR-1 Add 4 Class I bicycle parking spaces, unless work with SFMTA to provide 4 Class II bicycle parking spaces along Pine Street TR-2 Allow commercial deliveries to use the driveway and parking areas</p>
	Class I	Class II														
Code Required:	0 / 0	0 / 0														
Existing Supply:	0 / 0	0 / 8														
Parking Demand:	0 / 12															
Recommended:	0 / 4	0 / 0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 12 - ES-16 & 17: 1069 (RECREATIONAL SITE) & 1055 PINE ST (RESIDENTIAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															








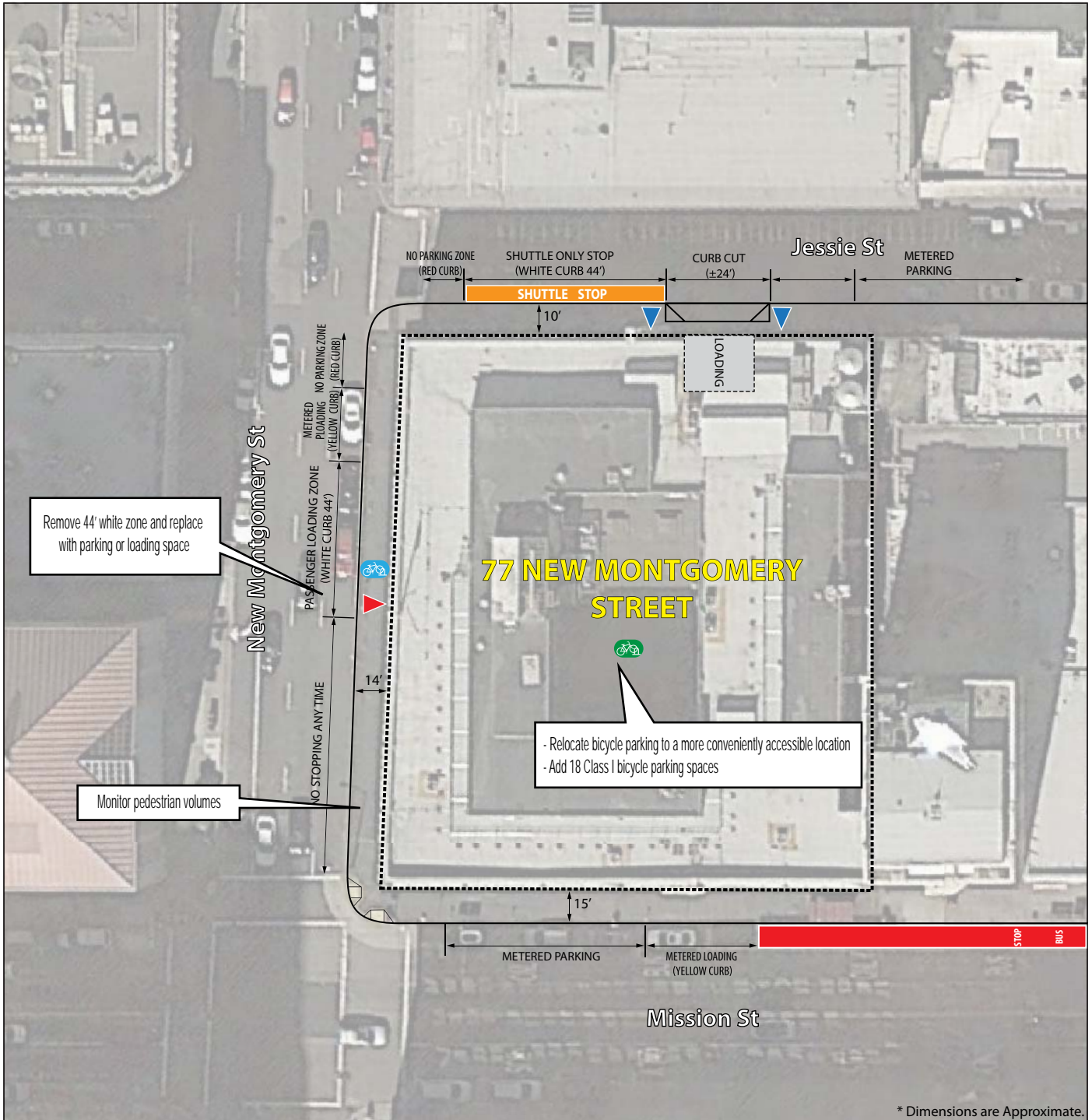
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)</p>	<p> AAU Bicycle Parking Location  Shuttle Stop Location</p>	<p> Primary Pedestrian Access  Secondary Pedestrian Access</p>	<p> Not to Scale</p>																		
<table border="1"> <thead> <tr> <th colspan="3">BICYCLE PARKING</th> </tr> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>31</td> <td>3</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">9</td> </tr> <tr> <td>Recommended:</td> <td>31</td> <td>3</td> </tr> </tbody> </table>	BICYCLE PARKING				Class I	Class II	Code Required:	31	3	Existing Supply:	0	0	Parking Demand:	9		Recommended:	31	3	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Monitor on-time performance of shuttles to avoid double parking TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak period TR-4 Enforce exclusive use of white shuttle zone by AAU vehicles TR-5 Improve shuttle waiting area TR-6 Add 31 Class I bicycle parking spaces TR-7 Add 3 Class II bicycle parking spaces</p>		
BICYCLE PARKING																					
	Class I	Class II																			
Code Required:	31	3																			
Existing Supply:	0	0																			
Parking Demand:	9																				
Recommended:	31	3																			
<p>ACADEMY OF ART UNIVERSITY ESTM SOURCE: CHS Consulting Group, 2016.</p>		<p>FIGURE 13 - ES-20: 620 SUTTER ST (RESIDENTIAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>																			



* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min) Nearest Stop at 620 Sutter Street</p>	<p> AAU Bicycle Parking Location  Shuttle Stop Location</p>	<p> Primary Pedestrian Access  Secondary Pedestrian Access</p>	<p> Not to Scale</p>															
<p>BICYCLE PARKING</p> <table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>20</td> </tr> <tr> <td>Parking Demand:</td> <td>7</td> <td></td> </tr> <tr> <td>Recommended:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	20	Parking Demand:	7		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Relocate bicycle parking spaces to a more convenient location and add signage TR-2 Reconfigure curb space to accommodate relocated shuttle stop location</p>		
	Class I	Class II																
Code Required:	0	0																
Existing Supply:	0	20																
Parking Demand:	7																	
Recommended:	0	0																
<p>ACADEMY OF ART UNIVERSITY ESTM SOURCE: CHS Consulting Group, 2016.</p>	<p>FIGURE 14 - ES-23: 491 POST ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>																	

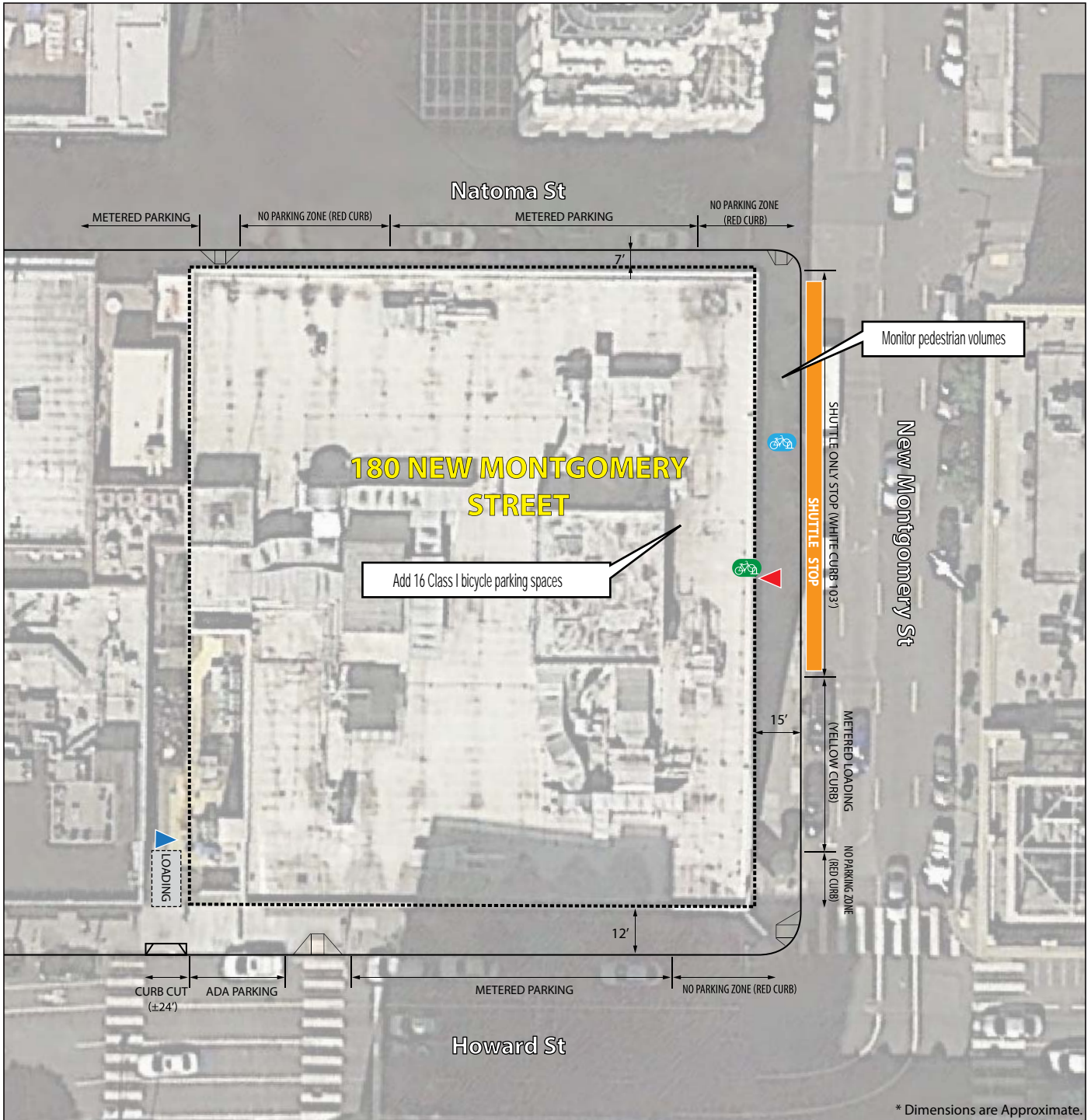


SHUTTLE BUS SERVICE (PM Headway) G (30 min), Hayes Express (30 min)			AAU Bicycle Parking Location Public Bicycle Parking Location Shuttle Stop Location	Primary Pedestrian Access Secondary Pedestrian Access	 Not to Scale
BICYCLE PARKING			RECOMMENDED CONDITIONS OF APPROVAL		
	Class I	Class II	TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Remove 44' white zone and replace with parking or commercial loading zone TR-3 Monitor pedestrian volumes on sidewalks TR-4 Relocate bicycle parking to a more convenient location and add signage TR-5 Add 18 Class I bicycle parking spaces, unless work with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery Street		
Code Required:	0	0			
Existing Supply:	0	16			
Parking Demand:	34				
Recommended:	18	0			

ACADEMY OF ART UNIVERSITY ESTM

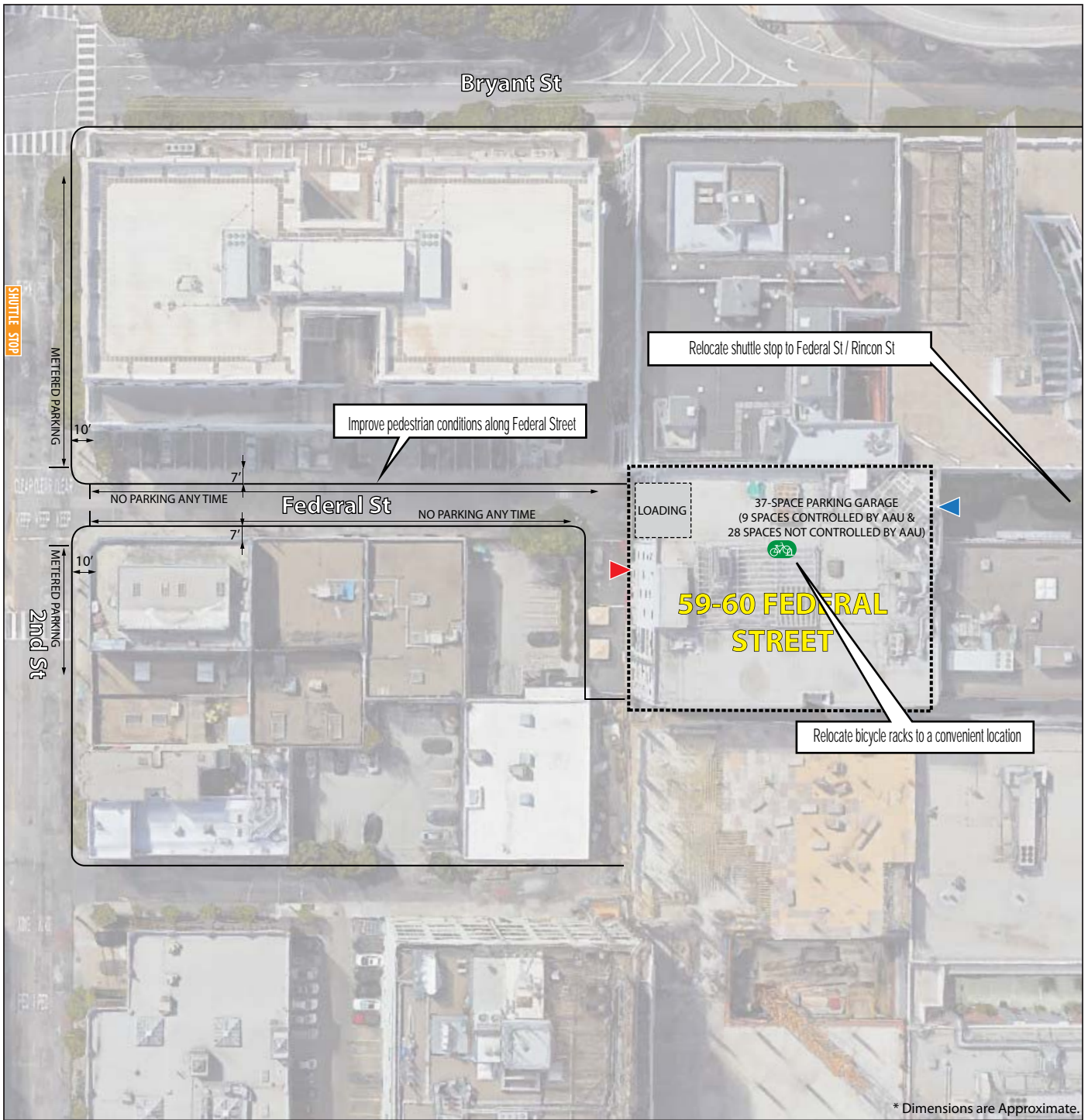
SOURCE: CHS Consulting Group, 2016.

FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL








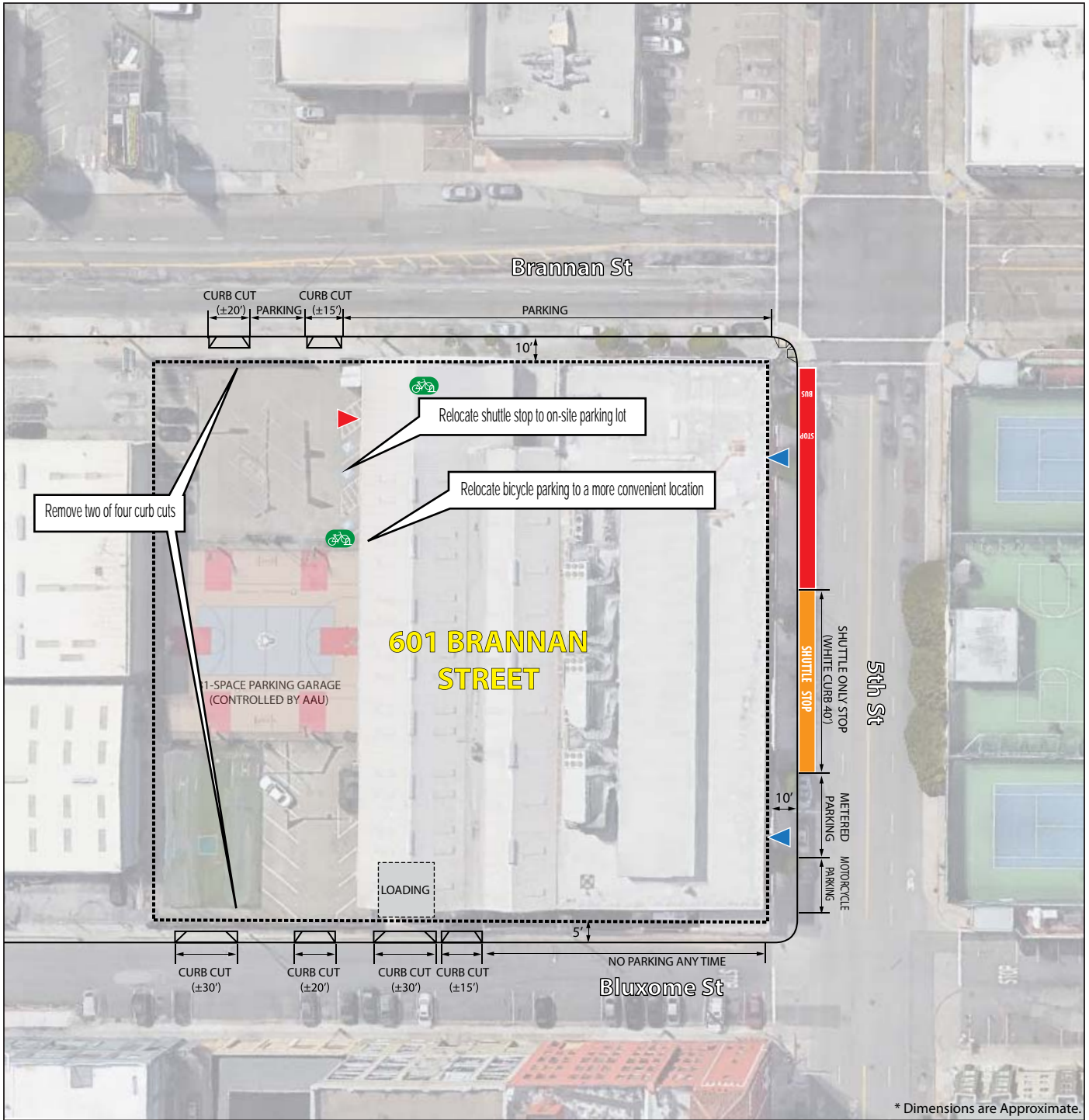
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I (20 min)</p>	<ul style="list-style-type: none"> AAU Bicycle Parking Location Public Bicycle Parking Location Shuttle Stop Location Primary Pedestrian Access Secondary Pedestrian Access <p style="text-align: right;"> Not to Scale</p>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: center;">Class I</th> <th style="text-align: center;">Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Existing Supply:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">28</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2" style="text-align: center;">44</td> </tr> <tr> <td>Recommended:</td> <td style="text-align: center;">16</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	28	Parking Demand:	44		Recommended:	16	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity</p> <p>TR-2 Monitor pedestrian volumes on sidewalks</p> <p>TR-3 Add 16 Class I bicycle parking spaces, unless work with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery Street</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	28														
Parking Demand:	44															
Recommended:	16	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															








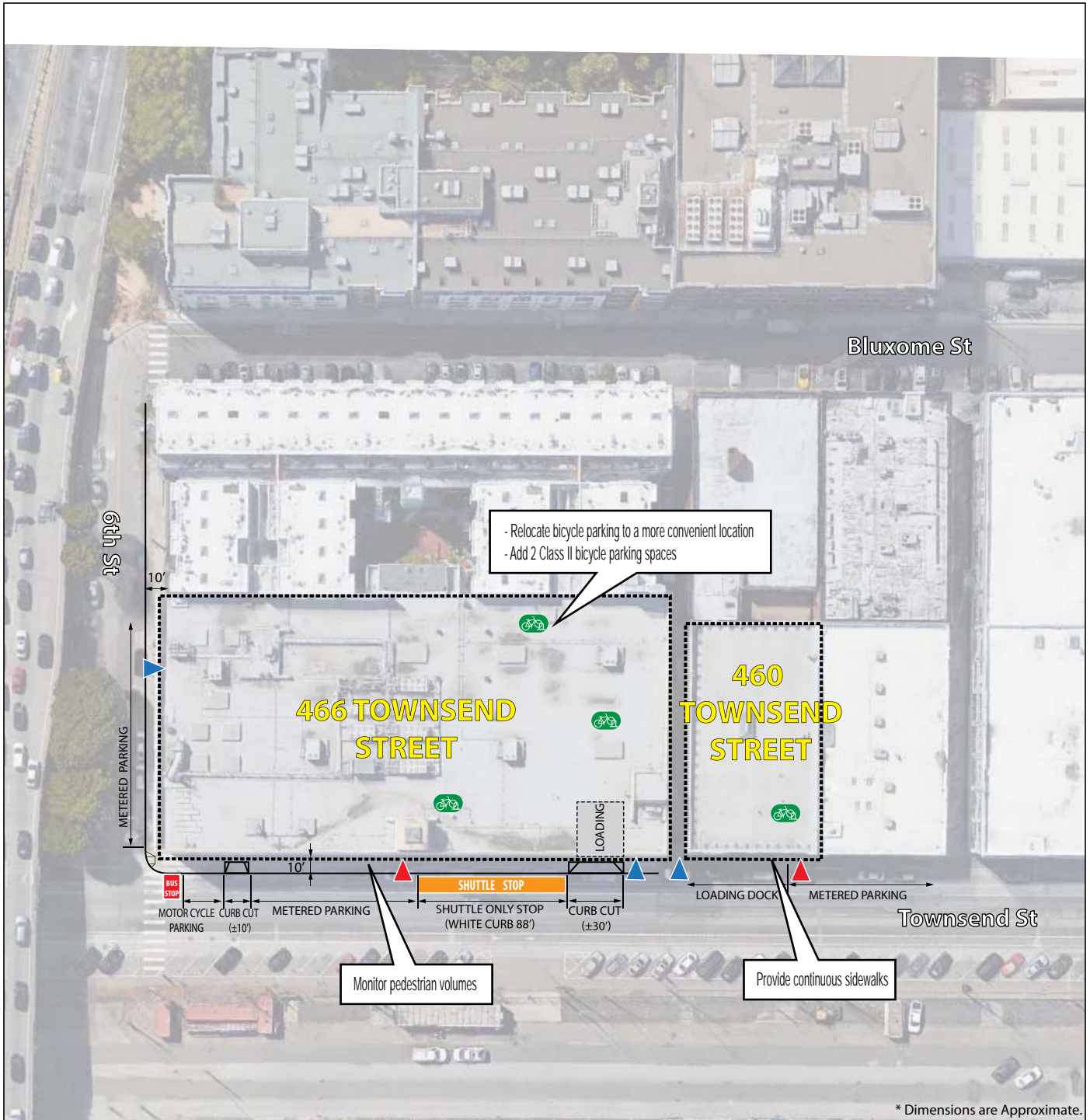
* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) G (30 min)</p>	<p>  AAU Bicycle Parking Location  Primary Pedestrian Access  Shuttle Stop Location  Secondary Pedestrian Access </p> <p style="text-align: right;"> Not to Scale</p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>36</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">19</td> </tr> <tr> <td>Recommended:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	36	Parking Demand:	19		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Relocate shuttle stop to the intersection of Federal St / Rincon St TR-3 Improve pedestrian conditions along Federal Street TR-4 Relocate bicycle parking to a more convenient location and add signage</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	36														
Parking Demand:	19															
Recommended:	0	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 17 - ES-30: 58-60 FEDERAL ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															



* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) G (30 min); H, I (20 min)</p>	<p>  AAU Bicycle Parking Location  Shuttle Stop Location  Primary Pedestrian Access  Secondary Pedestrian Access </p> <p style="text-align: right;"> Not to Scale</p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Existing Supply:</td> <td>0</td> <td>60</td> </tr> <tr> <td>Parking Demand:</td> <td>15</td> <td></td> </tr> <tr> <td>Recommended:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0	0	Existing Supply:	0	60	Parking Demand:	15		Recommended:	0	0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Remove two of four driveway curbs cuts TR-3 Relocate bicycle parking to a more convenient location and add signage TR-4 Move shuttle stop to on-site parking lot</p>
	Class I	Class II														
Code Required:	0	0														
Existing Supply:	0	60														
Parking Demand:	15															
Recommended:	0	0														
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p style="text-align: center;">FIGURE 18 - ES-31: 601 BRANNAN ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL</p>															



* Dimensions are Approximate.

<p>SHUTTLE BUS SERVICE (PM Headway) G (30 min); H, I (20 min)</p>	<p> AAU Bicycle Parking Location Shuttle Stop Location</p>	<p> Primary Pedestrian Access Secondary Pedestrian Access</p> <p> Not to Scale</p>															
<table border="1"> <thead> <tr> <th></th> <th>Class I</th> <th>Class II</th> </tr> </thead> <tbody> <tr> <td>Code Required:</td> <td>0 / 0</td> <td>0 / 0</td> </tr> <tr> <td>Existing Supply:</td> <td>0 / 0</td> <td>5 / 20</td> </tr> <tr> <td>Parking Demand:</td> <td colspan="2">4 / 22</td> </tr> <tr> <td>Recommended:</td> <td>0 / 2</td> <td>0 / 0</td> </tr> </tbody> </table>		Class I	Class II	Code Required:	0 / 0	0 / 0	Existing Supply:	0 / 0	5 / 20	Parking Demand:	4 / 22		Recommended:	0 / 2	0 / 0	<p>RECOMMENDED CONDITIONS OF APPROVAL</p> <p>460 Townsend Street TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Provide a continuous sidewalk along the frontage of 460 Townsend Street</p> <p>466 Townsend Street TR-1 Assess, adjust and monitor shuttle bus capacity TR-2 Monitor pedestrian volumes on sidewalks TR-3 Relocate bicycle parking to a more convenient location TR-4 Add 2 Class I bicycle parking spaces, unless work with SFMTA to provide 2 Class II bicycle parking spaces along Townsend Street</p>	
	Class I	Class II															
Code Required:	0 / 0	0 / 0															
Existing Supply:	0 / 0	5 / 20															
Parking Demand:	4 / 22																
Recommended:	0 / 2	0 / 0															
<p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>SOURCE: CHS Consulting Group, 2016.</p>	<p align="center">FIGURE 19 - ES-33 & 34: 460 & 466 TOWNSEND ST (INSTITUTIONAL SITES) RECOMMENDED CONDITIONS OF APPROVAL</p>																