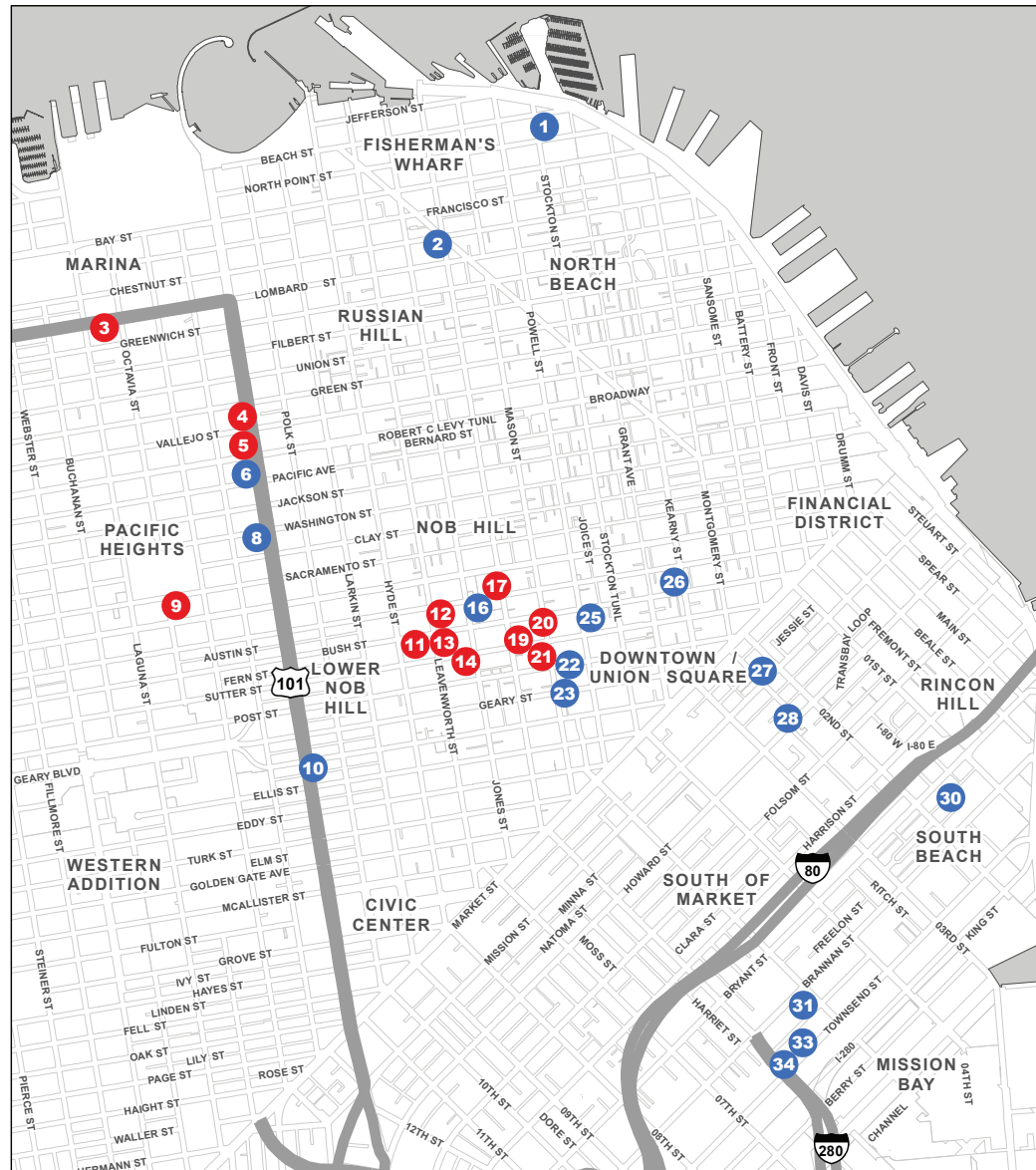


ACADEMY OF ART UNIVERSITY PROJECT

VOLUME 3: RESPONSES TO COMMENTS ADDENDUM



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

ESTM PUBLICATION DATE: MAY 4, 2016

ESTM PUBLIC HEARING DATE: MAY 19, 2016

ESTM PUBLIC REVIEW PERIOD: MAY 4, 2016 TO JUNE 3, 2016

VOLUME 3 PUBLISHED: JUNE 30, 2016

PRESENTED TO PLANNING
COMMISSION: JULY 28, 2016



SAN FRANCISCO
PLANNING
DEPARTMENT

ACADEMY OF ART UNIVERSITY PROJECT

EXISTING SITES TECHNICAL MEMORANDUM

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SAN FRANCISCO
PLANNING
DEPARTMENT



SAN FRANCISCO PLANNING DEPARTMENT

PUBLIC NOTICE Academy of Art University Project Existing Sites Technical Memorandum Responses to Comments Addendum

DATE: June 30, 2015
TO: Members of the Planning Commission and Interested Parties
FROM: Sarah B. Jones, Environmental Review Officer
Re: **Attached Responses to Comments Addendum on Academy of Art University (AAU) Project Existing Sites Technical Memorandum Case No. 2008.0586E**

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Attached for your review please find a copy of the Responses to Comments Addendum document for the Academy of Art University (AAU) Project Existing Sites Technical Memorandum (ESTM). This Response to Comments Addendum document also includes the Final Academy of Art Transportation Management Plan (TMP) that supersedes the Draft TMP provided in the Draft ESTM published May 4, 2016. **This document, along with the Environmental Impact Report (EIR), will be presented to the Planning Commission on July 28, 2015.** The Planning Commission will receive public testimony on the Final EIR certification and ESTM at the July 28, 2016 hearing. Please note that the public review period for the ESTM ended on June 3, 2016; any comments received after that date, including any comments provided orally or in writing at the July 28th hearing, will not be responded to in writing.

The Planning Commission will not conduct a hearing to receive comments on the Responses to Comments Addendum document for the AAU ESTM. 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 Addendum document.

If you have any questions concerning the Responses to Comments Addendum 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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Attachments

Attachment A Transcript from the May 19, 2016 Public Hearing

Attachment B Comment Letters Received During ESTM Review Period

Attachment C Comment Letter from the Historic Preservation Commission

Attachment D Academy of Art University (AAU) Facilities Transportation Management
Plan (Final)

List of Acronyms

| | | | |
|-----------------|---|-------------------|--|
| AAU | Academy of Art University | NCD | Neighborhood Commercial District |
| ABAG | Association of Bay Area Governments | NO _x | nitrogen oxides |
| ACM | asbestos containing material | NOP | Notice of Preparation |
| ACS | American Community Survey | NPDES | National Pollutant Discharge Elimination System |
| ADA | Americans with Disabilities Act of 1990 | NRHP | National Register of Historic Places |
| AM | ante meridiem | | |
| AQTR | Air Quality Technical Report | | |
| | | PCB | polychlorinated biphenyl |
| BAAQMD | Bay Area Air Quality Management District | PDA | Priority Development Area |
| BART | Bay Area Rapid Transit | PM | post meridiem |
| BRT | Bus Rapid Transit | PM _{2.5} | particulate matter, 2.5 microns or less in width |
| | | | |
| CEQA | California Environmental Quality Act | PM ₁₀ | particulate matter, 10 microns or less in width |
| City | City and County of San Francisco | PTA | Permit to Alter |
| CMP | Congestion Management Program | pounds/day | pounds per day |
| COA | Certificate of Appropriateness | | |
| CRHR | California Register of Historical Resources | ROSE | Recreation and Open Space Element |
| CU | conditional use | RPD | San Francisco Recreation and Park Department |
| | | ROG | reactive organic gases |
| dBA | A-weighted decibel | | |
| | | SFDPH | San Francisco Department of Public Health |
| EIR | Environmental Impact Report | SFFD | San Francisco Fire Department |
| ES | existing site | SFMOMA | San Francisco Museum of Modern Art |
| ESA | Environmental Site Assessment | SFMTA | San Francisco Municipal Transit Agency |
| ESTM | Existing Sites Technical Memorandum | SFPD | San Francisco Police Department |
| | | SFPL | San Francisco Public Library |
| FEMA | Federal Emergency Management Agency | SFPUC | San Francisco Public Utilities Commission |
| FHWA | Federal Highway Administration | SFUSD | San Francisco Unified School District |
| FTA | Federal Transit Administration | SOIS | Secretary of the Interior Standards |
| | | SoMa | South of Market |
| GHG | greenhouse gas | SOV | single-occupancy vehicle |
| | | SRO | single-room occupancy |
| HMBP | Hazardous Materials Business Plan | | |
| HMUPA | Hazardous Materials Unified Program Agency | TAC | toxic air contaminant |
| HPC | Historic Preservation Commission | TDM | Transportation Demand Management |
| HRA | Health Risk Assessment | TDIF | Transportation Impact Development Fee |
| HVAC | heating, ventilating, and air conditioning | TSP | Transportation Sustainability Fee |
| | | | |
| ITE | Institute of Transportation Engineers | UCSF | University of California San Francisco |
| | | UMB | unreinforced masonry building |
| L _{dn} | day-night average sound level | USEPA | United States Environmental Protection Agency |
| L _{eq} | equivalent continuous noise level | | |
| LBP | lead-based paint | UST | underground storage tank |
| LED | light-emitting diode | | |
| | | | |
| MLP | maximum load point | VdB | vibration decibel |
| MTS | Metropolitan Transportation System | | |
| Muni | San Francisco Municipal Railway | YWCA | Young Women's Christian Association |



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

VOLUME 3:

Existing Sites Technical Memorandum Responses to Comments Addendum

HEARING DATE: July 28, 2016

Date: June 30, 2016
Case No.: 2008.0586E
Project Title: Academy of Art University Project
Existing Sites Technical Memorandum
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INTRODUCTION

This addendum, and the attached documents, include the responses to the public comments received on the Academy of Art University (AAU) Project Existing Sites Technical Memorandum (ESTM). The Planning Department published the ESTM on May 4, 2016, and held a public hearing on May 19, 2016 at the Planning Commission and a Historic Preservation Commission hearing on May 18, 2016. Public comments were received for 30 days, with the public review period ending June 3, 2016. This Addendum to the ESTM provides the Planning Department's responses to comments received during the public review period. The concerns in the comments, presented below by environmental topic, are summarized and responded to individually, or consolidated into master responses where comments raised similar concerns. Comments regarding project merits have been responded to with respect to physical environmental effects of the AAU changes in use and tenant improvements; all comments about non-physical effects will be forwarded to decision-makers for consideration during the entitlement process for the AAU properties. Copies of the public hearing transcript and the comment letters are included as an attachment to this response packet.

PROJECT DESCRIPTION

The AAU was established in San Francisco in 1929. AAU is a private postsecondary academic institution that occupies buildings throughout the City (predominately in the northeast quadrant) for its existing art and design programs, along with student housing facilities. Since its founding, AAU has expanded its urban campus to 40 locations throughout San Francisco. As of September 2010, when the City and County of San Francisco (the City) published the Notice of Preparation (NOP) for the Academy of Art University Project Environmental Impact Report (EIR), AAU occupied 34 buildings, which are referred to in the ESTM as the "existing sites." These 34 buildings are evaluated in the ESTM. AAU occupied or proposed changes to five

additional sites, and one additional site was identified after the NOP was published. Those six sites are addressed separately in the *Academy of Art University Project EIR*.

AAU typically changed the uses in the existing buildings it occupied and made tenant improvements. Changes in land uses and tenant improvements, including the addition of signage, are actions that are typically approved by the San Francisco Planning Department (Planning Department) or Planning Commission on a case-by-case basis through conditional use (CU) authorizations, building permits, or approvals authorized by other provisions of the San Francisco Planning Code (Planning Code). However, AAU changed uses or made improvements in 28 of the 34 existing sites without obtaining the necessary approvals.

Of these 28 existing sites, eight require legislative amendments and associated CU authorizations and building permits, nine require CU authorizations and associated building permits, and six require building permits only for a change in use. The remaining five sites are Planning Code Article 10 (Preservation of Historical Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural Historical and Aesthetic Importation in the C-3 Districts) properties that do not require approvals for a change in use, but must be evaluated for effects on historical resources, requiring either Permits to Alter (PTA) or Certificates of Appropriateness (COA) from the Historic Preservation Commission. Five of the existing sites that require a building permit also require review by the Historic Preservation Commission for either a PTA or a COA, for a total of 10 sites to be reviewed by the Historic Preservation Commission. All existing sites that are Category A properties will receive historic preservation design review. Category A properties are historical resources listed on or formally determined to be eligible for the California Register of Historic Resources, historical resources listed on adopted local registers, or properties that have been determined to appear or that may become eligible for the California Register of Historic Places.

Six of the 34 existing sites require no discretionary City approvals because AAU's occupation did not result in a change of use and no tenant improvements were made that required discretionary approval from the Planning Department. From 2007 to 2014, AAU applied for required building permits and/or CU authorizations for 21 of the existing sites. With respect to the eight sites requiring Planning Code legislative amendments, one site (601 Brannan Street [ES-31]) would require an amendment to permit educational services in the SALI (Service/Arts/Light Industrial) Zoning District, and seven sites would require an amendment to the Student Housing Legislation to permit use as student housing in AAU existing buildings that were previously permitted and used as non-student housing. AAU has filed applications for all required legislative amendments as of May 2016.

ISSUES

The Planning Department published the ESTM on May 4, 2016, and held two public hearings, one on May 19, 2016 at the Planning Commission and one on May 18, 2016 at the Historic Preservation Commission, where comments from the public and from the Planning Commission were received verbally. The Planning Department also received additional

comment letters and e-mails during the public review period ending June 3, 2016. Sixteen people (including Commissioners) provided oral comments at the Planning Commissioner public hearing and the Planning Department received 11 comment letters or e-mails during the public review period.

In general, comments received state that the ESTM fails to adequately address the following issues:

1. Additional buildings under AAU occupancy that require environmental analysis;
2. Land use impacts to neighborhoods and the City;
3. Population, housing, and socioeconomic impacts and a need for adequate mitigation measures as a result of student housing occupying prior residential buildings;
4. Public recreational facility impacts due to AAU's recreation and sports programs;
5. Transportation and circulation impacts as a result of the AAU shuttle system and distributed and dispersed campus; and,
6. Air quality and greenhouse gas emission impacts as a result of AAU's transportation systems, including the AAU shuttle system.

Additional comments state general concerns about AAU's existing sites, such as concern over the number and duration of Planning Code violations and lack of fine collection or enforcement; concerns related to AAU's approach to its campus and housing compared to similar universities and institutions; concerns related to the project proposed in the AAU Project EIR; and support for predictability and clarity in defining AAU's mission and development goals or strategy.

All of the issues raised in the public hearing and other comments have been addressed in this Addendum. The transcript from the public hearing and all comment letters received have been attached (Attachment A: Transcript from the May 19, 2016 Public Hearing; Attachment B: Comment Letters Received During ESTM Review Period; and Attachment C: Comment Letter from the Historic Preservation Commission).

LIST OF COMMENTERS

The following is a list of commenters on the ESTM. The commenters are separated by oral comments received at the May 19, 2016 Planning Commission hearing, and written comments received during the public review period.

- Commissioner Rodney Fong
- Commissioner Dennis Richards
- Commissioner Michael Antonini
- Commissioner Rich Hillis
- Commissioner Christine Johnson

- Commissioner Kathrin Moore
- Commissioner Cindy Wu
- Sue Hestor
- Kris Schaeffer
- Marie Sorenson
- Spike Kahn
- Mari Eliza
- Magic Ahorn
- Rose Hillson
- John Bardis
- Joan Holden

Comment Letters and E-mails

- Historic Preservation Commission
- Alexandra Goldman, Tenderloin Neighborhood Development Corporation
- Sue Hestor
- Christopher Martin
- Jan Robinson
- Rose Hillson
- Mari Eliza
- Robert Francis
- George Wooding, Coalition for San Francisco Neighborhoods
- Patricia Maurice, California Department of Transportation

ESTM PUBLIC COMMENTS AND PLANNING DEPARTMENT RESPONSES

Project Description

1. Summary Comment - Additional Existing Sites Requiring Analysis in the ESTM

Additional AAU existing sites should have been included in the ESTM because these sites should be subject to discretionary approvals. Existing sites that should have been evaluated include 168 Bluxome Street (ES-32) and 575 Harrison Street (ES-29) (live/work buildings) because the buildings were built for commercial purposes and are being used as residential uses by AAU.

Planning Department Response

The buildings at 168 Buxom Street (ES-32) and 575 Harrison Street (ES-29) were constructed as live/work units. At the time AAU occupied the buildings, their occupancy was not considered to be a change of use under the Planning Code (prior to regulations prohibiting the conversion of such units to student housing units). As such, these properties do not require any discretionary review or approvals as stated on p. 1-8 of the ESTM.

2. *Summary Comment – San Francisco Rent Control Ordinance*

Certain AAU existing sites – specifically, 1900 Jackson Street (ES-7), 736 Jones Street (ES-15), 560 Powell Street (ES-24), 620 Sutter Street (ES-20), 680 Sutter Street (ES-19), and 655 Sutter Street (ES-21) – are subject to the San Francisco Rent Control Ordinance and are thus out of compliance with California law and the Planning Code.

Planning Department Response

Many of the sites listed above (including 1900 Jackson Street [ES-7], 736 Jones Street [ES-15], 560 Powell Street [ES-24], and 680 Sutter Street [ES-19]) were occupied by AAU at a time when their occupancy was not considered to be a change of use under the Planning Code (prior to regulations prohibiting the conversion of such units to student housing units). As such, these properties do not require any discretionary review or approvals as stated on p. 1-8 of the ESTM. The Rent Board is the City agency responsible for making determinations regarding compliance with the San Francisco Rent Control Ordinance. The Planning Department has not made any determination regarding the applicability of the Rent Control Ordinance to these four properties. The other existing sites mentioned in comments above (620 Sutter Street [ES-20] and 655 Sutter Street [ES-21]) were not residential prior to AAU occupancy; rather, their previous use was a tourist hotel and office, respectively (based upon Planning Department records). AAU received permits to change the use of 655 Sutter Street (ES-21) from office to residential. Based upon the Planning Department's understanding of the Rent Control Ordinance, it would not apply to these two properties because they previously contained non-residential uses.

3. *Summary Comment – Life Safety Improvements*

A Planning Commissioner requested that staff confirm which life safety improvements have been completed and identify any that are outstanding.

Planning Department Response

AAU has applied for permits to comply with the requirements in all Notices of Violation for life safety (e.g., San Francisco Fire and Building Code violations) and all of the life safety improvements at the AAU existing sites have been approved by the Planning Department, except for three life safety improvement permits that are currently pending City issuance and one that was cancelled (2340 Stockton Street [BPA# 2011-1116-9042], 410 Bush Street [BPA#

2011-0408-3776], and 58-60 Federal Street [BPA# 2011-0309-1746 and BPA# 201408133692, cancelled by the Fire Department in November 2015]).

4. *Summary Comment – Confirm Former Hotel Uses Prior to AAU*

A Planning Commissioner requested clarification of whether the four former hotels (1727 Lombard Street [ES-3], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], and 620 Sutter Street [ES-20]) were ever in residential use (including group-housing or single-room-occupancy rooms [SRO]).

Planning Department Response

The existing sites at 1727 Lombard Street (ES-3), 817-831 Sutter Street (ES-14), and 620 Sutter Street (ES-20) were previously permitted for tourist hotel use as the last legal use. The existing site at 860 Sutter Street (ES-13) was previously permitted for a tourist and residential hotel use. The tourist hotel occupied 39 group-housing rooms and the residential hotel occupied 50 group-housing rooms (residential hotel rooms pursuant to the Residential Hotel Conversion Ordinance) in the building. 860 Sutter Street (ES-13) requires a CU authorization, building permit, and legislative amendment for the conversion of the group-housing rooms. Please refer to Table 2, Summary of Uses and Required Discretionary Actions for AAU's Existing Residential Facilities, pp. 1-7 to 1-8 of the ESTM. Required entitlements at the three former hotel uses include CU authorizations, building permits; an Article 11 Permit to Alter is also required for 620 Sutter Street (ES-20). Further information in regard to the site histories of these properties may be provided as part of the Planning Department's case reports for the individual sites project entitlements.

5. *Summary Comment – 1916 Octavia Street Use History*

A Planning Commissioner requested the use history of 1916 Octavia Street (ES-9) as a residence, residential hotel, residential care facility, or senior housing facility.

Planning Department Response

As discussed in Appendix HR, 1916 Octavia Street (ES-9) was built as a single-family residence in 1898. In the mid-1940s, the residence was converted into an apartment building/long-term residential hotel. A care facility called Pacific Heights Manor then occupied the building from at least 1977 to 1993. AAU began occupation in 1996. Further information in regard to this site's history will be provided as part of the Planning Department's case reports for the project's entitlements.

Plans and Policies and Land Use

6. *Summary Comment – Previous PDR Uses at Some AAU Uses*

A Planning Commissioner noted that some previous Production, Distribution, and Repair (PDR) buildings may be used by AAU for training in the industrial arts, which may be considered related to an industrial use.

Planning Department Response

The two existing sites that were previously in industrial use prior to AAU occupancy are 460 and 466 Townsend Street. 460 Townsend Street (ES-33) is used as the School of Interior Architecture and Design and the School of Landscape Architecture. 466 Townsend Street (ES-34) has multiple uses, including acting classrooms, foundations¹, motion picture and television, drawing classrooms, sound studios, cinematography stages, directing stages, and architecture studios.² These uses at 460 and 466 Townsend Street are considered institutional uses under the Planning Code.

7. *Summary Comment – Retail Vacancy Rates*

A Planning Commissioner requested further information on retail vacancy rates near the existing sites and whether AAU's use, as non-pedestrian-serving institutional sites, detracts from the retail neighborhood.

Planning Department Response

Retail vacancy rates near the existing sites may be provided during the project entitlement process. Any land uses at the existing sites that are in conflict with existing zoning or other applicable land use plans and policies are discussed in the site-specific Plans and Policies and Land Use sections in Chapter 4, Individual Site Assessments. Potential conflicts with existing zoning were noted at 601 Brannan Street (ES-32), 2295 Taylor Street (ES-2), 2151 Van Ness Avenue (ES-6), 950 Van Ness Avenue (ES-10), and 1849 Van Ness Avenue (ES-8) due to the legislative amendments to the Planning Code being pursued for these sites. Conflicts were identified because the existing sites' land uses were determined to be inconsistent with the objectives and policies of their respective Zoning District or Special Use District.

8. *Summary Comment – Zoning Conflicts at 2295 Taylor Street*

A commenter asserted that institutional occupancy at 2295 Taylor Street (ES-2) for classroom and studio use detracts from the retail nature of the North Beach Neighborhood Commercial District and North Beach Special Use District, and creates a "dead zone" for pedestrian use.

Planning Department Response

AAU's postsecondary educational institutional use at 2295 Taylor Street (ES-2) requires a CU authorization within the North Beach Neighborhood Commercial District and North Beach Special Use District pursuant to Section 178(e)(5) of the Planning Code. A detailed discussion on 2295 Taylor Street (ES-2) potential conflict with the North Beach Neighborhood Commercial District and North Beach Special Use District is provided in the Plans and Policies and Land

¹ The Foundations Department provides art and design fundamentals to prepare students for their individual majors.

² Academy of Art University, Facilities, June 2016. Available online at <http://www.academyart.edu/students/facilities>. Accessed on June 15, 2016.

Use section Chapter 4, Environmental Analysis of Individual Sites, pp. 4-49 to 4-50. A postsecondary educational institutional use potentially conflicts with the Neighborhood Commercial District and Special Use District because both zoning control measures attempt to provide neighborhood-serving retail along with an adequate amount of entertainment, dining, and drinking establishments. The potential conflicts with these applicable plans will be considered by the Planning Commission as part of the decision-making process for this existing site.

9. *Summary Comment – Neighborhood Transformation*

A commenter expressed concern that the Tenderloin and Lower Nob Hill neighborhoods have been transformed (i.e., loss of resident population and affordable housing) due to the changes in use at the AAU existing sites in these neighborhoods.

Planning Department Response

Land use, population, and housing effects related to changes in use at the AAU existing sites in the Tenderloin and Lower Nob Hill neighborhoods were examined in the ESTM in Chapter 3, Individual Site Assessments (where existing sites occur in those specific neighborhoods) and Chapter 4, Combined and Cumulative Analysis. Localized effects on population and displacement within neighborhoods were noted. Please refer to pp. 3-11 and 3-16 to 3-18 in Chapter 3, Combined and Cumulative Analysis, and Chapter 4, Environmental Analysis of Individual Sites, for ES-11, ES-12, ES-13, ES-14, ES-16, ES-17, and ES-20 for a detailed discussion. These neighborhoods (Tenderloin and Lower Nob Hill) with a concentration of AAU uses may have perceived an intensification of institutional land uses due to AAU student, faculty, and staff populations and associated activities that could be perceived as a change in character. However, AAU buildings are located in areas that have a wide range of residential, commercial, and institutional uses. The changes of use remain compatible with the mixed-use Lower Nob Hill and Tenderloin neighborhoods.

Population and Housing

10. *Summary Comment – Affordable Housing Conversion*

A commenter expressed concern over the conversion of SRO and affordable housing units to student housing.

Planning Department Response

The changes in use at seven of the existing sites that require legislative amendments to the Planning Code have resulted in the conversion of group-housing and residential-hotel uses to student housing. The seven buildings that would require an amendment to the Student Housing Legislation are those at 2211 Van Ness Avenue, 2209 Van Ness Avenue, 1916 Octavia Street (ES-9), 1153 Bush Street (ES-11), 1080 Bush Street (ES-12), 860 Sutter Street (ES-13), and 1055 Pine Street (ES-17). The number of group-housing rooms that are currently operated as student housing as a result of the changes in use is approximately 160 group-housing units

(refer to p. 3-17 of the ESTM). Additionally, the ESTM documented that the remaining AAU residential buildings consisted of converted tourist hotels, motels, or other non-residential buildings (e.g., ES-3, ES-14, and ES-20), while others were group-housing units or apartments. Currently, AAU's total student housing of 1,810 beds consists of 143 dwelling units, 94 live/work units, and 544 group-housing units. The ESTM documents the effects on population and housing for the above existing sites in Chapter 4, Environmental Analysis of Individual Sites. All of the above-listed sites and their associated approvals will be considered by the Planning Commission and the Board of Supervisors during the project approval process.

11. *Summary Comment – Average Daily Income of Previous Residents*

A commenter requested that Planning Department staff provide data showing the Average Median Income (AMI) of previous residents who occupied AAU's 17 residential buildings.

Planning Department Response

Due to the uncertainty regarding previous residents and their income range, it would be speculative to include this information in the ESTM. If available, the information may be provided during the project entitlement process as part of the Planning Department's case reports.

12. *Summary Comment – AAU Evictions*

A commenter requested that the ESTM provide the number of evictions, if any, which may have occurred as a result of the AAU occupancy.

Planning Department Response

According to AAU, no tenancy was terminated to provide housing for students in its 17 residential buildings. AAU also reports that many of the rooms in its student housing buildings were already vacant or were rented on a short-term basis when they were first leased by AAU and that, over time, rooms that were formerly occupied by long-term tenants became vacant as tenants moved out voluntarily or in some cases through a voluntary buy-out process and that it has not conducted any no-fault evictions. In some of AAU's student housing buildings, permanent non-AAU tenants (currently 14) continue to reside alongside AAU students. It should be noted that this information has not been verified by independent sources. However, the Planning Department has verified with the Rent Board that they had no knowledge of any evictions in any of AAU's 17 residential buildings. The Planning Department will continue to research this information.

13. *Summary Comment – Enrollment Data*

A commenter requested student enrollment data at the time of each building's acquisition.

Planning Department Response

The ESTM provides student enrollment data for 2010 as the baseline and 2016 as the existing conditions. September 2010 is used as the baseline date because it is when the NOP was

published for the Draft EIR. Spring 2016 is the date of the existing conditions because it is the publication date of the ESTM. The purpose of the ESTM is to analyze the effects if any, caused by the prior unauthorized changes of use or tenant improvements undertaken at existing properties. However, in response to the comment, and to provide further context regarding AAU's historic growth patterns, 1990, 2000, and 2005 on-site student and faculty/staff information is provided in Table 1, Historic AAU Growth. Each property's capacity is provided in Tables 1 and 2 on pp. 1-6 to 1-8.

Table 1, Historic AAU Growth

| Type | 1990 | 2000 | 2005 | 2010 | 2016 |
|------------------|--------------|--------------|--------------|---------------|---------------|
| On-Site Students | 1,767 | 5,995 | 6,816 | 11,182 | 8,649 |
| Faculty | 165 | 696 | 1,294 | 1,294 | 1,031 |
| Staff | * | 480 | 997 | 997 | 923 |
| Total | 1,932 | 7,171 | 9,107 | 13,473 | 10,603 |

* = data not available

14. *Summary Comment – Student Housing Composition*

A commenter requested additional data on the student housing composition at AAU including the number of students who reside in AAU student housing, San Francisco rental housing units, housing provided by other institutions/colleges, or other Bay Area/regional housing.

Planning Department Response

In 2016, approximately 1,810 beds are available in AAU's 17 residential buildings housing, which accommodates on average 15 percent of the AAU student population, as discussed in Chapter 3, Cumulative and Combined Analysis, pp. 3-12 to 3-18. Approximately 32 percent of AAU students live outside the City in surrounding communities, such the East Bay, South Bay/Peninsula, and North Bay. The remaining 47 percent are assumed to live in other housing units in the City. Comparable information is provided in the Draft EIR on p. 4.4-8.

15. *Summary Comment – Impacts of Denying Entitlements*

A Planning Commissioner expressed concern over the potential consequences of denying approval of existing residential sites, including impacts on housing demand.

Planning Department Response

Planning Code Section 317(f)(1) prohibits the conversion of existing residential units to student housing. All group-housing and residential-hotel units that were converted to student housing will require a legislative amendment to Planning Code Section 317(f)(1). Units that are not in

compliance with the Student Housing Ordinance would be required to be vacated unless the requested amendments to the Planning Code are approved by the Planning Commission and Board of Supervisors. Vacating student housing units would likely represent an incremental increase in housing demand for AAU students, as students currently in these units would be required to find housing elsewhere. However, the ESTM does not analyze future conditions and does not speculate on the decision-makers' future determination.

16. *Summary Comment – Rents at Previous Legal Uses*

A Planning Commissioner asked that if conversions back to the previous legal use (i.e., student housing back to group housing uses) were to occur today, what would the rents be compared to those before AAU occupation.

Planning Department Response

Due to the uncertainty regarding future residents and rental agreements, it would be speculative to include this information in the ESTM. If available, this information may be provided during the project entitlement process as part of the Planning Department's case reports.

17. *Summary Comment – Predicted Rents Using Consumer Price Index*

A Planning Commissioner requested a comparison of rents at the time of occupation, adding Consumer Price Index (CPI) every year, and a determination of what the rent would be today.

Planning Department Response

Due to the uncertainty regarding previous residents and rental agreements, it would be speculative to include this information in the ESTM. If available, this information may be provided during the project entitlement process as part of the Planning Department's case reports.

18. *Summary Comment – Conflict with the City's Priority Policy*

A commenter expressed concern that AAU's housing acquisition approach is in conflict with the City's priority policy to make more rental units available.

Planning Department Response

The AAU existing sites have resulted in the use of residential hotel rooms for student housing at existing sites (160 group-housing rooms); therefore, the conversion of these uses may not be consistent with policies to avoid conversion of such affordable housing. In addition, if AAU did not meet housing demand generated by its growth, the changes of use are not consistent with policies to require the provision of such housing, including Objective 1, Policy 1.9 and Objective 3, Policies 3.1 and 3.5 of the Housing Element. A more detailed discussion of conflicts with the *San Francisco General Plan* as a result of the changes in use at residential sites is provided on pp. 3-7 to 3-11 of the ESTM. Additionally, decision-makers will consider the consistency of the

AAU's housing resources with applicable *General Plan* policies when they determine whether to approve or disapprove those project proposals

19. *Summary Comment – 1727 Lombard Street Housing Alternative*

A Planning Commissioner expressed interest in investigating a potential alternative that would demolish the motel building at 1727 Lombard Street (ES-3) to create a larger housing structure, but recognizing the far distance from other AAU locations.

Planning Department Response

The ESTM did not evaluate potential future conditions or alternatives to the existing sites; rather, the ESTM analyzed existing conditions for sites that were not subject to CEQA. Future changes at any of the 34 existing sites would be subject to environmental review under CEQA.

20. *Summary Comment – Interchangeability of “Beds” and “Housing Units” in the ESTM*

A commenter noted concern about the interchangeability of the terms “beds” and “housing units” in the ESTM.

Planning Department Response

The term “bed” is the specific number of beds located within AAU's group-housing rooms, dwelling units, or live/work units. AAU's residential “rooms” generally contain two beds, “apartments” contain three to four beds, and “units” contain four beds. Generally, the term bed is equated with providing housing for one AAU student. Student housing buildings range from 192 to 525 square feet per resident, with an overall average of 280 square feet per resident.³ Currently, AAU's total student housing of 1,810 beds consists of 143 dwelling units, 94 live/work units, and 544 group-housing units.

The terms “beds” and “housing units” are considered similar in the ESTM housing analysis because it is assumed that one bed equates to one housing opportunity for an AAU student. The ESTM equates one bed to one housing unit to provide a conservative approach since it is likely that several students would share a dwelling unit, resulting in a smaller percentage of the total number of San Francisco housing units necessary to house AAU students. For example, if all students living in the 1,810 beds were required to occupy a San Francisco housing unit, the necessary demand would be 0.4 percent of the City's existing housing stock.⁴ The ESTM divides the number of AAU beds by the total number of housing units in the City to demonstrate the relatively small percentage it represents in San Francisco. Please refer to Section 3.4.2., Population and Housing, for a more detailed discussion of AAU's effect on San Francisco housing demand.

³ San Francisco Planning Department, *Academy of Art University Project Draft EIR*, February 2015, p. 4.4-8.

⁴ 1,810 (numbers of beds located in AAU housing) / 380,518 (San Francisco housing stock) = 0.4 percent.

Cultural and Paleontological Resources

21. *Summary Comment – Historic and Environmental Review of Van Ness Corridor Properties*

A commenter noted concern over the properties along the Van Ness Corridor and requested assurance that all levels of historic and environmental review for these buildings will be met.

Planning Department Response

Existing sites along the Van Ness Corridor include 2211 Van Ness Avenue, 2209 Van Ness Avenue, 2151 Van Ness Avenue, 1849 Van Ness Avenue, and 950 Van Ness Avenue. The sites require a variety of discretionary actions including legislative amendments, building permits, conditional use (CU) authorizations, and historic preservation entitlements and historic preservation design review as outlined in Section 2.1, Sites Requiring Discretionary Review and Approval, on pp. 2-2 to 2-4 of the ESTM. The sites have been evaluated for impacts on historic resources in the ESTM and any effects will be considered by the City decision-makers as part of the project approval processes.

22. *Summary Comment – HPC Encouragement of Legalization*

The Historic Preservation Commission (HPC) encouraged the project sponsor to continue pursuing legalization of work performed without permits through the COA and PTA processes.

Planning Department Response

Ten sites in the ESTM are Article 10 or 11 buildings, were evaluated for effects on historic resources, and require historic preservation approval, in the form of a COA or PTA. The existing sites are 620 Sutter Street (ES-20), 491 Post Street (ES-23), 77 New Montgomery Street (ES-27), 180 New Montgomery Street (ES-28), 58-60 Federal Street (ES-30), 680 Sutter Street (ES-19), 655 Sutter Street (ES-21), 625–629 Sutter Street (ES-22), 540 Powell Street (ES-25), and 410 Bush Street (ES-26). The effect of tenant improvements on the integrity of these buildings as historic resources is discussed for each of these ten sites in Section 4.2, Individual Site Assessments. Site-specific historic resource evaluations for the existing sites listed above were included as an appendix to the ESTM (Appendix HR). After the certification of the EIR and finalization of the ESTM, these COAs and PTAs will be heard by the HPC for consideration of approval or disapproval.

23. *Summary Comment – HPC Confirmation of COAs and PTAs*

The HPC confirmed that ten existing sites will require either Certificates of Appropriateness or Permits to Alter.

Planning Department Response

As mentioned above in the response to Comment #22, the ten existing sites were anticipated to require COAs or PTAs and have been evaluated as such in the ESTM.

24. *Summary Comment – HPC Affirmation of the ESTM*

The HPC affirmed that the ESTM is accurate, thorough, and consistent.

Planning Department Response

The comment is noted. Because the comment pertains to the adequacy of the ESTM, no response has been provided.

Transportation and Circulation

25. *Summary Comment – Traffic Demand Management*

A commenter supports requiring entities to enact a Traffic Demand Management (TDM) program.

Planning Department Response

The comment is noted. AAU has a TDM program per Condition of Approval ES-TDM, identified in Table 26 (p. 4-2 of the ESTM) which includes a shuttle bus program, pre-tax deductions for employee commuter checks, a policy of not providing any off-street parking spaces to its students, provision of bicycle parking spaces at its main campus buildings, and after-hour transportation services (i.e., Campus Cruisers). In addition, for all existing and future buildings, AAU has agreed to designate a TDM coordinator responsible for the implementation and ongoing operation of all TDM measures and providing transportation and trip planning information to all students and faculty/staff.

26. *Summary Comment – Support for Muni Over AAU Shuttles*

A commenter suggested that students should ride the San Francisco Municipal Railway (Muni) instead of private shuttle buses because the shuttle buses double-park and create other traffic conflicts.

Planning Department Response

According to AAU, given the dispersal of existing AAU locations throughout the City, AAU shuttles provide the most efficient method for students traveling between AAU buildings to attend classes on time, as well as accommodating changing schedules and locations of classes and academic programs. As part of AAU's *Shuttle Policy*, AAU establishes white zones wherever feasible (subject to San Francisco Municipal Transportation Agency [SFMTA] approval) for all regular shuttle stops to prevent shuttle buses from double parking or blocking a travel lane. If a zone were desired in an area where no AAU building frontage exists, SFMTA would require AAU to seek a letter of concurrence from the owner of the property adjoining the desired curb space. A portion of the comment is merit based and will be forwarded to decision-makers for consideration during the entitlement process of the AAU properties.

27. *Summary Comment – Vehicles Miles Traveled of AAU Shuttles*

A commenter requested that the ESTM provide the number of vehicle miles traveled (VMT) by the AAU shuttles per year, by location, and cumulatively.

Planning Department Response

According to the spring 2015 shuttle data, which was the most recent data available at the time of ESTM preparation, AAU operated a total of 13 fixed shuttle routes (six regular routes and seven express routes) during weekdays. Additionally, there are two routes operating on Saturdays and one route on Sundays. AAU provides its shuttle service throughout the fall and spring semesters and during summer sessions, for a total of approximately 300 days a year. The total VMT for AAU's fixed shuttle routes are approximately 300,000 miles per year. The VMT for each shuttle route is summarized in Table 2, Shuttle VMT Summary.

Table 2, Shuttle VMT Summary for 2015

| 2015 Fall/Spring Semester | | | | | | |
|---------------------------|---------------|------------------------|------------------------------|-------------|----------------|----------------|
| Route | Miles per Run | Number of Runs per Day | Dead Head Miles (Round Trip) | Daily Miles | Number of Days | Annual Miles |
| <i>Weekday Routes</i> | | | | | | |
| D | 8 | 25 | 4.2 | 204 | 178 | 36,348 |
| E | 7 | 27 | 4.2 | 193 | 178 | 34,390 |
| G | 5 | 20 | 4.8 | 105 | 178 | 18,654 |
| H | 5 | 38 | 4.2 | 194 | 178 | 34,568 |
| I | 4 | 36 | 4.2 | 148 | 178 | 26,380 |
| M | 4 | 42 | 4.8 | 173 | 178 | 30,758 |
| Sutter Express | 3 | 19 | 4.8 | 62 | 178 | 11,000 |
| Hayes Express | 3 | 22 | 4.2 | 70 | 178 | 12,496 |
| Express 1 | 7 | 2 | 5.4 | 19 | 178 | 3,453 |
| Express 2 | 8 | 2 | 4.2 | 20 | 178 | 3,596 |
| Express 3 | 6 | 1 | 3.2 | 9 | 178 | 1,638 |
| Express 4 | 5 | 2 | 3.2 | 13 | 178 | 2,350 |
| Express 5 | 7 | 2 | 6.6 | 21 | 178 | 3,667 |
| <i>Saturday Routes</i> | | | | | | |
| Sat 1 | 6 | 16 | 4.8 | 101 | 34 | 3,427 |
| Sat 2 | 6 | 18 | 4.2 | 112 | 34 | 3,815 |
| Sat 3 | 5 | 19 | 4.2 | 99 | 34 | 3,373 |
| Sat 4 | 5 | 19 | 7.2 | 102 | 34 | 3,475 |
| <i>Sunday Routes</i> | | | | | | |
| Sun 1 | 11 | 10 | 2 | 112 | 33 | 3,696 |
| Subtotal | | | | | | 237,082 |

Table 2, Shuttle VMT Summary for 2015 (Continued)

| 2015 Summer Session | | | | | | |
|------------------------|---------------|------------------------|------------------------------|-------------|----------------|----------------|
| Route | Miles per Run | Number of Runs per Day | Dead Head Miles (Round Trip) | Daily Miles | Number of Days | Annual Miles |
| <i>Weekday Routes</i> | | | | | | |
| D | 8 | 27 | 4.2 | 220 | 48 | 10,570 |
| E | 7 | 27 | 4.2 | 193 | 48 | 9,274 |
| G | 5 | 18 | 4.8 | 95 | 48 | 4,550 |
| H | 5 | 39 | 1.6 | 197 | 48 | 9,437 |
| I | 4 | 40 | 1.6 | 162 | 48 | 7,757 |
| M | 6 | 23 | 4.8 | 143 | 48 | 6,854 |
| Sutter Express | 3 | 19 | 4.8 | 62 | 48 | 2,966 |
| Hayes Express | 3 | 22 | 4.2 | 70 | 48 | 3,370 |
| <i>Saturday Routes</i> | | | | | | |
| Sat 1 | 6 | 16 | 4.8 | 101 | 7 | 706 |
| Sat 2 | 6 | 18 | 4.2 | 112 | 7 | 785 |
| Sat 3 | 5 | 19 | 4.2 | 99 | 7 | 694 |
| Sat 4 | 6 | 22 | 4.8 | 137 | 7 | 958 |
| <i>Sunday Routes</i> | | | | | | |
| Sun 1 | 11 | 10 | 2 | 112 | 8 | 896 |
| Subtotal | | | | | | 58,817 |
| Grand Total | | | | | | 295,898 |

Source: AAU Academic Calendar 2015, AAU Shuttle Routes, 2015

28. Summary Comment –Student Use of Neighborhood Public Parking Spaces

A commenter noted concern that AAU students are using neighborhood public parking spaces. The commenter requested clarification or data to confirm whether any AAU students are bringing personal vehicles into the City, confirmation on what mechanism obligates AAU (from Transportation Sustainability Program [TSP] or other policy) to prevent students from bringing a vehicle into the City, and how this is enforced.

Planning Department Response

According to the travel behavior survey conducted in 2010, approximately 17 percent of commuter students either drove alone or carpooled to travel to and from the AAU site, and none of the residential students drove. According to the travel behavior survey conducted at six sample AAU sites in spring 2016 (i.e., 77 New Montgomery Street [ES-27], 180 New Montgomery Street [ES-28], 2340 Stockton Street [ES-1], 491 Post Street [ES-23], 620 Sutter Street [ES-20], and 1727 Lombard Street [ES-3]), approximately 12 percent of commuter students and six percent of residential students reported using private automobiles to travel to and from AAU sites. This represents an overall reduction in vehicle usage among students given that approximately 85 of total AAU student population are commuter students and 15 percent are residential students.⁵ It is noted that the percentage of faculty/staff who drive has also been reduced from 21 percent to 10 percent since 2010.

In order to minimize the number of single occupancy vehicle trips (SOV) generated by AAU's existing and future sites, AAU's TDM program per Condition of Approval ES-TDM encourages persons to select other modes of transportation (e.g., walking, bicycling, transit, car-share, carpooling and/or other modes) by providing a shuttle bus program, pre-tax deductions for employee commuter checks, a policy of not providing any off-street parking spaces to its students, bicycle parking spaces at its main campus buildings, and after-hour transportation services (i.e., Campus Cruisers). In addition, for all existing and future buildings, AAU has agreed to designate a TDM coordinator responsible for the implementation and ongoing operation of all TDM measures and providing transportation and trip planning information to all students and faculty/staff.

The ESTM provides parking demand estimates for faculty and staff (employees) and their associated visitors separately from commuter students. Because it is reasonable to assume that residential students do not own and/or do not typically drive and park their own personal vehicle on a daily basis, no parking demand associated with residential students was assumed or calculated. Parking demand for faculty, staff, visitors, and commuter students were assumed to be short-term parking demand because they often travel between classes or campus locations throughout the day. Parking demand was estimated for each AAU site. Based on the calculation, the parking demand would vary from 0 to 53 spaces for each AAU site, and generate a total parking demand for approximately 207 spaces city wide. Therefore, the ESTM does acknowledge that the AAU existing sites do result in the demand for parking within the City and near AAU sites.

⁵ (85 percent of students / 17 percent drive) = 14 percent; (85 percent of students * 12 percent that drive) + (15 percent of students * 6 percent that drive) = 11 percent

29. *Summary Comment – Comparison of Travel from Residential and Institutional Sites*

A Planning Commissioner approved the use of a trip generation approach for the transportation analysis; however, it was noted that the transportation discussion should analyze the location of housing compared to institutional sites and the number of trips this induces because it should be known where students are traveling to due to the location of residential sites. The commenter requested that the ESTM address each location according to its proximity to other sites to determine whether there is a spatial relationship to other sites.

Planning Department Response

The ESTM transportation and circulation analysis focuses on the total number of trips generated by each AAU site, and assesses its impacts on traffic conditions in that site's vicinity. Student travel behaviors as well as their trip origin and destinations could differ substantially on a daily basis depending on the student's major (e.g., Fashion, Industrial Design, Fine Arts, etc.), their class schedules, and the classroom locations. For example, a residential student living in a dorm on Sutter Street could be going to a class at 625 Polk Street one day and to the AAU library at 180 New Montgomery Street (ES-28) the next day.

A limited travel behavior survey was conducted at six sample AAU sites in spring 2016 to update the 2010 detailed survey (77 New Montgomery Street [ES-27], 180 New Montgomery Street [ES-28], 2340 Stockton Street [ES-1], 491 Post Street [ES-23], 620 Sutter Street [ES-20], and 1727 Lombard Street [ES-3]). The travel behavior survey included data on major trip Origin-Destination (OD) pairs during the PM peak period include.⁶ Table 3 presents the top ten pairs of starting points (i.e., origin) to end points (i.e., destination) of AAU student and faculty/staff journeys during the PM peak period.

⁶ Trip origin and destination pair indicates the starting and the end points of a traveler's journey.

Table 3, AAU ESTM Travel Behavior Survey – PM Peak Hour Top Origin-Destination Pairs

| No | Origin | Destination |
|----|---|---|
| 1 | 77 or 180 New Montgomery Street (Class) | Non-AAU sites in Superdistrict 1 |
| 2 | 77 or 180 New Montgomery Street (Class) | Nob Hill (Dorm) |
| 3 | 77 or 180 New Montgomery Street (Class) | Non-AAU sites in the East Bay |
| 4 | 77 or 180 New Montgomery Street (Class) | Non-AAU sites in Superdistrict 2 |
| 5 | 2340 Stockton Street (Class) | Non-AAU sites in Superdistrict 1 |
| 6 | Non-AAU sites in the East Bay | 77 or 180 New Montgomery Street (Class) |
| 7 | 2340 Stockton Street (Class) | Nob Hill (Dorm) |
| 8 | Non-AAU sites in Superdistrict 1 | 77 or 180 New Montgomery Street (Class) |
| 9 | 77 or 180 New Montgomery Street (Class) | Non-AAU sites in the Peninsula |
| 10 | 77 or 180 New Montgomery Street (Class) | Nob Hill (Class) |

While the majority of residential students who were surveyed included those residing in the Nob Hill area, other residential students also reported their trips to or from the dorms located along Lombard Street (1727 Lombard Street [ES-3]), Van Ness Avenue (2209 or 2211 Van Ness Avenue [ES-5 and ES-4]), near Townsend Street (168 Bluxome Street [ES-32]) and etc. The OD pairs including these facilities are:

- Origin: 1727 Lombard Street (Dorm) – Destination: 77 or 180 New Montgomery Street (Class)
- Origin: 168 Bluxome Street (Dorm) – Destination: 460 or 466 Townsend Street (Class)
- Origin: 575 Harrison Street (Dorm) – Destination: 460 or 466 Townsend Street (Class)
- Origin: 2211 Van Ness Avenue (Dorm) – Destination: 77 or 180 New Montgomery Street (Class)

The OD pairs indicate that students located along Lombard Street are primarily traveling from their dorm to a class. It is noted that residential sites located near other AAU institutional sites (e.g., 168 Bluxome Street [ES-32]) lead to more pass-by walking trips, and having residential sites located further from other AAU building (e.g., 1727 Lombard Street [ES-3]) results in students relying upon the shuttle for their primary transportation mode. Additionally, all AAU residential sites are located within a two- to three-block radius from a shuttle stop. Therefore, if an AAU residential site is located further than a two- or three-block radius from an existing AAU shuttle stop, it's likely that an AAU shuttle-route would be extended to that site or a new shuttle-route would be created. The complete origin and destination matrix from the 2016 Travel Behavior Survey is provided in Table 4, AAU ESTM Travel Behavior Survey – PM Peak Hour Origin-Destination Pairs.

Table 4, AAU ESTM Travel Behavior Survey – PM Peak Hour Origin-Destination Matrix

| Destination | | | | | | | | | | | | | | | | | | | | | |
|-------------|---------------------|------------|---------------|-----------------|--------------------|---------------|---------------------|------------------|---------------------|-----------------|------------------|---------------|--------------|-----------------|------------|----------------|---------------------|-----------------|-----------|---------------|-------------|
| Origin | Origin/Destination | NM (Class) | SD1 (non-AAU) | Nob Hill (Dorm) | East Bay (non-AAU) | SD2 (non-AAU) | South Bay (non-AAU) | Nob Hill (Class) | North Point (Class) | Townsend (Dorm) | Townsend (Class) | SD3 (non-AAU) | Polk (Class) | Federal (Class) | VN (Class) | Lombard (Dorm) | North Bay (non-AAU) | Harrison (Dorm) | VN (Dorm) | Jerrold (AAU) | Grand Total |
| | NM (Class) | | 35 | 33 | 21 | 19 | 10 | 9 | 7 | 6 | 4 | 3 | 3 | 3 | 2 | 1 | 1 | | | | 157 |
| | Nob Hill (Dorm) | 21 | 4 | | | | 3 | 2 | 3 | | 5 | | | | | | | | | | 38 |
| | East Bay (non-AAU) | 13 | | | | | | | | | 1 | | | | | | | | | | 14 |
| | SD1 (non-AAU) | 12 | | 1 | | | | 1 | 1 | | 6 | | | | | | | | | | 21 |
| | North Point (Class) | 5 | 14 | 13 | 9 | 4 | 1 | | | | 2 | 2 | 1 | 1 | | 1 | 2 | 1 | 1 | 1 | 58 |
| | SD2 (non-AAU) | 9 | 2 | | | | | | | | 2 | | | | | | | | | | 13 |
| | Townsend (Class) | 6 | 7 | 2 | 4 | 1 | 2 | | | 1 | | 3 | | | | | | | | | 26 |
| | Lombard (Dorm) | 4 | | | | | | | | | 2 | | | | | | | | | | 6 |
| | Polk (Class) | 3 | 1 | 1 | | | | | | | | 1 | | | | | | 1 | | | 7 |
| | Nob Hill (Class) | 2 | 4 | 4 | 1 | | 1 | | | | 1 | 1 | 1 | | | | | | | | 15 |
| | Townsend (Dorm) | | 1 | 1 | | | | | | | 5 | 1 | | | | | | | | | 8 |
| | Federal (Class) | | | 1 | 1 | | | | | | | 1 | | | | | | | | | 3 |
| | Harrison (Dorm) | 1 | | | | | | | | | 2 | | | | | | | | | | 3 |
| | VN (Dorm) | 1 | | 1 | | | | | | | 1 | | | | | | | | | | 3 |
| | Octavia (Dorm) | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | South Bay (non-AAU) | 4 | 1 | | | | | | | | | | | | | | | | | | 5 |
| | SD3 (non-AAU) | 1 | | | | | | | | | 2 | | | | | | | | | | 3 |
| | North Bay (non-AAU) | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | Jerrold (AAU) | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | Hayes (Class) | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | Grand Total | 84 | 71 | 57 | 36 | 24 | 17 | 12 | 11 | 7 | 33 | 12 | 5 | 4 | 2 | 2 | 3 | 2 | 1 | 1 | 384 |

Source: AAU ESTM Travel Behavior Survey, CHS Consulting, 2016.
Notes: NM = New Montgomery; SD = Superdistrict; and VN = Van Ness;

30. *Summary Comment – Support for TDM Thresholds*

A Planning Commissioner noted support for thresholds similar to the TDM program that would remove low-ridership shuttle routes, or to increase ridership when capacity is strained.

Planning Department Response

AAU shuttle buses operate along fixed routes with fixed schedules throughout the day. AAU monitors shuttle ridership using the data collected by shuttle drivers and adjusts shuttle routes and stops to maximize efficiency for each semester. According to *AAU's Shuttle Policy*, the following threshold criteria are applied for peak and off-peak-hour frequency 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 or standing room is utilized, 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.

In addition, the TDM strategies that would be implemented as part of the Recommended Condition of Approval ES-TDM at the existing sites would include collecting data on implemented strategies and their effectiveness overall on vehicle trip reduction. Other Recommended Conditions of Approval include TR-1, Shuttle Demand and Capacity, which states that consistent with *AAU Shuttle Policy*, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for several shuttle routes, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route. Refer to Table 26, Recommended Conditions of Approval for AAU Existing Sites, pp. 4-2 to 4-17, for a complete list of the program- and site-specific Recommended Conditions of Approval. Additionally, the Final AAU Transportation Management Plan (TMP) has added a condition of approval in-regards to enforcement and monitoring to ensure the AAU shuttle plans are reviewed and monitored by the City on an annual basis, and the City has the ability to enact enforcement for non-compliance. This new condition is outlined below:

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 Section 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.

31. *Summary Comment – General Concern about AAU Shuttles*

A Planning Commissioner expressed concern that the AAU shuttles are ineffective and that AAU would increase shuttle service in the future.

Planning Department Response

According to the shuttle capacity utilization data collected in spring 2010, AAU shuttle capacity utilization fluctuated substantially throughout the day in conjunction with class times. While the shuttles were occupied at about 16 percent of capacity on average throughout the day, the utilization ratio increased to 42 percent during the PM peak period or to 88 percent during the shuttle peak hour, which typically occurred between 11:00 a.m. and 12:00 p.m. During the shuttle peak period, two of the seven routes operated above 100 percent capacity and one route operated at 96 percent of capacity.

AAU shuttle buses typically carry students from one part of the City to another (similar to Muni's crosstown bus routes), and they carry a substantially fewer number of students on their return trip after dropping students off at their destination. This may cause a perception that the shuttles appear underutilized at certain times of day in the non-peak direction. Additionally, since 2010, AAU has updated its shuttle routes and reduced the number of trips, focusing on peak use periods. As part of AAU's *Shuttle Policy*, AAU monitors shuttle ridership using the data collected by shuttle drivers and adjusts shuttle routes, stops, and frequency to maximize efficiency for each semester. For example, AAU modified the route structure between 2010 and 2015, by adding express routes during peak periods to accommodate the changing shuttle demand. As of spring 2015, AAU operates a total of 13 fixed shuttle routes during weekdays; six of the 13 fixed shuttle routes operate throughout the day and the remaining seven routes

operate during the peak periods only. Weekend service has been reduced from three routes to two routes on Saturdays and from two routes to one route on Sundays in spring 2015 due to low ridership. Additionally, as described in Response #30 above, the Final AAU TMP has added a condition of approval in-regards to enforcement and monitoring of AAU's shuttle plans to ensure capacity utilizations of AAU's shuttles are monitored by the City on an annual basis.

32. *Summary Comment – Mitigation Near California Department of Transportation Right-of-Way*

A commenter listed AAU existing sites adjacent to a State highway under the jurisdiction of California Department of Transportation (Caltrans) and noted that San Francisco would be the Lead Agency for projects that generated the need for improvements to the right-of-way, noting that the Lead Agency is responsible for mitigation.

Planning Department Response

Any AAU projects located near Caltrans right-of-way would be required to obtain an encroachment permit if construction were to affect the right-of-way. Construction at the existing AAU sites has already occurred and was limited mainly to tenant improvements to the interiors of buildings. None of the existing AAU sites included any construction in or immediately adjacent to the Caltrans right-of-way; therefore no encroachment permits or mitigation was necessary. Future construction at any of the existing AAU sites would require approval actions by the Planning Department and/or Commission. If those actions included traffic-related conditions of approval, those conditions would be included in an encroachment permit request to Caltrans if the construction activities were to occur in the right-of-way or affected the right-of-way.

33. *Summary Comment – Transportation Management Plan or Encroachment Permit near Caltrans Right-of-Way*

Caltrans confirmed that six existing sites are adjacent to the State highway system. If these sites must be modified in the future, or if construction work in the right-of-way or other traffic controls occur, Caltrans noted that these actions may require preparation of a TMP or Encroachment Permit for construction activity near the Caltrans right-of-way.

Planning Department Response

AAU occupies existing buildings, and construction activities have already occurred and were limited to tenant improvements. Typical AAU tenant improvements did not usually require vehicles to detour or encroachment into streets. Although not likely or anticipated, if the Caltrans right-of-way is needed for future tenant improvements, AAU would work with the City and County of San Francisco and Caltrans to obtain necessary encroachment permits.

34. *Summary Comment – General Comments regarding AAU Shuttle Safety*

General comments were received about the safety of the shuttle bus system, especially in regard to pedestrians and bicyclists.

Planning Department Response

As part of AAU's *Shuttle Policy*, AAU would review shuttle bus operations periodically in coordination with the City, specifically SFMTA, to ensure compliance with all relevant City operating standards related to safety, and to address complaints or concerns raised by the public, adjacent neighbors, or City agencies. Additionally, as described in Response #30 above, the Final AAU TMP has added a condition of approval in-regards to enforcement and monitoring of AAU's shuttle plans on an annual basis for compliance with conditions including any complaints or concerns raised by the public, adjacent neighbors, or City agencies.

Air Quality and Greenhouse Gas Emissions

35. *Summary Comment – Shuttle Routes and Greenhouse Gas Emissions*

A commenter was concerned about the effect of underutilized shuttle routes on greenhouse gas (GHG), toxic air contaminants, and nitrous oxide emissions, and the possibility of discontinuing ineffective routes to improve emission rates.

Planning Department Response

Section 3.4.8, Air Quality (pp. 3-52 to 3-60), addresses the emissions associated with the existing shuttle bus system.

Mobile source emissions from the AAU shuttle bus system were evaluated in the AAU Air Quality Technical Report prepared for the AAU Project EIR. Since 2010, AAU has updated its shuttle routes and reduced the number of trips, focusing on peak use periods. Therefore, the results of analyzing the 2010 shuttle system present a conservative estimate of emissions. Results in the ESTM, presented in Table 25, Study Area Shuttle Emissions by Bus Stop, p. 3-60, show the estimated long-term operational mobile source emissions from the use of AAU shuttles would be well below the Bay Area Air Quality Management District's (BAAQMD's) significance thresholds for reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter (PM)¹⁰, and PM^{2.5}.

A Heath Risk Assessment was prepared as part of the AAU Air Quality Technical Report for the AAU Project EIR. The Heath Risk Assessment analysis accounts for all shuttle service and shows that the total cancer risks and PM^{2.5} concentrations for all routes and segments would not contribute significantly to an existing Air Pollutant Exposure Zone.

In Table 26, Recommended Conditions of Approval for AAU Existing Sites, on p. 4-2, the ESTM suggests a Recommended Condition of Approval to implement a Transportation Management Plan (TMP) and a Transportation Demand Management Strategy, encouraging AAU to reduce staff and faculty vehicle trips and parking demand. The 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 impacts on the surrounding neighborhoods. In addition, in accordance with AAU's *Shuttle Policy*, AAU monitors shuttle ridership using the

data collected by shuttle drivers and adjusts shuttle routes, stops, and frequency to maximize efficiency for each semester. Although the shuttle service emits GHG emissions through its shuttle fleet, it offers students, faculty, and staff an alternative to using their own vehicles, thereby reducing trips from private passenger vehicles.

36. *Summary Comment – Sprawling Campus and Greenhouse Gas Emissions*

A commenter expressed concern over the effects of a sprawling campus on GHG emissions.

Planning Department Response

Operation of the existing sites does not generate substantial GHG emissions since they are subject to measures put in place by the City and County of San Francisco listed in the GHG Compliance Checklist, to reduce greenhouse gas emissions. Appendix GHG of the ESTM has GHG Compliance Checklists for each of AAU's existing sites. Operation of the existing sites is required to comply with 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. This demonstrates 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.

The regulations that are applicable to the existing sites include, but are not limited to, Bicycle Parking in Residential Buildings, Residential Water Conservation Ordinance, and Low-emitting Materials Regulation for all residential/dormitory land uses. Institutional land uses are subject to the Commercial Water Conservation Ordinance, San Francisco Existing Commercial Buildings Energy Performance Ordinance, and Light Pollution Reduction Regulation. Additionally, AAU is subject to the Commuter Benefits Ordinance, the Emergency Ride Home Program, Mandatory Recycling and Composting Ordinance, and/or the San Francisco Green Building Requirements for construction and demolition debris recycling.

Recreation

37. *Summary Comment – AAU's Use of Public Recreation Facilities*

A commenter expressed concern about AAU's use of public recreation facilities for its private recreation programs and the attendant strain on limited community and recreational resources.

Planning Department Response

Demand generated by the existing sites for recreational resources is addressed in Section 3.4.11, Recreation, of the ESTM (pp. 3-61 to 3-65). The ESTM analyzes whether substantial deterioration of recreational facilities has occurred as a result of AAU use such that construction of new facilities is required. As noted in ESTM Section 3.4.2, Population and Housing (pp. 3-12 to 3-18), AAU had an onsite enrollment of 8,649 students and 1,954 employees (1,031 faculty and 923 staff) in 2016, a net decrease in population from 2010. However, because many buildings were previously occupied prior to AAU use, the neighborhood increase in population was minimal.

This growth occurred over several years and was distributed across multiple neighborhoods throughout the City in which the 17 residential sites and 17 institutional sites are located. Each of these sites is served by several neighborhood parks. Thus, AAU's resident and student population has not substantially contributed to the deterioration of nearby recreational resources, nor would such growth be substantial enough to necessitate the expansion or construction of new facilities.

While these residents and employees may use surrounding parks and other recreational facilities, AAU students, faculty, and staff also have access to AAU private recreational facilities. 1069 Pine Street (ES-16) is a one-story, 1,875-square-foot building with one main room that serves as an indoor gymnasium. 620 Sutter Street (ES-20), which is used for student housing, also has an indoor gymnasium and pool. 601 Brannan Street (ES-31) —principally dedicated to classrooms, a library, and labs/studios—also has a basketball court and batting cages in the open area to the rear of the building.

In addition, Planning Code Sections 135 and 102.36 require that occupation and change of use of existing buildings must meet open space requirements. Open space is composed of an outdoor area or areas designed for outdoor living, recreation or landscaping, including such areas on the ground and on decks, balconies, porches, and roofs. Provision of open space for a converted use is limited, in part, by lot size and building coverage. The existing AAU residential sites are composed of a variety of buildings that had various prior uses, including tourist hotels and motels, residential hotels, live/work units, and dwelling units. During approval of each site's entitlements, decision-makers will examine the existing open space provided and, if necessary, adopt Conditions of Approval to expand or improve the available open space to meet Planning Code requirements. If open space requirements under the Planning Code cannot be met, variances may be sought.

As noted in the ESTM on p. 3-64, AAU rents and leases recreational spaces from public and private entities for its seasonal athletic programs. The San Francisco Recreation and Park Department (RPD) provides an advanced reservation system for its athletic fields, stadiums, golf courses, and indoor facilities available to schools, leagues, clinics, and others for tournaments and special events. RPD facilities rented by AAU include Crocker-Amazon Playground, Gene Friend Recreation Center, Kezar Pavilion and Stadium, Boxer Stadium, and the Presidio Golf Course. AAU also uses existing facilities at Stuart Hall High School and at City College of San Francisco, as well as the University of California, San Francisco Bakar Fitness and Recreation Center at Mission Bay.

As noted in the EIR, the AAU Men's Basketball team (about 13 players) practices at Gene Friend Recreation Center about 10 hours per week September through April. Commenters are concerned that AAU's use of this facility prevents local residents from using it. The RPD website shows drop-in basketball is available to the public at this facility from 9:00 a.m. to 9:00 p.m. Tuesdays, Wednesdays, and Fridays; and from 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's use of public fields and courts changes by season and with

student activity enrollment, as well as the availability of facilities as a result of other user demand at public parks and recreation centers.

Economic and social effects without a physical change to the environment are not within the scope of the ESTM. The reduced availability of public recreational resources to local residents is considered a social impact and not a physical environmental impact. However, this concern may be considered by decision-makers when considering whether to approve the existing sites.

General Comments/Project Merits/Adequacy of the ESTM

38. *Summary Comment – Alternative Housing Options*

Commenters noted that the ESTM does not discuss alternative housing options to replace converted residential units, such as constructing new housing for AAU. In addition, concern was expressed that Planning Code Sections 102.36 and 317 preclude AAU from legalizing conversion of existing rental housing to student housing, and AAU would “seek amendments to change the law,” but AAU is not proposing to replace the housing units.

Planning Department Response

The purpose of the ESTM is to present existing conditions and an analysis of the environmental effects, if any, that have resulted from the changes in use and associated tenant improvements undertaken by AAU without the required CU authorizations, building permits, legislative amendments, and historic resource evaluations. Therefore, analysis of alternative housing options related to displacement as a result of AAU occupancy is outside the scope of the document. The development of replacement housing would be subject to subsequent environment review or would be part of the programmatic future growth analyzed in the EIR.

Planning Code Section 102.36 added student housing to the list of definitions in the Planning Code. Planning Code Section 317(f)(1) prohibits the conversion of residential units to student housing. AAU residential uses that displace existing residential uses would not be consistent with Planning Code Section 317(f)(1). As such, legislative action would be required to amend the Planning Code text in order to approve some of AAU’s changes in use at seven of its residential buildings. The effects of approving the legislative amendment will be considered by the Planning Commission and Board of Supervisors prior to adoption or denial of the proposed amendment.

39. *Summary Comment – Minimum Student Housing Thresholds in IMPs*

A Planning Commissioner noted that the City should establish a minimum threshold for student housing that an institution must provide itself, either in an Institution Master Plan (IMP) or by another mechanism.

Planning Department Response

San Francisco Planning Code Section 304.5 requires postsecondary schools and universities to have a current 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 acceptance, not approval, by the Planning Department or Planning Commission. 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. Because the Planning Commission does not take any formal action to approve IMPs, environmental review is not required. Rather, an IMP is reviewed to determine whether Planning Code Section 304.5 requirements are satisfied. With certain minor exceptions, no building permit or CU authorization may be approved for institutions that are out of compliance with applicable IMP requirements. However, requirements such as building housing are not part of the requirements of an IMP because IMP's serve as an informational document.

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. 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. 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.

On average, AAU has the capacity to provide 15 percent of on-site students a bed space. As discussed in ESTM Section 3.4.2, Population and Housing, some of AAU's housing uses are comprised of converted tourist hotels, motels, or other non-residential buildings, and the change of use to student housing at these sites did not result in the loss of a residential unit. Residential units (i.e., dwellings, group housing) that have been converted to student housing by AAU represent an incremental intensification of housing demand because most residents in these converted buildings moved to housing elsewhere (some still live in AAU buildings). In addition, the dwelling units are no longer be part of the larger Citywide housing supply.

The number of lost residential units—approximately 144 dwelling and 160 group-housing units—is considerably smaller than the AAU generated housing demand (2,673 units in 2016 and 3,599 units in 2010, excluding students housed by AAU) for residential units from the students housed by AAU. The housing demand from AAU students if they were not in AAU-supplied housing would likely be higher because of the high density of student housing (280 square feet per resident) compared to the density of a typical residential unit. This demand represents less than one percent of the total number of housing units in the City. However, given the low residential vacancy rate in San Francisco, such demand has displaced substantial numbers of people and existing housing units that may have necessitated the construction of replacement housing elsewhere. The housing demand from AAU's students and faculty/staff and AAU's existing residential sites converted from residential uses have contributed to the

displacement of people, reduction in the housing supply, and an increase in housing demand. Displacement has primarily occurred in the Pacific Heights and Lower Nob Hill neighborhoods, and along the Van Ness Corridor. Where AAU has converted non-residential use to residential uses (i.e. tourist hotels and office uses), this has helped to meet their housing demand without removing housing units from the citywide housing market.

Planning Code Section 317 (f)(1) prohibits the conversion of existing residential uses to student housing. All residential units that were converted to student housing will require a legislative amendment to Planning Code Section 317(f)(1) if they are to be approved by City decision-makers. Units that are not in compliance with the Student Housing Ordinance would be required to be vacated unless the requested Amendments to the Planning Code are approved by the Board of Supervisors.

40. *Summary Comment – AAU Past Violations, Legalization of Uses, and City Enforcement Efforts*

Commenters expressed concerns regarding AAU's past violations, legalization of existing uses, and the City's enforcement efforts. In regard to AAU's past violations, a number of commenters expressed general concern that AAU has repeatedly violated City law by occupying and altering buildings without obtaining the necessary building permits, CU authorizations, and other approvals required. In regard to legalization of existing uses, commenters asked that AAU be denied approval of their requests to retroactively legalize these previous violations. In regard to the City's enforcement efforts, many commenters asked the City to take enforcement actions and/or impose penalties against AAU for these past violations. Commenters also noted that AAU should have filed an IMP in 1990.

Planning Department Response

Comments regarding AAU's past violations, legalization of existing uses, and the City's enforcement efforts are addressed below.

AAU Violations

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 permits or entitlements such as CU authorizations, building permits, legislative amendments, or COAs or PTAs.

In 2007, AAU began working with the Planning 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 Planning Department has conducted AAU enforcement and has made significant progress with the 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.

A Notice of Preparation (NOP), published in September 2010, and the Draft EIR (Case No. 2008.0586E), published on February 25, 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 those that occurred without the necessary permits, are considered existing conditions. Therefore, the legalization approvals of the 34 locations occupied prior to the AAU NOP publication in 2010 are part of the baseline conditions for the AAU Draft EIR.

To provide information to the Planning Commission about the environmental effects of AAU's unpermitted changes of use and AAU's ongoing operations at these 34 locations, the Planning Department prepared a separate informational document, the AAU Project ESTM. This ESTM evaluates the environmental effects from the time of occupation of buildings by AAU in order to provide the Planning Commission and the public with additional information in deciding whether to authorize these uses after the fact. The Final ESTM will be used by the Planning Commission for its consideration of all AAU applications to legalize past unauthorized changes and AAU's 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 additional Conditions of Approval. These Conditions of Approval would be imposed upon adoption of the appropriate CU authorizations, building permits, legislative amendments, and PTAs or COAs.

Legalization of Existing Uses

The City has not considered approvals of any of AAU's applications to legalize past violations at its 34 locations analyzed in the ESTM. Starting in 2007, AAU submitted applications to the City for all necessary approvals, including, where applicable, legislative changes, CU authorizations, building permits, COAs, and PTAs. The relevant City decision-making bodies will exercise their discretion to approve, deny, or approve with conditions each of the applications submitted by AAU, taking into account the information presented in the EIR and the ESTM.

City Enforcement Actions

The Planning Department has conducted significant Planning Code and zoning enforcement activities on AAU since 2007, and has made substantial progress in recent years with the inspection of all properties, correction of life safety issues, and removal of unpermitted signs. The remaining violations are largely land use violations.

In 2006, the Planning Department's Code Enforcement Division issued a Notice of Violation to AAU for failure to submit an 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 Planning 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 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 for the EIR and 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. 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 (ES-9); 1153 Bush Street (ES-11); 2209 Van Ness Avenue (ES-5); 1080 Bush Street (ES-12); 1055 Pine Street (ES-17); 860 Sutter Street (ES-13); 2211 Van Ness Avenue (ES-4); 601 Brannan Street (ES-31); 2340 Stockton Street (ES-2); 1849 Van Ness Avenue (ES-8); 1069-1077 Pine Street (ES-16); 58-60 Federal Street (ES-30); 491 Post Street (ES-23); 2295 Taylor Street (ES-2); 466 Townsend Street (ES-34); 620 Sutter Street (ES-20); 2151 Van Ness Avenue (ES-6); 817-831 Sutter Street (ES-14); 1727 Lombard Street (ES-3); 2225 Jerrold Avenue; 460 Townsend Street (ES-33); 930-950 Van Ness Avenue (ES-10); 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 defendants 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 code enforcement all AAU properties dating back to 2007, and the completion of the EIR and this ESTM is a critical step in the completion of the Planning Department's code enforcement activities. Following certification of the EIR, the Department can act upon all outstanding 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 approval process.

41. *Summary Comment – Cumulative Socioeconomic Impacts*

A commenter expressed support and acknowledged the socioeconomic benefits from AAU's presence in the City's housing market.

Planning Department Response

This comment is noted. Post-secondary educational institutions contribute economically to San Francisco in the employment of faculty and staff, and the education provided to students. AAU, in its growth, acquired and repurposed certain buildings in the City that in the past were underutilized, such as 2151 Van Ness Avenue, which had been previously vacant for several years. However, 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 CU authorizations or COAs and PTAs. The environmental effects of occupation of these sites is evaluated in the ESTM to be considered during the entitlement process.

42. *Summary Comment – Alternatives to Reduce Transportation and Housing Impacts*

A commenter asserts that the ESTM fails to consider any alternatives that would reduce impacts to transportation and housing.

Planning Department Response

The purpose of the ESTM is to present existing conditions and an analysis of the environmental effects, if any, that have resulted from the changes in use and associated tenant improvements undertaken by AAU without the required CU authorizations, building permits, legislative amendments, and historic resource evaluations. Therefore, discussion of alternative housing options related to displacement as a result of AAU is outside the scope of the ESTM. The ESTM identifies Recommended Conditions of Approval for each individual site related to transportation, such as implementation of a Transportation Demand Management program, shuttle capacity monitoring and adjustment, streetscape optimization, bicycle parking modifications, and pedestrian improvements. These conditions will be considered by the Planning Commission and the Board of Supervisors during the entitlement process.

The proposed project discussed in the EIR analyzes an additional 400 beds of student housing. This capacity would be achieved through program-level growth in approximately 110,000 net square feet of additional residential uses in 12 geographic areas (study areas) that have been identified by AAU and the Planning Department (see p. 3-39 of the EIR). No specific buildings have been identified at this stage in the planning process for these geographic areas.

43. *Summary Comment – AAU's IMP Approach is Inadequate*

A commenter asserts that AAU's Institutional Master Plan (IMP) and its housing acquisition approach is inadequate compared to the approach of other local universities (UC Hastings,

UCSF, SFSU, etc.), which rely on new student housing construction. A Planning Commissioner also expressed interest in making the IMP process more substantial for establishing clear housing standards and enforcing those standards.

Planning Department Response

The purpose of the ESTM is to provide an analysis of physical environmental effects that have occurred as a result of AAU's occupation of the 34 existing sites. Any planning of future growth or expansion, or analysis of the contents of the IMP, is outside of the scope of the ESTM.

In 2006, the Department's Code Enforcement Division issued a Notice of Violation to AAU for failure to submit an IMP under Planning Code Section 304.5. AAU responded by submitting a draft IMP (Case No. 2006.07371) on June 8, 2006. AAU prepared a subsequent 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. 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. An IMP is an informational document that describes existing and anticipated institutional development. Because the Planning Commission does not take any formal action to approve IMPs requirements such as building housing cannot be imposed as part of the IMP review process.

Please refer to Comment #39, pp. 23 to 24, for further discussion of AAU's IMP.

44. *Summary Comment – General Concern about AAU's Residential Housing Acquisitions*

A commenter suggested that the residential properties were bought with the assumption that they would remain rent-controlled; however, because they were converted into student housing, the values of the properties increased significantly. Also, the commenter noted that AAU is not the owner of these properties. Another commenter expressed concern over displacement of prior resident artists. Another commenter expressed concern about the consequences of AAU charging above-market-rate room and board rates (i.e. driving up area rental prices).

Planning Department Response

The purpose of the ESTM is to provide an analysis of physical environmental effects that have occurred as a result of AAU's occupation of 34 existing sites. Socioeconomic comments, such as the market rates of rents, are not within the scope of the ESTM analysis. Where relevant, issues involving tenant displacement, population growth, conversion of dwelling units, and the City's housing stock are discussed in Chapter 3.4.2, Population and Housing as well as Chapter 4, Individual Site Assessments. See Population and Housing responses to comments for additional discussion.

45. *Summary Comment – General Concern about AAU’s Existing and Future Growth*

Commenters expressed concern with the planned AAU expansions detailed in the EIR. A commenter noted concern over sprawl of existing sites as well as exacerbation of sprawl that would occur in combination with proposed EIR project sites and study areas. A commenter requested additional figures of the existing sites and EIR study area and project sites and another commenter requested to provide Figures 3-2 and 3-4 from the EIR in the ESTM. A commenter asserted that plans for the Cannery building (analyzed in the EIR) conflicts with the Fisherman’s Wharf Public Realm Plan. A commenter noted that 150 Hayes Street, which is not analyzed in the ESTM, should be considered as a housing option because the area is surrounded by housing. A commenter requested that the future EIR provide an analysis of the housing needs gap.

Planning Department Response

The purpose of the ESTM is to provide an analysis of physical environmental effects that have occurred as a result of AAU’s occupation of 34 existing sites. Any planning of future growth or expansion, or analysis of the contents of the IMP, is outside of the scope of the ESTM. This includes consideration of all sites detailed in the preceding AAU Project EIR, including the property at 150 Hayes Street and the Cannery. Comments related to the EIR are addressed in Responses to Comments for that document.

46. *Summary Comment – General Concern about AAU’s Mission and Development Program*

Planning Commissioners expressed concern that the school’s overall mission is unclear; noted concerns over AAU’s “opportunistic” or “cannibalistic” approach to the institution, rather than a planned development program; and, stated their support for “shrinking” the AAU campus footprint.

Planning Department Response

The purpose of the ESTM is to provide an analysis of physical environmental effects that have occurred as a result of AAU’s occupation of 34 existing sites. Discussion of AAU’s strategic planning or overall mission is not in and of itself an environmental concern. Insofar as the placement or distribution of the existing sites has affected transportation and traffic, land use, population growth and housing stock, and other environmental resources, these concerns are discussed throughout the ESTM. Any planning of future growth or expansion, is outside of the scope of the ESTM, and is analyzed in the AAU EIR.

47. *Summary Comment – Fines and Possible Development Agreement*

A commenter asked for more information about the total value of previous fines accrued by AAU due to Planning Code violations. A commenter noted potential for a development agreement between the City and AAU with regard to fees, transportation, and housing.

Planning Department Response

A summary of information on previously accumulated fines may be provided during the project entitlement process. The purpose of the ESTM is to provide an analysis of physical environmental effects that have occurred as a result of AAU's occupation of 34 existing sites. Any planning of future growth or expansion is outside of the scope of the ESTM. The contents of the ESTM include Recommended Conditions of Approval to be considered during discussion of each site's entitlements. Endorsement of a development agreement or recommendation for the contents of such an agreement are unrelated to physical environmental impacts and are not within the scope of the ESTM.

48. *Summary Comment – Lack of Appropriate Neighborhood Notice*

A commenter suggested that AAU did not post signage during existing site construction, conversion, and initial occupation.

Planning Department Response

Information about temporary construction signage at the time of AAU occupation is unknown. Analysis of this temporary effect would largely be speculative. However, changes of use requiring a CU authorization or building permit would have involved notification as required by the Planning Code to the surrounding neighborhood within either 150 or 300 feet. This action did not occur because AAU did not apply for the appropriate permits at the time of its occupancy and conversion of each site. Starting in 2013, the Planning Department initiated enforcement actions relating to 22 of the 34 properties occupied by AAU. The remaining violations are largely land use violations. Moving forward, neighborhood notification to neighbors within either 150 or 300 feet will occur as part of the retroactive entitlement process of the existing sites, including any CU authorizations or building permits.

49. *Summary Comment – Tenant Rights Violations*

A commenter expressed concern that AAU has committed tenant's rights violations because it requires students that reside in student housing to waive all their tenant rights under local, state, and federal laws, a violation of the of the San Francisco Rental Ordinance.

Planning Department Response

The ESTM analyzes the physical environmental effect of AAU's occupation of 17 existing residential sites on the City's population growth and housing stock. The Rent Board is the City agency responsible for making determinations regarding compliance with the San Francisco Rent Control Ordinance. The scope of the Planning Department's enforcement activities is limited to inspections, correction of life safety issues, removal of unpermitted signs, and land use violations. The remaining outstanding AAU violations are largely land use violations. Concerns over other tenant rights issues are outside of environmental and safety concerns and are not within the scope of the ESTM.

ATTACHMENT A:

Transcript from the May 19, 2016 Public Hearing

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SAN FRANCISCO
PLANNING COMMISSION
HEARING

Commission Chambers, Room 400
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Thursday, May 19, 2016
12:00 p.m.
Regular Meeting

Commissioners:
Rodney Fong, President
Dennis Richards, Vice President
Michael Antonini, Rich Hillis, Christine Johnson,
Kathrin Moore, Cindy Wu

Commission Secretary:
Jonas P. Ionin

1 Speakers:
2 Marie Sorenson
3 Spike Kahn
4 Lounge Project
5 Alin Eliza
6 Magic Ahorn
7 Rose H
8 Kris Schaeffer
9 Sue Heson
10 Joan Holden
11 John Bardus

12
13 Representing AAU:
14 Morrison & Foerster LLP
15 425 Market Street
16 San Francisco, CA 94105-2482
17 By: Zane Gresham, Attorney At Law
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PROCEEDINGS FOR THURSDAY, MAY 19, 2016

2:04 p.m.

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COMMISSION SECRETARY: Items 9A and B for the Academy of Art University Informational Update in Case Number 2008.0586E for the Academy of Art Existing Sites Technical Memorandum.

And for any persons who might be here in the audience for Items 10A and B for 2000-2070 Bryant Street, Conditional Use Authorization and Large Project Authorization, those matters have been continued to June 2nd.

TINA CHANG: Good afternoon, Commissioners.
Tina Chang, Planning Department Staff.

As a follow-up to the informational hearings held regarding AAU on October 1st, 2015, and most recently on March 17th, 2016, Staff would like to provide a few updates on the following issues:
Enforcement, processing approaches, and policy recommendations.

After going over the Department's Policy Recommendations, which will provide rationale for supporting or recommending disapproval of projects, I will go over each of the projects that Staff is not supportive of.

1 Regarding enforcement: As of April 14th, the
2 Zoning Administrator has issued Notice of Violation and
3 Penalty Decisions to the Academy of Art University for
4 22 properties in violation of the Planning Code, all of
5 which have been appealed by AAU to the Board of Appeals.
6 The items are currently scheduled for a hearing on
7 June 22nd, 2016.

8 The decisions included a deadline to publish a
9 response to comments for the EIR and ESTM, or Existing
10 Sites Technical Memorandum, which you will hear about
11 shortly from my colleague, Chelsea Fordham.

12 Failure to publish these environmental
13 documents by July 1st will result in penalties of \$250
14 per day per property, or \$5,500 per day for all 22
15 properties.

16 In addition to the aforementioned potential
17 penalties, penalties have continued to accrue on 460
18 Townsend totaling approximately \$500,000. AAU also has
19 outstanding penalties of \$3,250 at 2295 Taylor Street.
20 In all, AAU has paid approximately \$81,500 in
21 enforcement-related fees on permits with outstanding
22 violations.

23 Based on feedback from the Commission and
24 additional analysis, Staff has reorganized the
25 properties and their uses into seven policy categories.

1 We plan to group the projects for the Commission's
2 consideration by the policy categories over the course
3 of approximately six to seven hearings. Since
4 properties of the same land use share similar qualities,
5 issues and concerns, Staff would group said projects
6 together under one presentation while preparing separate
7 motions for each property.

8 So, for example, all projects related to the
9 loss of housing would be grouped together under one
10 presentation followed by separate motions for each
11 property.

12 In addition to the 19 properties requiring
13 Conditional Use Authorization or Planning Code
14 Amendments, some of the 15 properties that typically
15 would not require Planning Commission action, such as
16 those requiring only historic preservation review or
17 building permit applications may be brought before the
18 Planning Commission through a Staff-initiated DR to
19 impose Conditions of Approvals related to
20 transportation, historic preservation review, or as
21 Staff finds appropriate for a property on a case-by-case
22 basis.

23 Regarding nine properties requiring Planning
24 Code Amendments: AAU requires Code Amendments on nine
25 properties. Two Planning Code Amendment applications

1 have been submitted by AAU. One application proposes to
2 amend Section 317 to allow the conversion of student
3 housing of residential uses to student housing for seven
4 of AAU's sites.

5 The second proposal is to amend Section 175.5
6 to extend the grace period for legalizing non-conforming
7 uses in the SALI District.

8 Staff proposes alternative ordinances that
9 align with the Department's larger policy
10 recommendations to the ordinance opposed by AAU. At the
11 initiation hearing tentatively scheduled to coincide
12 with the EIR certification date for the amendments,
13 Staff would present both ordinances proposed by the
14 project sponsor as well as the ordinance prepared by the
15 Planning Department.

16 The Planning Commission could choose to
17 initiate one ordinance, two ordinances, or none of the
18 proposed ordinances for each application.

19 Should we get the -- there we go.

20 The timeline that you see before you is
21 identical to the one in your case packets.

22 In general, the final ESTM and responses to
23 comments for the EIR will be published by July 1st. At
24 the end of July, Staff would bring before the Commission
25 for consideration both the initiation of Planning Code

1 Amendments and the certification of the final EIR.

2 After the August recess in September, Staff plans to
3 bring the Adoption of the Planning Code Amendments for
4 the Commission's consideration as well as the first set
5 of entitlements. Staff intends to continue processing
6 entitlements through the fall and winter of this year.

7 As mentioned, Staff has grouped AAU's
8 properties according to the following policy categories.

9 Regarding the conversion of housing to student
10 housing, the Department is inclined to be unsupportive
11 of conversions that detract from the City-wide goal to
12 protect the affordability of San Francisco's housing
13 stock and the policy to require institutions to meet the
14 housing demand they generate with new housing.

15 We would be inclined to support cases where the
16 conversion of student housing serves as a higher
17 intensity use than would be otherwise be located on the
18 subject site.

19 For example, there are several properties in RC
20 Districts where the last legal use is a very low density
21 residential building. If left to the free market, due
22 to the fact that properties are historic resources in
23 most cases, the structure would most likely result in a
24 single family dwelling or, at most, three-family
25 dwelling. Staff finds that the properties being

1 occupied as student housing serve as a higher intensity
2 use than it otherwise would be.

3 Regarding the conversion of industrial to
4 institutional uses, Staff is inclined to be unsupportive
5 of conversions that detract from the City-wide goal to
6 preserve PDR space and support cases where the
7 conversion of institutional use maintains the industrial
8 use in nature.

9 Regarding the conversion of retail to
10 institutional uses, the Department is inclined to be
11 unsupportive of conversions that detract from the stated
12 City-wide goal to provide active ground floor uses. We
13 would support cases where the institutional use
14 maintains a publicly accessible active use and is
15 therefore best situated on the subject site rather than
16 elsewhere in the City.

17 Conversion of office to institutional uses, the
18 Department is inclined to be unsupportive of
19 unauthorized conversions where the proposed use is
20 incompatible with the surrounding context or --

21 JOHN RAHAM: Excuse me for just one second.
22 Could you just slow down just a little. You are kind of
23 reading kind of fast so --

24 TINA CHANG: Sure, no problem.

25 JOHN RAHAM: Thank you.

1 TINA CHANG: Regarding the conversion of retail
2 uses to institutional uses, the Department would be
3 unsupportive of conversions that would detract or take
4 away from active ground-floor uses and be supportive of
5 conversions that maintains a publicly accessible use.

6 For office uses we would be unsupportive of
7 conversions of office space to institutional uses that
8 are incompatible with the neighborhood context or they
9 are located away from the AAU's central core requiring
10 the shuttle service to be overextended.

11 We would support conversions where the office
12 use is institutional in nature, such as the
13 institution's administrative headquarters, for example,
14 and is appropriate for the subject site.

15 Regarding the last three policy categories,
16 Staff was generally supportive of the conversions of
17 tourist hotel and motel to student housing, religious
18 institutional uses to postsecondary institutional uses
19 on sites, and sites with no changes of uses.

20 Staff finds these supportable in that AAU has
21 converted these uses to become a higher intensity use
22 than would otherwise be located on site or they've
23 adaptively reused a historically significant building in
24 a manner that is consistent with the neighborhood
25 context.

1 Should these uses change in manner where these
2 conditions do not apply, the Department would be
3 inclined to change our recommendation.

4 Your case reports have all 34 properties
5 requiring discretionary action either by the Department
6 or Planning Commission.

7 In summary, Staff is inclined to support --
8 recommend approval for 21 of the 34 properties and be
9 unsupportive of 11. Staff has not rendered a
10 recommendation for two of the properties in light of new
11 information currently under review.

12 In interest of saving time, only properties
13 where Staff is inclined to recommend disapproval will be
14 highlighted. To reiterate, these recommendations are
15 preliminary based on the most recent information found
16 or made available to Staff. Our recommendations are
17 subject to change in light of new information.

18 The legend here is also identical to the ones
19 included in your packets. The following slides will
20 contain colored banners across the top. The blue
21 represents projects that are not currently permitted by
22 Planning Code. Orange represents those requiring
23 conditional use authorization. Yellow, those requiring
24 historic preservation review. And green, only those
25 requiring building permits.

1 And the requirement is the highest required, so
2 a Planning Code Amendment can also require conditional
3 use authorization, historic preservation review, and
4 building permit.

5 This map shows a snapshot of the Department's
6 recommendations on all AAU sites. Sites in green are
7 those where the Department is inclined to be supportive
8 of. Red, where we're inclined to recommend disapproval.
9 And grey, there are properties with no apparent
10 violations. And black are the properties where Staff
11 is -- the recommendation is pending.

12 Starting with the conversion of housing to
13 student housing. Again, as a quick snapshot, Staff is
14 inclined to recommend approval on three of the seven
15 sites. We're inclined to recommend disapproval for the
16 following four sites because we find that the conversion
17 detracts from the City's goal to protect the
18 affordability of the City's housing stock and the
19 requirement for institutions to meet housing demand that
20 they generate with new housing.

21 To legalize each of the following four
22 properties each require a Planning Code Amendment to
23 allow for the group housing -- I'm sorry. Each of the
24 four properties would require Planning Code Amendment to
25 the group housing portion of the property, conditional

1 use authorization to allow group housing in RC or RM-4
2 Zoning Districts, historic preservation review and a
3 building permit application.

4 1080 Bush was legally a property containing 42
5 dwelling units and 15 residential hotel rooms. This
6 building has been converted to be entirely student
7 housing. The property is a historic resource located in
8 an RC-4 District at Bush and Leavenworth in the Nob Hill
9 neighborhood.

10 1153 Bush was legally a property containing one
11 dwelling unit and 14 --

12 PERSON IN THE AUDIENCE: Please slow down.

13 TINA CHANG: 1153 Bush was legally a property
14 containing one dwelling unit and 14 residential hotel
15 rooms and is now student housing. The property is a
16 historic resource located in RC-4 Zoning District at
17 Bush and Leavenworth in the Civic Center neighborhood.

18 1055 Pine was legally a residential hotel
19 containing 59 rooms. It now contains 81 student housing
20 rooms. The property is a historic resource located in
21 the RM-4 Zoning District within the Nob Hill SUD.

22 And finally, 860 Sutter Street was legally a
23 tourist and residential hotel containing 39 tourist
24 rooms and 50 residential hotel rooms. Again, the
25 building is now student housing. It's a historic

1 resource, and it's located in the Civic Center
2 neighborhood.

3 All of these properties would require, again,
4 Planning Code Amendments, conditional use authorization,
5 historic preservation and building permits.

6 Moving to industrial sites. As you can see
7 from the map, Staff is inclined to recommend disapproval
8 of one site and has not rendered its decision on the
9 remaining two.

10 The property at 2225 Jerrold Avenue was
11 previously used as an industrial warehouse. It's
12 currently being studied in the EIR and is being used as
13 storage and accessory office. The Academy has expressed
14 desire to use the site as recreational use, admin office
15 and storage, which the Department is inclined to be
16 unsupportive of.

17 However, the Academy has submitted a revised
18 application under review to provide a community facility
19 which is principally permitted in the PDR Zoning
20 District. The Department is open to supporting a
21 code-compliant option.

22 To legalize the site as an institutional use, a
23 legislative amendment to Section 210.3 would be
24 required.

25 The next two properties at 466 and 460 Townsend

1 are properties that were legally industrial uses. They
2 were previously known to contain industrial art spaces.
3 Both properties are located in the Western SOMA Mixed
4 Use Office Zoning District, which principally permits
5 industrial uses. Staff was generally supportive of uses
6 that remained code-compliant in nature. However, it
7 recently came to light that non-industrial uses are now
8 located onsite. Staff is currently reviewing
9 information on the property -- for both of these
10 properties.

11 It should be noted that an interim moratorium
12 has been imposed on the conversion of PDR uses.
13 Accordingly, conversion of industrial to non-PDR uses is
14 prohibited until interim controls are lifted. The
15 interim moratorium expires on November 3rd, 2016. If
16 permanent controls prohibit conversions of PDR uses, a
17 Planning Code Amendment would be required.

18 For the properties converting office to
19 institutional uses, Staff was inclined to recommend
20 disapproval of four of the seven sites. Generally, Staff
21 was inclined to recommend disapproval of the
22 unauthorized conversions especially since the sites were
23 located a greater distance from AAU's central core.

24 For 601 Brannan Street is located in the SALI
25 District which does not permit institutional uses. A

1 grandfathering provision was included in the rezoning,
2 allowing non-conforming uses to legalize within three
3 years. This grace period expired on April 27th of this
4 year. To legalize, a Planning Code Amendment would be
5 required. AAU has submitted a Planning Code Amendment
6 to amend Section 175.5, extending the legalization grace
7 period from 36 to 48 months.

8 As mentioned earlier, Staff will present
9 proposed ordinance before the Commission's consideration
10 for this property as well as the residential conversions
11 in July for the Commission's consideration.

12 The next property at 700 Montgomery is located
13 in the Jackson Square Special Use District in the C-2
14 Zoning District. To legalize conditional use
15 authorization is required. Again, we're generally
16 unsupportive because of its distance away from the
17 central core and its compatibility with the overall
18 district.

19 58-60 Federal Street is located in the MUO
20 Zoning District. This project requires historic
21 preservation review, a building permit and under normal
22 circumstances wouldn't require Planning Commission
23 action. Again, it is located away from the central
24 core.

25 2340 Stockton is located in a C-2 Zoning

1 District within the Waterfront 2 Special Use District.
2 The previous use was office, and it requires a building
3 permit. Staff is inclined to recommend disapproval for
4 similar reasons.

5 The final land use policy category we will go
6 over today is a conversion of retail to institutional
7 uses. Staff is inclined to be unsupportive of
8 conversions that detract from the stated City-wide goal
9 to provide active ground-floor retail uses in commercial
10 districts.

11 2295 Taylor is located in the North Beach NCD
12 within the North Beach Special Use District. The
13 property would require conditional use authorization for
14 use size and to reestablish parking on the second floor.
15 Additionally, historic preservation review and building
16 permits would be required.

17 Last but not least is 2801 Leavenworth. This
18 is a historic resource located in the C-2 Zoning
19 District requiring historic preservation review and
20 building permit applications. Staff would prefer active
21 ground-floor retail uses in our commercial districts.

22 I know that was a lot of information presented
23 before the Commission. As indicated in your Staff
24 reports, Staff would like Commission feedback on:
25 Staff's policy recommendations, our processing

1 approaches, and preliminary recommendations.

2 This concludes the Staff's presentation. I'm
3 happy to answer any questions.

4 RODNEY A. FONG: Okay. Thank you very much.
5 Opening up for public comment.

6 COMMISSION SECRETARY: Commissioner Fong, we
7 are going to continue with the Existing Sites Technical
8 Memorandum and then accept public comment on both items.

9 RODNEY A. FONG: Thank you.

10 CHELSEA FORDHAM: Good afternoon, President
11 Fong and the members of the Planning Commission. I am
12 Chelsea Fordham, Planning Department Staff and
13 coordinator for the Academy of Art Existing Sites
14 Technical Memorandum, or AAU ESTM.

15 Also joining me is Rick Cooper, senior
16 environmental planner, and Brett Bollinger,
17 transportation planner. Also joining me is Shelley
18 Caltagirone who will be providing you a synopsis of
19 yesterday's Historic Preservation Commission hearing on
20 the ESTM.

21 Members of the project sponsor team are also
22 present and will be providing you with a brief
23 presentation following this presentation. The item
24 before you is public review and comment on the AAU draft
25 ESTM. The draft ESTM was published on May 4, 2016, and

1 the 30-day review period closes on June 3rd.

2 Due to the fact the projects are evaluated
3 under CEQA from the existing conditions of the time of
4 publications of the NOP, past actions, even if they
5 occurred without obtaining the necessary permits, are
6 considered existing conditions.

7 Therefore, the ESTM provides the analysis of
8 these past actions. The AAU draft ESTM examines the
9 environmental impacts of past non-permitted work of 34
10 of 40 AAU properties and recommends conditions of
11 approval to remedy those impacts. As a reminder, six
12 sites were evaluated in the draft EIR.

13 Out of the 34 existing sites, 28 require
14 discretionary approvals. Four require changes of use
15 and physical work performed without the benefit of
16 permits. The ESTM analyzes the combined effects of all
17 34 existing sites as well as the individual
18 environmental effects of the 28 sites requiring
19 discretionary approvals.

20 The draft ESTM is different from a typical
21 environmental review document in that the recommended
22 conditions of approval will not become a requirement
23 unless the Planning Commission chooses to adopt those
24 conditions as part of any future conditional use,
25 building permit or any other approval. Additionally,

1 the draft ESTM contains a transportation demand
2 management program for all its 40 properties and for
3 future occupied properties. The discussion of each
4 existing site will be provided back to the commission in
5 subsequent Staff reports on all conditional use and
6 entitlement applications. Examples of the proposed
7 conditions and approval include: For typical historic
8 preservation conditions of approval, things include
9 removal of illegal signs and replacement with Secretary
10 of the Interior standards compliant signs. Removal or
11 replacement of awnings. Removal of illegally installed
12 aluminum or vinyl windows and approving minor scopes of
13 work such as security gates and grills.

14 Typical transportation demand management
15 conditions of approval include removing unused shuttle
16 bus zones, relocation to appropriate location for
17 bicycle parking, and provide bicycle parking to meet
18 AAU's demand, to monitor pedestrian conditions around
19 entrances and onto shuttle bus loading areas and
20 relocating all flag stops which are primarily stops
21 where double parking is occurring.

22 Staff is recommending commenters focus their
23 review on topics such as consistency of AAU's existing
24 site descriptions, the appropriateness of these
25 conditions of approval, accuracy of the environmental

1 impact analysis for the existing sites and the draft
2 Transportation Management Plan. I would also like to
3 remind speakers that this is not a hearing to consider
4 the approval or disapprovals of the project. The
5 approvals will follow the final EIR certification
6 hearing. Your comments today should be confined to the
7 adequacy and accuracy of information and analysis
8 contained in the draft ESTM.

9 I would also like to request that speakers
10 speak slowly and clearly so that the court reporter here
11 today can create an accurate transcript. And also,
12 commenters should state their name and addresses so they
13 can be properly identified and we can provide them with
14 a final ESTM.

15 For those interested in commenting on the draft
16 ESTM in writing or by mail or e-mail they can submit
17 their comments to the environmental review officer by
18 5:00 P.M. June 3rd. Additionally, I would like to
19 remind the Commission that we will be returning in July
20 for the Commission to consider certification of the
21 final EIR and review of the final ESTM. If the final
22 EIR is certified, the Planning Commission may consider
23 all required AAU approvals.

24 This concludes my presentation. Unless the
25 Commissioners have questions, I would like Shelley

1 Caltagirone to summarize the Historic Preservation
2 Commission meeting yesterday on the ESTM.

3 SHELLEY CALTAGIRONE: Hello, Commissioners.
4 Shelly Caltagirone from the Preservation Staff of the
5 Planning Department. My comments will be brief.

6 As Chelsea noted, the Historic Preservation
7 Commission heard the ESTM yesterday and made comment.
8 There was generally unanimous agreement on the accuracy,
9 thoroughness and consistency of the ESTM studies.
10 Commissioner Johns did note that the history of 860
11 Sutter Street could be improved by researching that
12 site's history as a residential club.

13 Commissioner Hasz did ask the project sponsor
14 to keep up the momentum in pursuing the legalization of
15 their project sites. And that concluded their comments.

16 I would like to note that ten of the project
17 sites will be going before the Historic Preservation
18 Commission for various legalization approvals for either
19 certificates of appropriateness or permits to alter.
20 And I'd also like to note that Commissioner Hyland was
21 absent and Commissioner Wolfram had to recuse himself.

22 I am available for any questions you have about
23 the Preservation studies and the ESTM.

24 COMMISSION SECRETARY: Okay, thank you.
25 Director Raham.

1 JOHN RAHAM: Thank you, Commissioners. Just to
2 wrap up the Staff presentation, I just first of all want
3 to thank Staff for putting together this amazing body of
4 work. I mean, Chelsea, on the ESTM, this is the first
5 time we have ever done a report like this. It is
6 essentially an EIR that is not an EIR, if I could call
7 it that. And also Tina for putting together this great
8 Staff report which I think really well lays out the
9 Staff's ideas, thoughts, recommendations to you.

10 On that point -- and also Shelley on this --
11 I'm sorry, Shelley on their Preservation stuff, because
12 this is a lot of projects coming at everyone at once in
13 a kind of package. So I really appreciate Staff's work.

14 With respect to Tina's presentation, I just
15 want to summarize kind of what we're asking you for
16 today, the type of feedback. On pages 3 and 4 of the
17 report are kind of our thoughts on the policy
18 recommendations on why we recommended what we have on
19 these various projects. So there's a series of policy
20 directions or recommendations or policy basis for our
21 recommendation, I should say. So that's one thing that
22 we would like just some preliminary thoughts from you
23 on, if those are the right -- if that's the right basis
24 for our recommendations. And then the second, of
25 course, is the actual recommendations on the properties.

1 The properties that Tina highlighted in her
2 presentation, as she pointed out, are the ones that we
3 are recommending disapproval on. So we are recommending
4 on preliminary basis -- and again, these are preliminary
5 recommendations. We will make our final recommendations
6 down the road when the actual projects come to you. But
7 the way -- in sum, what we are recommending is that of
8 the 34 properties, we would be currently inclined to be
9 unsupportive of 11 of them based on those policy
10 recommendations and the basis that we point out in -- on
11 pages 3 and 4 of the report. So 11 of the 34, we would,
12 in our current thinking, recommend preliminarily being
13 unsupportive of those sites.

14 So just to sum up what we would asking you
15 to -- asking for your feedback at this point and -- for
16 future meetings. Thank you.

17 RODNEY A. FONG: Okay, thank you. Now, opening
18 up to public comment, Zane Gresham, Sue Heson --

19 VOICE: The Academy wanted to --

20 RODNEY A. FONG: That is -- Zane, right? Zane,
21 you're with the Academy --

22 ZANE GRESHAM: Yes.

23 RODNEY A. FONG: -- or representing the
24 Academy?

25 Okay, great.

1 ZANE GRESHAM: I understand I have ten minutes,
2 is that correct? Thank you.

3 Bring up the PowerPoint. Very good.

4 President Fong, members of the Commission,
5 Director Raham, I am Zane Gresham from Morrison and
6 Foerster. Pleased to be here today to represent the
7 Academy of Art University.

8 It has been a long time coming, but now we have
9 an opportunity to actually discuss the entire project
10 and the project sponsor. The project sponsor is, of
11 course, the Academy of Art University. It was
12 established in 1929 right here in San Francisco to
13 train, work and employ working artists in San Francisco,
14 working artists in San Francisco. 2,000 onsite arts and
15 design faculty and staff and about 8,700 students,
16 45 percent from the Bay Area, over 50 percent from
17 California.

18 It is a fully accredited -- it has participated
19 greatly in the life of the community, as you can see
20 from this slide, and it is, in fact, a fully accredited
21 art and design university. You can see the number of
22 accreditations it has. The first one is, in fact, the
23 accrediting body for most colleges and universities.

24 AUDIENCE MEMBER: Can you speak into the
25 microphone, please.

1 (Interruption.)

2 ZANE GRESHAM: It has 30 courses of study
3 spanning everything from architecture to photography and
4 motion pictures. It even has its own intercollegiate
5 sports teams, some of which are quite successful,
6 particularly the women's basketball team.

7 It has outstanding students, alumni and
8 faculty. And I won't go over them, but some of them are
9 global creative director at Yahoo, the winner of the
10 first prize at the 2015 Student Academy Awards, and "One
11 of the Five Designers to Watch" as identified by Forbes.
12 You know, truly they are making their name for
13 themselves and for the Academy.

14 And in addition, there are awards and accolades
15 in areas like film, automotive design, graphic and
16 industrial design and fashion. This is all done in the
17 context of an urban campus, not a suburban campus, and
18 not something that was granted land in the last century
19 to build out over rolling fields. It is woven into the
20 fabric of the City as it has been from the beginning.
21 And it's similar to other urban universities.

22 In discussions about that point, I have heard
23 from a number of people that it reminds them of the way
24 that NYU is placed in different parts of New York City,
25 particularly in Manhattan, as opposed to the standard

1 way that many of us associate with a large campus
2 located in a suburban area.

3 It has been a steward of historic buildings.
4 You know what's interesting, many of these buildings
5 were acquired by the Academy, and they have been
6 preserved and kept intact because the Academy acquired
7 them when they were disused, when they were damaged or
8 in disrepair. And a great example of that is at St.
9 Bridget where millions of dollars were spent to upgrade
10 the seismic capacity of that building and also to
11 restore the great stained glass in that area right
12 before it was pretty close to being lost all together.

13 In addition, it provides a thoughtful adjunct
14 to the transportation that the City itself provides
15 through Muni. In fact, Muni is a primary way that the
16 students get around. Another way is through the campus
17 shuttle system, which has been upgraded. And according
18 to City Staff is, in fact, improved significantly. So
19 that's a little bit about the Academy.

20 Let's talk a little bit about the project.
21 What is the project? The project is really entitlements
22 for existing educational facilities to continue the
23 academic mission. It is most distinctively not a
24 building-by-building review of what might happen to one
25 building or another building. It's really

1 consideration -- and, in fact, that's the way it has
2 been portrayed both in the ESTM and in the EIR. The
3 Academy of Art University project is a description of
4 all of these activities.

5 The approvals for educational facilities you
6 know are going to be considered at an appropriate time
7 by you. And you can see the kinds of uses. They are
8 all standard traditional academic institution uses.

9 In addition, we're seeking approvals for
10 student housing, another element that is integral to the
11 operation of universities and colleges. In fact, the
12 Academy of Art University operates 1,800 beds and, if
13 authorized, could accommodate 20 percent of all onsite
14 students consistent with I think the actual directive of
15 the general plan. And two-thirds of them are clustered
16 very close together, on Sutter Street and Union Square,
17 and sharing lounges and other -- dining facilities.

18 But, you know, in this City, as we know, you
19 don't just have a project that is presented without
20 offering public benefits. And we wanted to highlight
21 now the public benefits that the Academy has offered
22 already, and we wish to communicate them publicly to you
23 at this time. And you will see the areas in which those
24 benefits fall.

25 Let me review them one at a time. In housing:

1 The Academy would set aside an entire dormitory for
2 long-term affordable housing, not student housing,
3 long-term affordable housing. It would create more
4 student housing by converting an existing tourist hotel
5 to student housing. It would construct a new dormitory
6 on an underutilized site next to existing student
7 housing and would meet all future student housing needs
8 by adding to San Francisco's housing stock.

9 It'd also make payments to the City, a total of
10 \$10 million in impact fees for housing, transportation,
11 parks and other are public benefits.

12 It also would be implementing conditions of
13 approval and mitigation measures. These are the ones
14 that have been generally suggested or outlined at the --
15 in the EIR and the ESTM but remain, obviously, to be
16 further developed and refined with the Planning Staff in
17 a real dialogue and ultimately adopted by the Planning
18 Commission.

19 And how would we protect the City's interest in
20 seeing that these benefits are provided? It would be
21 through the use of a development agreement. Common
22 device used to ensure that the obligations of a
23 developer are, in fact, performed and the benefits to be
24 conferred on the owner of the property -- in this case
25 the Academy -- will be honored. That would come about

1 by approval by the Planning Commission of all of these
2 terms and conditions. It will have to be approved by
3 the Board of Supervisors. There would have to be a
4 complete policy review and consideration. And it would
5 have to be done with the advice from the City Attorney's
6 Office because, after all, this would be a major
7 undertaking and agreement, but it would be guided in the
8 first instance by the Planning Department and
9 Commission.

10 Now, closing out, the -- you close in on this
11 and you say, Well, then, what happens if the Academy
12 does not behave? What happens is that the Academy has
13 proposed a strong enforcement measure that would include
14 negotiating a complaint and agreeing to a stipulated
15 judgment. For those -- for nonlawyers that means an
16 agreed upon judgment. That would then be in the hands
17 of the City and at the determination of the Planning
18 Commission that the Academy is not complying with the
19 terms of the development agreement, could be filed in
20 court. That would provide strong assurance performance,
21 much stronger than anything in the Planning Code, or
22 even a lawsuit could provide.

23 Now, looking to the future. The Academy wants
24 a practical resolution that is beneficial to all. We
25 think the ESTM and EIR create a foundation for

1 constructive dialogue. We want to work with your
2 direction with the Planning Department and other City
3 agencies on a package of entitlements and benefits for
4 the whole project like other projects. And we look
5 forward to that opportunity. Thank you.

6 RODNEY A. FONG: Okay. Thank you very much,
7 and appreciate having representation from AAU. Opening
8 up to public comment, Sue Heson, Kris Schaeffer, Rose H.
9 -- I'm guessing Hilton. I think it is Maggie A. Magic
10 and Alin Eliza and Marie Sorenson.

11 AUDIENCE SPEAKER: Sue Heson. This is going to
12 be a supplement to my written comments.

13 We have been seal dealing with Academy of Art
14 as a City since they were out of compliance in 1990 and
15 they -- this is what they say is their sphere of
16 influence. They are interested in acquiring new
17 buildings, but it should be looked at. So there's six
18 buildings on here, but the reality of what the City is
19 dealing with is not only the six buildings that were on
20 the previous sheet, but that agglomeration of
21 residential and institutional buildings. Academy has
22 been required to file an IMP since 1990. If they had
23 filed an IMP in an appropriate time period, we would not
24 be here today because there would have been Commission
25 consideration of this mass right here.

1 That is lower Nob Hill, the upper Tenderloin.
2 That is where you can see visually the greatest
3 concentration of residences are. What is that
4 neighborhood? And it is a neighborhood. It is a
5 neighborhood that has historically had a lot of working
6 class housing. It was residential hotels that had
7 dining rooms in them as well as apartment buildings.
8 And what we have had is a decimation of a neighborhood.
9 Some of it comes through in the ESTM, some of it
10 doesn't. What we need to have is direction from the
11 Commission on how to deal with housing, first of all.
12 We need to say they must build housing. That is what
13 the Planning Commission would have done at any point had
14 the IMP been filed since 1990. In 1990, they had onsite
15 enrollment of 1,700 students. In current days, they
16 have 8,649. They have been increased 500 percent
17 without any direction from the City about how they deal
18 with the increased housing load and the increased
19 campus.

20 What you should do is require them to build
21 housing. I disagree strongly with one of the parts of
22 the Staff recommendation. They say you can keep 150
23 Hayes as an administrative building. That is a site
24 surrounded by housing. Housing towers have been
25 approved by the City and conservator is -- music is

1 coming in with another one. That site, which is triple
2 eight number three, should be absolutely housing. It is
3 appropriate. And we got to supply -- got to keep a lot
4 of their housing. Other people will talk about other
5 aspects of this, but the big thing you need to take home
6 is it decimated a neighborhood, and we need housing
7 back. Thank you.

8 AUDIENCE SPEAKER: Hello, Commissioners. I'm
9 Kris Schaeffer. I am actually a resident of University
10 Terrace, which is totally surrounded by the University
11 of San Francisco. And as a neighbor, I ended up
12 becoming an expert in Academic Institutional Master
13 Plan, even though I didn't plan to do that for a part of
14 my life.

15 What I can say, in contrast to how USF has
16 handled the Institutional Master Plan and the Academy of
17 Art is I feel totally insulted as a resident of
18 San Francisco by such a bad actor. USF -- so let's take
19 a look at that holistic plan that the attorney suggested
20 that AAU is working on.

21 First of all, housing should never have been
22 taken away from residents. A student is not a permanent
23 resident of San Francisco. University of San Francisco
24 builds dormitories, is currently planning a 635 house --
25 bed dormitory on its campus and has figured out how to

1 get that funded. The universities should build housing
2 and not take away that stock from us as residents.

3 Secondly, in their holistic approach, even if
4 you take a look at recreation -- and this group has seen
5 me talk about recreation. The Academy of Art uses 22
6 facilities, mostly public, some private, to provide its
7 own recreation. And I don't know what that one little
8 teeny community center is going do for those
9 award-winning teams that AAU has.

10 The third is the issue of transportation.
11 Everyone should have a traffic demand management
12 program. Every student should have fast pass it. They
13 should be on Muni and not having those vans double
14 parked on Townsend Street or any other place in the City
15 where we have to crawl around those vans on a bike -- on
16 a street that has got biking, and the students aren't
17 using the bikes.

18 This is not -- and I really urge you,
19 Commissioners, to ask for a holistic solution where
20 everybody ends up being a good actor. Universities are
21 a very large part of our fabric, and we need to have
22 them perform in a way that is consistent with the
23 citizens here of San Francisco.

24 Thank you.

25 AUDIENCE SPEAKER: Hello, Commissioners. I

1 have spoken about this before and talked about how I as
2 a landlord get fined every time I do a violation. And
3 in fact, one of my tenants who owed some money to taxes
4 had a sheriff in the restaurant collecting from the till
5 every time a plate got sold. So I don't know why we
6 have not enforced these laws and these fines. And with
7 that money, we could be building a lot more housing.
8 And to allow this university to not only take SROs and
9 convert them illegally and residential housing and
10 convert them illegally and allow them to keep doing
11 this, not fine them, not collect those fines, I -- I
12 just feel, again, I shouldn't even have to then pay that
13 business tax that is due on the 31st. If they can get
14 away with murder, I don't know why the whole City
15 doesn't and just none of us pay what we're supposed to
16 if that's what we're getting the message from you guys.

17 So once again, please, they are not kidding
18 about those buses. I ride a bicycle, and they are a
19 menace out there. You're talking about environmental
20 consequences. What are those idling buses and all those
21 private little shuttles going back and forth clogging up
22 the streets? There's so many reasons for you to crack
23 down on this school and -- this has been going on since
24 the '90s. I just don't even get it. So, please, please
25 do what you can. You are our public servants to protect

1 the public, so please do so.

2 AUDIENCE SPEAKER: Good afternoon,
3 Commissioners.

4 After a long hiatus, I am back on this topic.
5 Glad to see you all. The Existing Sites Technical
6 Memorandum talks about units of housing that are less
7 than -- smaller than demand, but, actually, the ESTM
8 does not state what bucket of AMI the residents fell
9 into. So the data is missing in this regard in the
10 ESTM.

11 The ESTM also talks about an increase in
12 housing demand and reduction in housing supply,
13 displacement of all these people. What has the City
14 asked AAU to help out with the shortfall of the units?
15 The for-profit school is now building housing that has
16 been determined in this ESTM as needed for future
17 populations. Other nonprofits and schools are helping
18 to build housing and accommodating. They have
19 institutional master plans and other arrangements to
20 accommodate the increased enrollment.

21 In term of CEQA, currently it's level of
22 service, but it is going to this vehicle miles
23 travelled. What is the total number of miles travelled
24 by the AAU shuttles for each location in total? And
25 maybe some of these routes have fewer ridership, and

1 they should be discontinued, because in the report it
2 talks about the excess nitrous oxide emissions exceeding
3 Bay Area Air Quality Management Standard.

4 Planning Code Section 166 for car share does
5 not apply to nonresidential buildings and mixed use and
6 transient oriented residential districts. AAU students
7 with residential vehicles are putting pressure on
8 neighboring residential parking. What has AAU done with
9 community responsibility to be aligned with the
10 Transportation Sustainability Program? And Planning
11 needs to work with SFMTA, AAU and other agencies to
12 solve this problem.

13 Let's gather a bit more data for the ESTM and
14 incorporate them, put them in the findings in the
15 upcoming EIR that's due in July 2016. And I have this
16 less than 150-word summary for the minutes for the
17 Sunshine Ordinance and it shows exactly what I just
18 talked about. Thank you.

19 COMMISSION SECRETARY: Next speaker, and
20 another card, Joan Holden.

21 AUDIENCE SPEAKER: Hi, good afternoon. My name
22 is Magic. Thank you for hearing me today.

23 I just also would like to ask the clerk to
24 refer to us as the public, not the audience. It seems
25 to be endemic that every public meeting I go to we get

1 referred as the audience, which is a completely
2 disempowering statement. So I would appreciate that
3 changed.

4 So I'm not up to snuff as I usually am on such
5 issues, but maybe my naiveté will be to an advantage
6 today because what I am hearing is that they've totally
7 broken the law. They have taken over affordable housing
8 and SROs that we need, and now they are not -- the fines
9 aren't being collected, and now they're supposed to be
10 able to go back as bad actors and now have a chance to
11 approve everything that they already did illegally. Is
12 that the case? Because, wow, an average citizen
13 couldn't do that.

14 I'm glad that the Historic Preservation Society
15 is looking at this. I think that, you know, City
16 College is having trouble with accreditation, and they
17 have been an incredible service. And somehow this
18 college which is breaking the law left and right and not
19 being fined is being able to go forward and try to make
20 up for what they knew was illegal in the first place.
21 They could not have not known that they were taking away
22 from our pool of affordable housing that we need
23 desperately in this City.

24 It is just an odd thing that, you know, we have
25 affordable housing and then we have, I guess, what we

1 would call unaffordable housing. I mean, what kind of
2 society do we live in? I just talked to five police
3 officers outside, and all of them used to live in the
4 City, and they were just talking about how they can't
5 find a place to live in the City. They were -- some of
6 them were natives. This is what we are dealing with.

7 And so the Academy of Science can present
8 itself as a high standard institution and then steal
9 these so needed rooms and houses in the Tenderloin? And
10 then we say, Okay, let's all review this and spend
11 public time trying to make it work for them and maybe
12 we'll give them some and fine them a little. No. They
13 should never be able to break the law and then go back
14 and have another chance when they haven't even taken
15 care of it. And the public has been saying this for
16 ages. It's just plain wrong. Thank you.

17 AUDIENCE SPEAKER: Good afternoon,
18 Commissioners. I have some letters here that I'm going
19 to hand you. I just want to mention a few things.

20 It seems like we have been here -- I have been
21 here at least two or three times on this one issue. I
22 believe that we have a problem with enforcement. Some
23 people have to obey the laws and other people don't.
24 Some people are punished and others aren't.

25 We now have a situation where I guess they're

1 thinking that, Well, we're going to sign a development
2 agreement, and then we will start obeying the laws and
3 then we will start paying the fees and fines and we'll
4 negotiate with you. That sounds rather strange to me.
5 I don't believe too many other institutions or private
6 individuals would even consider making that kind of a
7 statement. It just seems a bit out of hand. So that's
8 the kind of issues that the public has to deal with when
9 it comes to this kind of situation.

10 We're hoping that as Commissioners you will
11 take this sort of situation into consideration and
12 really, possibly, if there is some buildings that they
13 have taken and not done anything wrong with, allow those
14 to continue, but stop whatever is going on with the
15 illegal use.

16 I did want to thank the enforcement officers
17 because I think a lot of work has been done since we
18 started complaining about lack of enforcement in
19 general. As far as I am aware at least, there has been
20 new money that has gone into hiring new people to work
21 on this. So I think as a general rule that is going
22 forward in a very reasonable fashion somewhat. But when
23 it comes to something this big and this ridiculous, has
24 been going on for this long, to just all of a sudden to
25 say, "Oh, it is okay. These people have been using

1 industrial PDR space illegally, but we're just going to
2 approve it. You know, we're going to let it go because
3 what can we do? They are too big for us to fight."

4 The same thing happened with a building in my
5 neighborhood not too long ago. I understand what was
6 formerly the Koret building was allowed to proceed as
7 office space because it was all, of course,
8 originally the Koret building. It was all factory and
9 it was all industrial, and it's supposed to be all PDR,
10 but, "Oh, that's okay, we're just going to let it go."
11 There's still PDR in the bottom floor, I'm quite sure
12 because I live nearby, and I see it all the time. So
13 hopefully, we will keep what is there still and not let
14 that go by the way either. But these are the kind of
15 issues that are really driving a lot of public
16 dissatisfaction -- it is not your fault. I'm not
17 blaming you -- with the City government. And I believe
18 that you're going to see some changes coming down pretty
19 soon if we don't start to give the public a little more
20 respect.

21 Thank you.

22 AUDIENCE SPEAKER: Hi, my name is Marie
23 Sorenson. And I guess the rule of thumb is the bigger
24 you are, the sleazier you can act.

25 I want to thank the Planning for their report,

1 but why did it take so long? Academy of Art is an
2 insult to every taxpayer, homeowner, business owner,
3 renter, everybody in San Francisco, people who have
4 always followed the rules. Why is that? Academy of Art
5 never has. They just operate. And you heard him.
6 "Future compliance, Well, I guess we'll have a -- the
7 City can go after us." Well, how about right now?

8 They are -- they have been not complaint for so
9 many years. They just operate. They operate above
10 everybody else. They don't have to follow the rules
11 because, after all, they are the Academy of Art. We
12 have a Google winner, and we have this, and we have
13 that. It is just a school, and it is a for-profit
14 school. They are making millions of dollars.

15 And let's talk about the buildings that they
16 are housing people. How many people got evicted so they
17 could put their students in? I think that is probably a
18 rather -- there probably have been a lot of people. How
19 about -- I am a homeowner. I share a home with two
20 other people. We do projects. We have to get
21 continuances. We have to get new permits. We have to
22 pay every time somebody comes over to look at something
23 only to turn us down because, you know, they have a bad
24 day.

25 I don't understand why normal people don't get

1 this, get the same consideration Academy of Art's been
2 given all these years. We struggle. And Academy of Art
3 seems like they have been given a free pass for so long,
4 they don't even care anymore.

5 Thank you. Hold their feet to the fire.

6 RODNEY A. FONG: Okay, John Bardus.

7 AUDIENCE SPEAKER: Good afternoon,
8 Commissioners. My name is John Bardus.

9 I am very interested to comment on the missing
10 information that's not before you in this informational
11 hearing. I'm very concerned about -- what we have is an
12 array of data that tells a great deal about the
13 properties, but there is one thing that is missing. And
14 that is, who owns these properties? What is the name of
15 the property owner for these properties?

16 And I have seen in the past that the owner is
17 not Academy of Art, and yet Academy of Art is having
18 these properties to use for student housing. So if the
19 owner is a private owner that means the private owner
20 was able to acquire the properties from the previous
21 owner based on income flow that came through the
22 properties that was really depressed by the fact that we
23 had rent control and rent controlled units, had an
24 income that -- income flow that was lower than it would
25 have been if they had been vacant on the market.

1 Now you have an owner who then turns around and
2 gives this to the institution to basically -- what --
3 and the institution does some things where maybe the
4 properties get vacated. At that point they go to
5 market. At that point the institution at market rents
6 per bed as opposed to when it was being rented per unit.
7 You are talking about a four or five hundred percent
8 increase in the income that is coming from these
9 properties to whoever this private owner is, and it is
10 not the Academy of Art. So I ask you to look at the
11 rent record and see that.

12 The next thing is the Academy of Art has
13 recruited students, loaded them with debt from the state
14 and the federal government. How many of those students
15 they have recruited actually graduated? How many of
16 them were spit out and actually were loaded with debt,
17 paid for that rent in those housing units with that debt
18 and now don't have even a certificate to go by?

19 That's information that should have been before
20 you. Thank you.

21 RODNEY A. FONG: Thank you. Is there any
22 additional public comment?

23 AUDIENCE SPEAKER: Good afternoon,
24 Commissioners. My name is Chris Martin.

25 I would like to speak on the proposed

1 conversion of retail to the institutional uses. As the
2 ESTM states, 2295 Taylor Street is within the North
3 Beach Neighborhood Commercial District and the North
4 Beach Special Use District which encourages medium scale
5 and mixed use commercial-residential uses.

6 As you all know, Columbus Avenue is the heart
7 of North Beach and connects with the Northern Waterfront
8 and Aquatic Park. The North Beach Neighborhood District
9 controls are intended to protect and ensure the
10 viability of North Beach with its cafes, local taverns,
11 small retail businesses and nightclubs.

12 The AAU has done substantial construction and
13 modification to 2295 Taylor Street without any public
14 review or building permits. Access to the building is
15 restricted, and it requires a card key for entry. It is
16 not an active storefront and does not contribute to the
17 active uses along Columbus Avenue. It doesn't stimulate
18 pedestrian activity. It is a blot on the neighborhood
19 and a dead zone on a boulevard that needs life and
20 activity.

21 The building that is on that corner of
22 Chestnut, Columbus and Taylor -- and it is a dominant
23 location. It was one of the original Gap stores that
24 the Fishers opened in 1967. There is a better use for
25 that building than the AAU studios.

1 I would also like to speak on a building I'm
2 very familiar with that my family developed over
3 50 years ago and that we operated until a few years ago,
4 the Cannery. Several years ago the Department of
5 Planning commissioned Jan Gehl, the fantastic Danish
6 architect known for improving urban centers by
7 reorienting city design towards pedestrians and the
8 cyclists. Among his recommendations were to create an
9 uninterrupted waterfront promenade improving the
10 pedestrian environment of the wharf and improving ground
11 floor frontage quality with sidewalk cafes and engaging
12 activities. The AAU at the Cannery is totally counter
13 to Jan Gehl's vision. It will create a dead block at
14 the terminus of Jefferson Street. Many people will
15 venture no further. Gone are the sidewalk cafes, the
16 imaginative retail stores, the public spaces that are
17 landscaped, festival entertainment, farmer's markets and
18 other activities.

19 Thank you.

20 AUDIENCE SPEAKER: Good afternoon,
21 Commissioners. My name is Paul Warmer. I believe you
22 received an e-mail letter from the Pacific Heights
23 Residents Association on this issue talking about the
24 concerns about illegal conversions, the need to
25 replace -- or, actually, restore housing that has been

1 removed from public use and the concern about this
2 spread. I won't go into the first two in detail, but I
3 do want to point out on this map, which I did not put
4 together. I am just stealing someone else's idea here.
5 But these little dots are their locations today, and the
6 colored squares are their study areas. So what we are
7 seeing is AAU is looking at the City and saying, How are
8 we going to continue our sprawl.

9 Now, I am a chemist by training. I have been
10 involved in greenhouse gas, global warming issues on and
11 off since the early 1990s. Is there a single reason why
12 we should approve a business that is dependent on
13 conditional use that by its design of property use
14 spreads it out over such large area that the only way it
15 works for them is using a shuttle service that runs
16 pretty much continuously during business hours and into
17 the evening? How is this good for the City, not only in
18 terms of greenhouse gas emissions, but in term of all
19 the other impacts of traffic?

20 So this sprawl that they are proposing to
21 continue is really -- you know, if you are developing a
22 real estate empire and acquiring property as a real
23 estate entity, that makes a lot of sense. If you're
24 talking about creating an institution that has certain
25 objectives which requires people to get together and

1 work together, this is not good. It is not good for the
2 City. It is not good for housing. And I guess my
3 substantive comment with respect to the ESTM and the
4 EIR -- draft EIR is I don't see that sort of integrated
5 looking at the problem in those documents. And how are
6 you able to assess what the real impacts are without
7 looking at those sorts of overlays and integration so
8 that you can make an informed decision about what is
9 being proposed and should those uses be granted.
10 Ownership clearly is fine, but what are the uses and is
11 it worth changing what we are doing?

12 I'll have separate comments on the proposal to
13 allow retail use for museums when those proposals come
14 before you. Thank you.

15 AUDIENCE SPEAKER: Hi, I am Joan Holden. I am
16 a playwright in the City. I've been part of the theatre
17 community that used to exist here.

18 You see actors on stages here. You hear music
19 played by musicians in clubs here, but most of them no
20 longer live in the City. 15 years ago this hearing
21 would have been packed with artists. These artists were
22 citizens. They were committed long-term to the City.
23 Now they're gone. They are committed to other cities.
24 Academy of Art has obviously -- it's policy has been --
25 it's method has been to create packed socks on the

1 ground that now you're asked to ratify.

2 Every piece of every residential building and
3 every SROs that you allow them to convert is an insult
4 to the disappeared low income workers and artists who
5 could have lived there. Thank you.

6 RODNEY A. FONG: Thank you. Is there any other
7 public comment?

8 Okay. Not seeing any, public comment is
9 closed.

10 Commissioner Antonini.

11 MICHAEL ANTONINI: Thanks. First of all,
12 thanks to Staff who did an absolutely amazing job on the
13 ESTM, and I was very impressed with its detail and its
14 thoroughness and the fact that in many cases it
15 contrasted impacts from 2010 with 2016, which really
16 gave us the idea of what is now happening relative to
17 what the impacts were in 2010. So I think that is very
18 important. And I think what we have to remember is
19 there are a lot of things that need to go through the
20 approval process, perhaps not be approved, perhaps be
21 eliminated. But there is a huge institution with a huge
22 impact. And we have to bear in mind that, for example,
23 if all housing was eliminated for the students of the
24 Academy of Art, which are currently housed, they would
25 be fighting with other people for existing housing

1 somewhere in the City. So we have to really look at
2 that as a consequence as we look at how this is going to
3 be handled.

4 So one of the things I would like to suggest, I
5 believe that the Staff is suggesting, you know, some of
6 the housing not being approved, but another mitigating
7 measure would be the approval of the building by the
8 Academy of housing to replace the housing that is now
9 being used in some instances and allow that housing to
10 go back into residential use, which would allow it
11 possibly to be under rent control if it is a building
12 that was old enough to be rent controlled. So that
13 could be something which might be a solution to part of
14 the problem.

15 I saw your recommendations on various housing,
16 and I think some of the ones that come from tourist
17 hotels and other uses that never were long-term housing
18 should be allowed to stay, and I agree with that, but I
19 think we have to look very carefully at the existing
20 housing being used to see how we can create something
21 that creates new housing and also accommodates the needs
22 of students who are currently at the Academy because
23 there are many institutions in San Francisco -- and I
24 was a student at one of them -- that do not provide
25 student housing for their graduate students, and they

1 also compete in the marketplace with other people
2 looking for housing. So that's important to look at the
3 big picture there.

4 On the other issue you talked about, the
5 industrial land. I mean, I think that, like most of
6 your recommendations, I think we have to be -- really
7 look at these uses. There are possibly some where the
8 Academy uses those previously industrial sites for
9 training in the trades and skills needed in industry.
10 So that could be considered a PDR use if it is training
11 people in the sorts of skills that are no longer
12 available. We used to have high schools like Poly and
13 other schools that specialized in -- you know, Oakland
14 Tech was called Oakland Tech because it was a technical
15 school. We had a whole system of public schools that
16 worked in training for the skills needed in technical
17 jobs, auto shop, wood shop. We don't see much of that
18 anymore. So I mean, I think these are important things
19 to look at as we look at some of their uses in
20 industrial areas.

21 Other things on vacant ground floor retail, I
22 think we have to -- any time we look at this we have to
23 look at, is there a lot of vacant space around where
24 they are using or converting it into institutional uses.
25 I mean, we have to bear that in mind when we make our

1 decision as to whether to allow this conversion or not.

2 Office to institutional uses: I think we just
3 have to look at the scope of the building, too. As was
4 pointed out by the Academy, there's some buildings that
5 might be better suited for an institutional use instead
6 of an office use if they have very high ceilings or
7 something that, you know, suits itself for that sort of
8 usage that is not as well used for office anymore.

9 Certainly, we seem to have a fight over the
10 office cap. So it is not like we're not building a lot
11 of new offices, so we have to really bear these uses in
12 mind.

13 Then a couple of other areas here. You talked
14 about religious -- and those are some of the things that
15 have actually been a good thing that has been done by
16 the Academy. Particularly, St. Bridget's and First
17 Congregational Church, both of which would likely have
18 been demolished or possibly would have been had they not
19 been taken over by the Academy seismically retrofit, and
20 because the Academy is a for-profit institution, they
21 have to pay property taxes, which was not the case when
22 they were religious institutions. So I think your
23 recommendation to approve those sounds like a wise one
24 to me.

25 And then a couple of other things that I

1 noticed in here. Looks like in terms of process, the
2 Planning Commission would hear any Planning Code changes
3 first before the Board of Supervisors, so I think I
4 understand what the process is there.

5 Your study was very good. It looks like the
6 period from 2010 to 2016, the Academy became less
7 intense in terms of number of students, number of staff,
8 and number of students and shuttles. So that's
9 important to know, that there was a significant downward
10 trend for a variety of reasons as you point out. A lot
11 more online and perhaps a lot of students taking
12 advantage of other types of transportation rather than
13 using the shuttles.

14 And then the other thing that -- I don't know
15 if it is in there. I might have missed it if it is in
16 there. But the question of awnings and signs and
17 windows, I assume a lot of those have been already
18 corrected, but -- you know, because I know we worked
19 with the Academy for a lot of years to have those signs
20 eliminated and then the life safety changes. I think it
21 is important to point out which ones have been done and
22 what hasn't been done because that is the very first
23 priority is to take care of any life safety that
24 remains. And I think I like the idea of your draft
25 transportation plan. So I think these are a lot of

1 steps in the right direction.

2 It is going to be a long laborious process, but
3 it is not like, you know, the problem is going to go
4 away if we just disapprove everything. No, it doesn't
5 make any sense. It's like this is an existing
6 institution. They need to become compliant. They need
7 to pay all the fines and all the things they have done
8 in the past. And then I think, you know, this is going
9 to be a big job, but I'm happy it is getting started.

10 RODNEY A. FONG: Commissioner Yu.

11 CINDY YU: I wanted to ask Staff, in order to
12 look at -- well, first of all, this report is really
13 great. There is lots of great information in it and the
14 ESTM, I think you really created something new here
15 so -- whether that is good or bad, you did a good job.

16 On the housing -- so you've used this criteria
17 of not -- of recommending approval when there is higher
18 intensities. So can I ask how that was applied to the
19 building at 1916 Octavia?

20 TINA CHANG: Sorry. Give me one second.

21 So the property at 1916 Octavia is zoned RH2.
22 So it would -- the maximum density permitted would be
23 two dwelling units, and the last legal use was -- it
24 says here residential hotel. I think we would have
25 to -- I would have to double-check because that might be

1 different from what we were understanding when we were
2 first evaluating it. But I think generally, because it
3 is zoned HR2, we felt that if it were left to the open
4 market, it would basically revert back to a two dwelling
5 unit.

6 CINDY YU: I would like to see then some more
7 history maybe. I think that the fact that it says the
8 legal use is 22 residential hotel units, I think it
9 brings up a different sort of concept. So it may or may
10 not actually be higher in density. But even if it is,
11 maybe the criteria should look at something more like --
12 I don't know -- resulting in additional units of housing
13 or something like that. Because 22 to 22 seems the same
14 to me.

15 TINA CHANG: Definitely. And I think if it
16 was -- if we did find that it was a residential hotel, I
17 think we would be inclined to recommend disapproval and
18 have it be -- serve as such.

19 SCOTT SANCHEZ: And there was a mixed history,
20 but I think also some of the records indicated perhaps
21 residential care facility or senior housing. But with
22 this, we felt that this would -- if it were to go back
23 and be on the private market again, it would most likely
24 be converted to a large single family dwelling or a
25 two-unit building and that this was a very intense use.

1 CINDY YU: Okay, thank you.

2 RODNEY A. FONG: Commissioner Johnson.

3 CHRISTINE JOHNSON: Thank you very much. I
4 also echo, Chelsea, fantastic job on the ESTM. I think
5 this sets a great standard for how we can look at
6 properties and how they are used and look at the
7 environmental impacts of certain projects above and
8 beyond CEQA in some case. So this is really, really
9 great work and very helpful for us.

10 I remember when we were talking about -- first
11 started talking about the draft EIR, we had spoke about
12 AAU in multiple hearings. When we finally saw the draft
13 EIR, the biggest question for myself, and I believe also
14 from most other Commissioners was, Well, if the baseline
15 is whatever it is today, how can we really make -- how
16 can we really use the EIR to make project approvals in
17 the future because we know that there was a history to
18 these properties prior to the baseline of when the draft
19 EIR was created. And the ESTM answers that. So I
20 really appreciate the work here.

21 In context with the feedback that you asked the
22 Commission for, I will start off with the ESTM. Again,
23 great work. I think it is pretty comprehensive. I
24 think the only thing that I would say about the ESTM is
25 I appreciated the inclusion of the trip generation

1 analysis in the transportation appendix. But when I try
2 to link that back to the description of the
3 transportation circulation analysis and the housing
4 impact analysis in the ESTM, I feel like there is
5 something sort of echmerial that's missing. I -- in
6 many cases when we've -- so when we talk about VMT --
7 that's a great example. I think Rose Hilton brought
8 this up. When we talk about transportation impacts, we
9 often have started off by talking about parking as
10 something that tends to induce trips. And I believe
11 that in the case of an institution that has a campus
12 where -- especially with the housing, it is not just
13 random location that are people going to. They are very
14 specific locations that the people in that student
15 housing are supposed to be going to. I think you can
16 make an inference between the housing and the level and
17 the amount of trips that are going to be generated
18 because you know where those people are going. And I
19 kind of feel like the transportation and circulation
20 analysis in the ESTM didn't really address that. Sort
21 of addressed the way that the placement of their --
22 where they choose to have their student housing induces
23 trips. And I'm not sure if that is part of the housing
24 analysis or if that is part of transportation and
25 circulation. But I kind of felt like that was sort of

1 missing. And the reason I say that is because that is
2 something key to what I have heard in public comment and
3 what I have heard various Commissioners talking about
4 when they talk about where the housing is going to be
5 located and whether or not -- when there is an
6 inclination to approve or positively look at some of the
7 conversions to housing, I believe that the location in
8 proximity to the -- and the uses that those people are
9 going to be going to is important, and it is not really
10 addressed in the ESTM.

11 So if there were any sort thinking about the
12 ESTM, I would maybe recommend that some sort of analysis
13 or statement to that effect be added. But, otherwise, I
14 think that the ESTM is great, and I think it is a
15 fantastic complement to the draft EIR.

16 In support of that comment about the ESTM, in
17 terms of the policy directives that drive the
18 Department's inclination to support or deny certain
19 applications, I would follow that up. I mean, when
20 talking -- as an example, looking at sort of the high
21 level sort of green and red and -- when it's in color --
22 reasons why the Department would support or -- be
23 inclined to support or deny certain uses, I would say
24 that we should talk about explicitly whether or not a
25 housing use is in close proximity to the remaining

1 pieces of the campus. Right?

2 So, for example, whether or not we are inclined
3 to support conversions of certain uses to certain other
4 uses, I think that we should be considering the
5 placement of housing to the uses that the Academy of Art
6 expects that the students are going to be going to and
7 be disinclined to approve uses that are farther away
8 from administrative and institutional uses. And I felt
9 like that is something that we should be adding here
10 as something that -- an area that we're looking at when
11 we're looking at whether or not we're inclined to
12 support or deny a particular case.

13 And then -- so I think that's sort of my big
14 one. And then other than that, I have multiple comments
15 on some of the individual cases. But I think from our
16 perspective, I am hoping Staff agrees, I think that that
17 would be most useful when we start talking about those
18 cases individually. I believe that I'm very supportive
19 generally of how we're grouping together the cases in
20 terms of looking at different uses and -- but -- okay,
21 you are coming up, Chelsea.

22 CHELSEA FORDHAM: Yeah. I just wanted to
23 clarify that each individual site assessment will be
24 coming back before the Planning Commission when you get
25 your CUs, and they will be part of your Staff report,

1 and you will choose to adopt those conditions of
2 approval. But if you see factual errors in the ESTM, it
3 would be good to have those. Or if you see areas of
4 concern, we will modify them so when you get them in
5 your packet, they will be as complete as possible.

6 CHRISTINE JOHNSON: Thank you. I didn't see
7 any factual errors. I think there were a couple sites,
8 particularly some of the ones in the North Beach area
9 and also the Marina District where I just have more
10 specific separate considerations about those particular
11 properties and their uses and what is there. And so I
12 don't know that it is -- anything I would say today is
13 going to impact what is in the ESTM or what is in the
14 Staff report, and so that's why I'm like maybe we can
15 wait until we see the actual cases.

16 CHELSEA FORDHAM: Yeah. I would agree with you
17 on that, that those can be discussed at those individual
18 hearings. Yeah.

19 CHRISTINE JOHNSON: Okay. Thank you.

20 I think one person in public comment -- I
21 forget whose name it is. It was right before -- before
22 Rose Hilton spoke. Mentioned that there was no
23 consideration of affordability levels of the housing
24 that was converted to student housing. And I can see
25 the point there, but I will say that I do feel like

1 there was a good discussion in the individual studies of
2 each property over which properties were rent controlled
3 and which were not. So I think that gets us somewhere
4 close to talking about that argument even though we
5 don't necessarily have the income levels in particular
6 of the actual individuals that were living in those
7 units.

8 And then, finally, just generally speaking,
9 going beyond sort of my comments about transportation
10 and circulation, my perspective on what we are looking
11 at here when we start looking at this package is that
12 AAU is like any other institution. And to me that means
13 they have to support the infrastructure that they need
14 for their operation and for their clients, in this case
15 being the students. I think someone from AAU came up.
16 Their representative came up and mentioned that AAU
17 could be compared to other urban institutions in other
18 very dense urban settings. But the difference here is
19 that I haven't seen any sort of intelligent and smart
20 buildup of their infrastructure. I've seen sort of
21 cannibalization of what is there. And there's a very,
22 very fine sort of gray line there, and I think we've
23 crossed it. And I think we have an opportunity now
24 looking at their sites and potentially bringing them
25 back into compliance or denying them and having the

1 institution have to come up with alternatives to keep
2 going, we have an opportunity here to guide them towards
3 having a true urban campus and not just a bunch of sites
4 all over the place sort of cannibalizing other uses in
5 the City. Thanks.

6 RODNEY A. FONG: Commissioner Richards.

7 DENNIS RICHARDS: Well, there's an awful lot
8 here. I think the first thing to say is to -- really,
9 hats off to the Staff. The Staff member was brilliant.
10 I couldn't have actually designed it in a better way.
11 It's really easy to read. It's really easy to reference
12 specifically because it's page after page after page,
13 and I really like that. I like the fact that you've got
14 tables. If you could add a column for the approving
15 entity in the same color as you have as the -- that
16 would make it 100 percent perfect. The Existing Site
17 Technical Memorandum is amazing. I have to fully read
18 it. And I didn't have till -- you know, maybe Memorial
19 Day weekend to actually get through the rest of it, but
20 it is amazing. Maybe we should outsource this function
21 to other cities because it's a -- I think it is a
22 standard of excellence that everybody should compare
23 themselves with.

24 Okay. Now, one of the other things I keep
25 saying every time this comes up, whether we have an

1 Institutional Master Plan from another university or not
2 is, I really think the City needs to understand what the
3 minimum policy threshold is for each institution for
4 housing that needs to be provided for its student body.
5 I think as I look at different postsecondary
6 institutions, they go from 2 percent to 20 percent. You
7 know, some -- we had -- Hastings came, I think they were
8 in the 20 percent range. We have some that I have
9 actually looked at are in the single digit range. So
10 you know, that in the future really needs to be
11 something that I think needs to be looked at. And we
12 need to get each institution there over a period of
13 time, and that would be by building newly created units,
14 not using existing housing stock. So I will say that
15 one more time.

16 That all being said, I went to an urban campus.
17 I went to the University of Pittsburgh. It was spread
18 out over many, many, many blocks. Probably not as many
19 as what I'm seeing here on the map with the AAU. We had
20 some shuttles. We walked a lot. There were a lot of
21 hills. So maybe that is not actually a bad thing. We'd
22 actually space our classes out so that we could get
23 there by walking rather than actually having to take a
24 shuttle.

25 I think I said this way back in hearing number

1 one. I don't really have a horse in this race with AAU.
2 I do think there have been some good things that the AAU
3 has done for the City especially around historic
4 preservation. I think around the economic vitality it
5 brought to the City in terms of the money that's come in
6 that the students bring and they spend. That all being
7 said, there is a flip side to all of that as well. And
8 I think that's what we're dealing with today is the land
9 use issues specifically around housing and I think
10 commercial.

11 I guess, Mr. Gresham, if you have a minute, can
12 I ask you a couple of questions?

13 So you presented on your slide a project. It
14 wasn't really clear what the project was. I guess my
15 question when you said that, that struck me was, where
16 do and don't you agree with the Staff policy
17 recommendations?

18 ZANE GRESHAM: I think the observation for the
19 Academy is that you have to look at the entire
20 institution and all of the recommendations both for the
21 existing sites that are covered by the ESTM and those
22 sites that are covered by the EIR, which are buildings
23 that -- none of which are, by the way, residential.
24 Because the question here is, how does the Academy move
25 forward to function effectively in a way that it makes

1 it compatible with the City and even improves its
2 presence and contribution, some of which you mentioned,
3 to the City. And that is a matter that would require
4 really sitting down with the Staff and going through all
5 of their recommendations, which the Director has said
6 are -- they are tentative, they are subject to change,
7 and to have that dialog. That's really what we are
8 asking for is to have that constructive dialogue now
9 that the facts are in rather than going -- because I
10 don't think building-by-building discussion with all
11 respect.

12 DENNIS RICHARDS: Okay, sure, great. I guess
13 maybe to Staff, and I know this is certainly possible
14 but it may take some time. As I look at what we are
15 doing on a holistic -- thank you -- as I look at what we
16 are doing on a holistic basis, if we were to look that
17 way, which we should look that way is, if they were
18 today to convert these uses from A to B or X to Y, what
19 would the impact be in terms of the -- a nexus study,
20 say, created around converting uses or housing, what
21 would the fees be generated. I think what as well on
22 the flip side would be what -- if you look back at the
23 time that this building was converted from X to Y, and
24 we went back and made a determination, what are the
25 amount of fines, the most we could have in terms of

1 fines. So we actually get a real picture here on
2 whether a \$10 million settlement is something that we'd
3 like to wrap into a big agreement and look at it on a
4 holistic basis or not. I don't know -- I don't have
5 enough context around all the financial impact that
6 we've got here from all this activity, for lack of a
7 better term.

8 So I would love to see that in some type of
9 spreadsheet. I know that is a lot to ask.

10 I don't know as well, somebody brought up the
11 eviction history of the buildings. I was just assuming
12 that there were no evictions. There may have been
13 buyouts, but that is something I would like to
14 understand.

15 The part of -- on the housing, which is a big
16 one for me in addition to several others, if we were to
17 take the units that are SRO units and dwelling units and
18 we were to put them back on the market, the ownership,
19 whether it is the limited liability corporations that
20 exist or the trust or the AAU, whatever, maybe bringing
21 them back on a market rate. So it'd be kind of a -- you
22 know, there wouldn't be really much penalty there
23 because they are getting -- you know, the students pay
24 for a semester or whatever, per month, and then we
25 charge somebody market rate per month. So it's -- you

1 know, I think it's something that if we looked at this
2 in terms of a really big agreement, we probably should
3 go back to when they were converted, what the rents
4 were, and then actually add the .6 percent CPI every
5 year and come up to an amount and say, Well, if this
6 tenant had stayed and here's what their vacancy rate
7 was, this would generally be what the rent would be.

8 And I know there is -- there would be normally
9 turn -- standard turnover, and that is something that I
10 think if these units were to come back on the market and
11 they were subject to some type of an agreement, they
12 should be offered in various ways at different rates
13 based on what the attrition rate of the tenancy would
14 have been, but also what they would be costing if the
15 tenant was still there. It would have to be grounded in
16 something that is logical.

17 Let's understand, there's an awful lot here in
18 these -- what -- seven, eight hundred pages. If we
19 looked at all of the recommendations -- and I generally
20 agree with Staff on the logic behind the
21 recommendations. I do have a couple of kind of corner
22 case questions. But if we generally agree that this is
23 kind of the way we want to go, what would the impact be
24 in terms of the physical environment?

25 So you know, I looked at the map. And for me

1 the goal -- and it makes sense for the AAU -- is to
2 really shrink the footprint and become a lot more
3 concentrated. I think to Commissioner Johnson's point,
4 a lot more efficient. You're not running shuttles all
5 over the place that have one person on them or nobody on
6 them, polluting the environment, creating traffic issues
7 as well.

8 So I think understanding the recommendation and
9 its actual impact on the environment would be
10 something -- even a finger in the wind would be nice.
11 All the data is there. It's just we got to kind of add
12 it up.

13 I think if there were some type of a master
14 agreement, there has to be some type of thresholds on
15 the TDM. Like, Hey, we'll let you have a shuttle go
16 from point A to point B, however, if the ridership is
17 under a certain level, sorry, no more shuttle, right.
18 Or you have to do something to increase the ridership of
19 it because we just don't want -- you know, the impact on
20 the environment is going to be -- still we want to try
21 to minimize it and actually cause some efficiencies for
22 the AAU as well.

23 I think Commissioner Johnson's word, you said
24 cannibalized. I think the word I would use would be
25 opportunistic. I think the way the footprint looks, the

1 AAU has been opportunistic. Something's come up, they
2 bought it. It's over here, it's over there, it is a
3 motel, it is -- you know, it's an office building on
4 Hayes Street. And, you know, it wasn't really in
5 regards with a lot of efficiency. If there were some,
6 that's great because there was a lot concentration in
7 lower Nob Hill, which you're getting the benefit of in
8 terms of efficiency and relationship.

9 I think the one question I have on the Staff
10 recommendation is, we have a real issue -- we actually
11 are seeing building permits for hotels and -- hotels
12 these days. Not motels but hotels.

13 I would look at those sites, Mr. Gresham, from
14 an AAU point of view and try to determine whether or not
15 the motel can be demolished and made into some type of
16 larger structure to house more students to get you back
17 into a higher level of percentage of your students that
18 actually live onsite. But it looks like those are,
19 again, far away from your core. So you're back to that
20 kind of, I got to get them from A to X. So we're back
21 to the inefficiencies.

22 So maybe they're better back as motels or
23 better back being developed as housing dwelling units
24 and retail underneath, I don't know. But as the
25 landholder, you have that opportunity to do that. So

1 actually you can maybe make some tradeoffs and actually
2 make some money and make it better.

3 I think -- again, I come back with, I think
4 some type of an overall agreement would be a great idea.
5 Development agreement, for lack of a better term.

6 I think though you heard it, there is a lot of
7 animosity and ill will that's been generated over the
8 last couple of decades plus. So I'd make this
9 statement. And I don't make it in a flippant way. I
10 think the AAU has really breached the public's trust in
11 terms of its handling of itself in terms of the
12 processes that we have. That whatever we do, we kind of
13 need something akin to like a tobacco settlement. Like,
14 Hey, 25 years of whatever, we're going to put some money
15 in a pot and we're going to address some of the issues
16 that all that has caused. There may be some
17 subtractions for the benefits and -- you know, I don't
18 want to say that we're just going to come and nail it to
19 you, but I think in order to get the public's trust
20 back, whatever agreement we have has to have some type
21 of an escrow account. So here is the money. And if you
22 step over the line on your stipulated judgment, you get
23 30 days to make it better and then boom. If not, we
24 take the fine out of the money or we make it so that --
25 you know, there is a real way that we can get this in a

1 real timely manner rather than drag it out for years,
2 which has really been a lot of the ire from the public.

3 One comment on one of the items, the 150 Hayes
4 that Ms. Heson brought up, just a corner case comment.
5 It's like an office building. It's kind of an office
6 building. It is an office building. It was an office
7 building. There is housing around it, but it really
8 should be used as kind of what it is for.

9 So those are my comments.

10 RODNEY A. FONG: Thank you. Commissioner
11 Moore.

12 KATHRIN MOORE: I think this Department
13 deserves a national recognition for an extraordinary
14 piece of work, not only is the subject matter difficult,
15 but how it's handled, I am impressed.

16 Having said that, for quite a few years -- and
17 that started with the first situation of Institutional
18 Master Plan, I have tried to figure out what the real
19 mission of the school is. And I'm not talking about its
20 artistic mission, but I'm talking about its delivery of
21 teaching services in an urban setting, where the
22 buildings where they are and what they teach has always
23 been not clear to any of us.

24 Saying that, I think it is correct to observe
25 the acquisition of properties more opportunity driven,

1 as the Commissioners all noted. But with that comes,
2 indeed, by now of what definitely deserves the -- the
3 word sprawl was an inability to really properly account
4 of where the conflicts are, how serious they are, and
5 what it really takes to rectify it. And it is not for
6 me just simply in acknowledging there is a DU, there is
7 a DR, there is a Code Amendment, but I think that has to
8 also be driven by a better understanding of how the
9 institution works and how it wants to work in the
10 future.

11 Because as the institution has grown, it has
12 always stated that they did not really want to describe
13 how and where they operate partially because they
14 considered themselves dynamic. And that is a very fine
15 word. But as to the reality of city planning,
16 reasonable growth of policy and reality, dynamic in
17 itself is by now a problem.

18 And I do want to pick up on the transportation
19 comments made by other Commissioners. I see, for
20 example, the sprawling -- ever sprawling shuttle network
21 become a liability because in order to really fully
22 evaluate its effect, one needs to not only look where it
23 operates but what is its effectiveness. And for years
24 and years and years -- for me it's almost now 12 years I
25 think -- the major observation -- and I happen to live

1 in the middle of the many crossroads of their -- many
2 campus locations. These shuttles are empty. And not
3 are they empty only because they are small, but the big
4 ones, the little ones, and the in-between ones are more
5 than 90 percent empty. But they keep going and going
6 and going. So I'm looking at the effectiveness, who
7 they serve, what they serve and when, and where are they
8 going and why are they going in the first place when
9 there is nobody going.

10 I do believe that the Existing Sites Technical
11 Memorandum needs to take a closer look at a full
12 disclosure on what is taught in what buildings, how does
13 it relate to students who study a certain subject matter
14 and where they live. So that there is a proximity
15 between certain concentrations of students living in a
16 certain area in closer proximity to where they are going
17 to school and how it creates an overlay that creates
18 more consistency and insight in what is going on.

19 If we don't do that, I think we will
20 continuously push impacts ahead of us which we can never
21 fully gauge. At some point I believe that we have to
22 commit to a -- more disclosure in how the school
23 operates because any of us -- be it the urban campus
24 Commissioner Richards went to, the urban campus I went
25 to, we all knew where we were going. The campus itself

1 was an institutional setting that described to us where
2 we were going as engineering students, as arts or
3 business students. It was not just changing all the
4 time. Here, in this particular case -- and I can only
5 basically talk about my experience from the many
6 comments made on Institutional Master Plan, it was
7 always a changing dynamic.

8 And I think we need to bring some more clear
9 defined explanations to unchanging the dynamics and
10 making it something slightly more predicable. And with
11 that comes then a better understanding which buildings
12 to look at for what purpose and how we shape our own
13 ability to support their approval for continued use as
14 far as the institution.

15 The next thing I'd like to say is I am
16 interested to know what in Historic Preservation's
17 jurisdiction and our own, what interface do we have?
18 Will we be jointly looking at historic preservation
19 objectives and policy issues that deal with what we are
20 concerned about, how is that being handled?

21 SCOTT SANCHEZ: So I mean, there are separate
22 approvals required by the Historic Preservation
23 Commission. I mean, we can detail it a little bit more
24 thoroughly if you'd like to know about that now, but
25 certainly we can look at whether or not it's appropriate

1 to have some joint hearings.

2 I think most likely the issues that the HPC are
3 dealing with will be very specific and very limited and
4 probably not necessarily to have a great deal of
5 interface interaction, but we can certainly look at if
6 that makes sense.

7 KATHRIN MOORE: I think it will be essential
8 for us to support each other in the most extensive
9 overlapping issues, but also be cognizant that there are
10 other things that come into play. That would probably
11 be something that I would find personally helpful
12 because I am as interested in historic preservation as
13 something we need to support as it is for them to
14 understand what our challenges are.

15 And the last question I have about that is
16 something I might just do in a memo to Staff. I have a
17 couple of questions of additional clarifications on
18 Ms. Chang's excellent memo and outline on the project
19 update. She gave us a number of policies. I think
20 there are six of them. In some of those policies, I
21 would like to see additional clarification of what is
22 involved, but it might not be the right forum here to
23 further comment on that. I'd like a few more
24 descriptors in it.

25 RODNEY A. FONG: Commissioner Hillis.

1 RICH HILLIS: So first I agree with my fellow
2 Commissioners on the thoroughness and the usefulness of
3 the Staff report. I thought it was great to kind of
4 synthesize everything that we have been talking about
5 for the past couple years.

6 And I generally agree with the approach Staff
7 is taking, kind of the policy rationale behind, you
8 know, when faced with decisions about approval or
9 disapproval, the recommendations are kind of the
10 inclinations you've made. Certainly we want to hear
11 from neighbors as each of these come up. I mean,
12 typically in a CU you hear from those who live in close
13 proximity. And as these are noticed, we will get more
14 information from neighborhoods. And particularly on the
15 housing and the retail recommendations that are made, I
16 think many people brought up the housing issues that the
17 City faces and, you know, we've taken offline housing
18 over the years and how we kind of rectify some of that.

19 Specifically, too, on the -- kind of the hotel
20 conversions. There's the properties on Sutter Street,
21 817, 831 Sutter and 620 Sutter, I just wanted to ask a
22 question on those.

23 I mean, one requires a CU and one doesn't. And
24 so if you could specify why that is the case and were
25 those -- kind the history of those, too. Were they --

1 because they look as if they were housing at some point
2 and maybe converted to hotels. But it'd be good to get
3 more information, I mean, if you have it now or as part
4 of the future discussion on --

5 TINA CHANG: So the one on 860 Sutter -- was
6 that one of them?

7 RICH HILLIS: No, 817 to 831, the one with the
8 commodore, club on the bottom, and 620 Sutter. And they
9 are in the ones where you -- it's the kind of tourist
10 hotel. You know, were those SRO tourist hotels or ...

11 SCOTT SANCHEZ: And for both of these
12 properties, we have the existing legal use as hotel, as
13 tourist hotels. And the reason for the different
14 approval path is that they are in different zoning
15 districts even though they are close in proximity. One is
16 in a C3G District, which is -- allows it as of right.
17 And the other is in an RC4 District which requires the
18 conditional use authorization.

19 RICH HILLIS: So the one -- the C3G allows
20 student housing as a right?

21 SCOTT SANCHEZ: Well, it allows the group
22 housing with -- as a right whereas the RC4 group housing
23 requires conditional use.

24 RICH HILLIS: So just so -- you know, when we
25 get those in the future, it would be great to kind of

1 understand that there's three of them. Do like when --
2 if they were operated as kind of tourist hotels or --
3 because there's that SRO/tourist hotel that we've seen
4 as an issue in these neighborhoods before. So some
5 understanding about that.

6 And, also, you know, discussions come up about
7 what percent of the student population is housed in AAU
8 owned facilities and just how that may compare to other
9 universities. And I know -- I mean, we've got -- you
10 know, part of this is we are bringing up not only issues
11 related to the CUs, but kind of these broader issues.
12 Like how would we ever enforce something like that, that
13 it's required that 30 percent of students be occupied in
14 AAU owned facilities? And, you know, questions came up
15 about encouraging or requiring new facilities be built
16 for housing. You know, this process doesn't necessarily
17 give us that ability. The Institutional Master
18 Plan process has been a little kind of -- there's not a
19 lot of teeth to it. You know, they come and we talk
20 about it and we kind of accept the Institutional Master
21 Plan and their intent. But, you know, it'd be nice to
22 get more teeth to that process as we go, you know. And
23 I guess when these come back to us, some recommendation
24 on how we address some of those broader issues that were
25 brought up. But I generally agree kind of where -- the

1 approach that was taken in the recommendations in the
2 Staff report.

3 COMMISSION SECRETARY: Director Raham.

4 JOHN RAHAM: Thank you. I just wanted to kind
5 of summarize what I heard from Commission and -- to give
6 us direction for the next few weeks. I think the date
7 is July 28th that will be the next hearing where we'll
8 present the EIR to you for certification as well as
9 initiation of potentially some of the Planning Code
10 changes for housing.

11 I heard you say that you generally supported
12 the policy basis for our early recommendations with one
13 addition, which was looking at the adjacency of housing
14 to the actual institutional buildings to try to address
15 the transportation issue. I heard a lot of support for
16 looking holistically at all the buildings, looking at
17 the kind of intent of the campus. That was kind of the
18 intent for the policy basis recommendations, but I think
19 perhaps the thing to do for us when we come back to you
20 with the first batch of approvals and disapprovals is to
21 kind of look -- is to have a discussion about that and
22 why in the context of the larger institutional
23 properties we would be recommending approval or
24 disapproval for a particular set.

25 So we will try to do that as we move forward.

1 There is a specific request made about one project, the
2 Octavia building. We will do some more research on the
3 legal basis for that building. Where there was a
4 request to delve a little bit more in detail on our
5 policy basis, what the rationale for the policy
6 direction was. And also to look at some benchmarking
7 against other institutions, particularly on the
8 percentage of housing -- percentage of students that are
9 housed, we'll try to do that as well.

10 And then, also, at the whole -- the history of
11 how the buildings were used to the greatest extent
12 possible, and looking at the potential of fines and fees
13 that would have been paid in the past had the buildings
14 gone forward legally. So that's the list I have. I am
15 sure there's others. And I'm sure Staff has been taking
16 notes, but that's kind of the list that I had from the
17 Commission's comments that we'll take into the next
18 phase of our work on this.

19 RODNEY A. FONG: Commissioner Moore.

20 KATHRIN MOORE: No, I was --

21 RODNEY A. FONG: Okay. Thank you very much.
22 Great Staff work and look forward to the next hearing in
23 July.

24 (The proceedings adjourned at 3:55 p.m.)
25

1 STATE OF CALIFORNIA)
2)
3 COUNTY OF SAN FRANCISCO)

4

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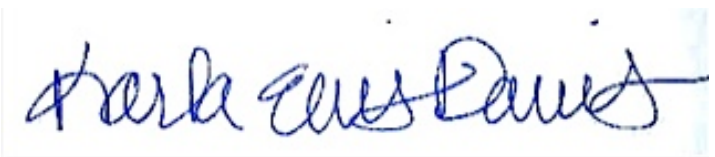
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ATTACHMENT B:

Comment Letters Received During ESTM Review Period



May 25, 2016

Chelsea Fordham
San Francisco Planning Department
1650 Mission St. #400
San Francisco, Ca 94103

RE: Academy of Art University Project

Dear Ms. Fordham,

On behalf of Tenderloin Neighborhood Development Corporation, I write to raise several issues related to the scope of the environmental study of the Academy of Art University Project.

For over 30 years, TNDC has been preserving and rehabilitating existing buildings in the Tenderloin and surrounding neighborhoods, which have historically served low-income and working-class communities. TNDC operates affordable housing in these neighborhoods, and we work with community stakeholders to understand their concerns and raise public awareness on issues that impact their quality of life.

We are encouraged by the Existing Site Technical Memo's analysis of the Academy of Art University's cumulative socioeconomic impact. As detailed in the ESTM, AAU's 6,112 students and staff have a substantial impact on San Francisco's housing market. Housing this population would take up 23.4% of San Francisco's available units, according to the ESTM. The 1,810 beds AAU has provided to house this population over the years is insufficient, especially when taking into account the 687 units they removed from the market. We hope that the future Environmental Impact Report provides an analysis of the housing needs gap. We are also concerned that the potential of the EIR as a tool for understanding the impacts of the project may be hindered by the interchangeable use of the terms "beds" and "housing units." We hope the final report will clear up this disparity.

However, our strongest concern relates to the affordability of both the housing units AAU converted and any future units they may develop. A future EIR should measure the affordability of the converted 687 units at the time of their conversion. The loss of affordable housing, as outlined in Housing Element Policy 3.5 of the San Francisco General Plan, requires adequate mitigation measures.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alex Goldman".

Alexandra Goldman
Senior Community Organizing and Planning Manager

Cc: Don Falk
CEO

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

The NeighborWorks logo, featuring a stylized house icon with a roofline above the word "NeighborWorks" in a bold, sans-serif font. Below it, the words "CHARTERED MEMBER" are written in a smaller, all-caps, sans-serif font.
CHARTERED MEMBER

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

June 3, 2016

Chelsea Fordham
Environmental Review
1660 Mission St 4th fl
San Francisco CA 94103

Comments on Existing Sites Technical Memorandum
2008.0586E - Academy of Art University Project

Dear Ms. Fordham:

1. Please include prominently in the final ESTM maps used in DEIR -
Figure 3-2 Existing AAU Campus Sites (Color coded)
Figure 3-4 Study Area and Project Sites
Please also provide a merged map that shows Figure 3-2 and 3-4 to show facilities and planned expansion/acquisition areas together

Because of the spread out nature of AAU facilities - it may be advisable to split into 2 or 3 maps so that they can more easily be read.

2. Please print out a list of AAU sites in order of acquisition. It should include the sites in the DEIR.
3. To provide information on enrollment at time of acquisition, please project on-site SF enrollment at that point where it is available.

For example, the site which put the total area of AAU sites over the threshold triggering the requirement to file an Inst Master Plan was 2340 Stockton Street. The AAU itself provided enrollment data for 1990 -

1990 enrollment figures

| | | |
|--------------------|-------|------------------|
| Student population | 1,767 | |
| Full-time | 1,209 | |
| part-time | 558 | |
| Undergraduate | 1,738 | |
| Graduate | 27 | |
| Non-Degree | 2 | |
| On-Site | 1,767 | |
| Online | | not offered |
| Residential | | not offered |
| Commuter | 1,767 | |
| Faculty | 165 | |
| Staff | | data unavailable |

3. Colleges maintain records of where their students reside during the school. Where do the students enrolled at the SF campus reside?

AAU owned housing in SF

In housing out of SF

SF residents before enrollment - kept same residence

In SF rental housing other than AAU owned housing

In SF housing owned by another institution or college

Other

If there is a difference by college year (undergraduate, graduate), explain.

4. There are two live/work buildings used as student housing. 168 Bluxome and 575 Harrison. Both appear to have been acquired in 2007. They were both constructed as COMMERCIAL buildings, not dwelling units. AAU has rented both buildings as student housing. Please explain why they were omitted from both the DEIR and the ESTM.

Sincerely,

Sue Hestor

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

June 6, 2016

Chelsea Fordham
Environmental Review
1660 Mission St 4th fl
San Francisco CA 94103

Comments on Existing Sites Technical Memorandum
2008.0586E - Academy of Art University Project
#2 - comments and request for files

Dear Ms. Fordham:

5. The ESTM for the sites acquired and used by AAU - prior to their filing the required Institutional Master Plan - makes statements as to needed approvals which are not consistent with facts available. Comment #4 previously submitted challenges the use of COMMERCIAL Live/work buildings as legal student housing. Those buildings are listed on page 2-2.

Page 2-2 of the ESTM also states that no review or approvals are required for:

ES-7 1900 Jackson
ES-15 736 Jones
ES-24 560 Powell

The leases I have seen for housing rented to AAU students clearly state that the buildings are student housing and are not covered by rent control. In fact under San Francisco law these buildings **are** clearly covered by San Francisco Rent Control.

Under San Francisco law units in these buildings are rented to the public as entire housing units, not by room or bed.

Under San Francisco law these buildings are NOT student housing, and may not be held out as such.

How has the Planning Department determined that the entirety of each of these buildings are rented to the general public, by entire apartment, for an unlimited time, and otherwise totally in conformity with San Francisco and California law regarding housing?

I contend that these buildings are being rented as student housing - by assignment of tenants/AAU students - and not in conformity with San Francisco law or the Planning Code.

INDEPENDENT of this comment I am making a public records act request for the documents relied on by Planning Department staff as to the legality of the use of these buildings. Please make the files in Environmental Review available to Planning Department staff who will request those documents.

6. Page 2-3 of the ESTM states that only a building permit is required for **ES-20 - 620 Sutter**.

The leases I have seen for housing rented to AAU students clearly state that the buildings are student housing and are not covered by rent control. In fact these buildings are clearly covered by San Francisco Rent Control.

Under San Francisco law units in 620 Sutter must be rented to the public as an entire housing unit, not by an assigned room or bed.

Under San Francisco law these buildings are NOT student housing, and may not be held out as such.

How has the Planning Department determined that the entirety of 620 Sutter these buildings is rented to the general public, by entire housing unit, for an unlimited time, and otherwise totally in conformity with San Francisco and California law regarding housing?

I contend that 620 Sutter is being rented as student housing - by assignment of tenants/AAU students - and not in conformity with San Francisco law or the Planning Code.

INDEPENDENT of this comment I am making a public records act request for the documents relied on by Planning Department staff as to the legality of the use of these buildings. Please make the files in Environmental Review available to Planning Department staff who will request those documents.

7. Page 2-3 of the ESTM states that only historic resources evaluation is required for -

ES-19 680 Sutter

ES-21 655 Sutter

The leases I have seen for housing rented to AAU students clearly state that the buildings are student housing and are not covered by rent control. These buildings are clearly covered by San Francisco Rent Control.

Under San Francisco law units in this building must be rented to the public as an entire housing unit, not by an assigned room or bed.

Under San Francisco law these buildings are NOT student housing, and may not be held out as such.

How has the Planning Department determined that the entirety of 680 Sutter and 655 Sutter are being rented to the general public, by entire housing unit, for an unlimited time, and otherwise totally in conformity with San Francisco and California law regarding housing?

I contend that 680 Sutter and 655 Sutter are being rented as student housing - by assignment of tenants/AAU students - and not in conformity with San Francisco law or the Planning Code.

INDEPENDENT of this comment I am making a public records act request for the documents relied on by Planning Department staff as to the legality of the use of these buildings. Please make the files in Environmental Review available to Planning Department staff who will request those documents.

From the recitals in the ESTM as to the actions required to approve - or not approve - use of buildings and properties by the for-profit Academy of Art University, it appears necessary to raise these objections on the Draft ESTM itself. I am doing so.

I am separately filing a Public Records Act request with the Department.

Sincerely,

Sue Hestor

cc: Mary Woods
Tina Chang
Scott Sanchez

From: [Christopher Martin](#)
To: [Fordham, Chelsea](#)
Cc: [Hestor Sue](#)
Subject: Academy of Art University ESTM Comment
Date: Wednesday, May 25, 2016 9:27:10 PM
Attachments: [Forbes_5.20.2016_AAU_Housing_Lawsuit.pdf](#)
[ATT00001.htm](#)

Dear Ms. Forham:

I am submitting as my comment concerning the AAU ESTM, the attached article, "For-Profit Academy of Art University Sued Over Alleged Tenant Rights Violations from Forbes Magazine, dated May 20, 2016.

Very truly,

Christopher Martin

YOUR INTEGRITY MATTERS

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[learn more](#)

Hodgson Russ



Katia Savchuk Forbes Staff

I write about billionaires around the world

LISTS 5/20/2016 @ 4:34PM 967 views

For-Profit Academy Of Art University Sued Over Alleged Tenant Rights Violations



This building, located at 168 Bluxome St., is one of the Academy of Art University's 17 student residences in San Francisco. (Photo credit: Google Maps)

The parents of a student who died while attending Academy of Art University sued the for-profit institution on May 13, accusing it of unlawfully depriving students of their rights as tenants.

The [suit](#), filed in federal district court in San Francisco, claims that the university falsely portrayed its student residences as dormitories that were exempt from the city's rent laws, which offer eviction and rent control protections (it does not link the death to these claims). The university was required to comply with the Rent Ordinance, the suit argues, because it had illegally converted buildings to house students. These planning code violations, among others, were the subject of a [May 6 suit](#) filed by San Francisco City Attorney Dennis Herrera, which accuses AAU of unlawfully removing 300 residential units from the city's housing stock. The building at Bluxome Street where student Aaryn Goldberg lived was not part of the lawsuit the city attorney filed.

KEEPING
HEALTHCARE HONEST
Working with you for the protection of all.

[learn more](#)

Hodgson Russ

“It’s very wrong for any landlord in San Francisco to blatantly ignore the law. In this situation, they’re picking on a vulnerable population – young people,” says Bill McGrane, the lead attorney in the most recent suit. “It’s just evil.”

The complaint asked the court to certify the suit as a class action, estimating that it could apply to more than 20,000 current and former students.

“We are very sorry about the family’s loss and the loss of one of our own...What’s more, we believe that student housing agreements are not rental agreements, and that our student housing agreements are not dissimilar from other such agreements at all other universities and colleges in San Francisco. We believe the lawsuit will be proven in a court of law to be without merit,” a university spokesperson said in a statement.

Like most other academic institutions, the university requires students who live in its residences to sign a [housing license agreement](#). In AAU’s case, it warns students that the university has sole discretion to evict them with 24 hours’ notice, including if they are dismissed for academic or disciplinary reasons or violate the code of conduct or other university rules. It requires students to pay housing fees in full for the entire length of the agreement if they are evicted and to waive all their tenant rights under local, state and federal laws. However, [San Francisco’s Rent Ordinance](#) does not allow landlords to take such actions in apartments that are considered rental units, which exclude dormitories, hospitals, and in most cases, hotels.

Sandy Gertzman, senior administrative law judge at the Rent Board, said she was unaware of cases that have addressed whether student housing in illegally converted buildings would be exempt from the law.

The Academy of Art University, which is the largest private art university in the country, currently has an enrollment of about 14,000 students, including 8,649 who attend classes on-site in San Francisco. Of these, 1,810 are housed in 17 residential buildings across the city. These are among 40-some buildings that university president Elisa Stephens and her family own through a network of corporate entities and lease to the university, which they also control. The [real estate empire](#), one of the largest in San Francisco, is

worth an estimated \$420 million, net of debt. It's part of a [family fortune](#) that *Forbes* estimates is worth \$800 million.

"By pretending it could license multiple beds instead of lease single rental units, [AAU] ~~has been able to evade~~ rent control and extract much more income from so-called bed licenses than other landlords get from charging normal rents in similar buildings," Bennett Goldberg, one of the plaintiffs, wrote in an open letter that accompanied the complaint.

AAU charges students between \$4,000 and \$7,900 for housing during a 3.5-month semester. On the lower end, students pay approximately \$1,100 a month each for a studio shared among four people or for a bed in a shared dorm room with no bathroom.

Goldberg and Linka Kuckuk filed the suit on behalf of their daughter, Aaryn Goldberg, who died at age 24 around June 4, 2015 while taking graduate classes at AAU. She went missing after taking a taxi from her university residence to Marin to escape "bad living conditions," her father wrote in the open letter.

According to an AAU spokesperson, 168 Bluxome St., where Aaryn lived, "is the most popular upper-class residence hall...not only because it is safe but because of its fresh and spacious, loft-style apartments and amenities."

Aaryn's body was found at the base of a cliff near the Point Bonita Lighthouse in the Marin Headlands. Investigators were unable to determine whether the death was a homicide, suicide or accidental, according to the Marin County Sheriff's coroner division. National Park Service investigators could not find links to a criminal act and have closed their investigation, according to U.S. Park Ranger Penny Tibbetts.

[Follow @katiasav](#)

RECOMMENDED BY FORBES

[San Francisco Sues For-Profit Academy Of Art University For Illegal Conversions...](#)

[Black Arts: The \\$800 Million Family Selling Art Degrees and False Hopes](#)

[How A For-Profit University Flouts San Francisco's Land-Use Laws](#)

[The Most Expensive Home Listing in Every State 2016](#)

5/19/16

C. Fordham

Mari Eliza, 499 Alabama Street, SF CA 94110, mari.eliza@sbcglobal.net

May 19, 2016

Planning Commissioners
1650 Mission Street, Suite 400
San Francisco, CA 94103

Commissioners:

Re: RE: Item 9-b. 2008.0586E - ACADEMY OF ART UNIVERSITY informational
The Draft ESTM, including a detailed project description, is available for review
on the Planning Department's website at <http://www.sf-planning.org/sfceqadocs>.

Why is this body considering approval or even giving any time to studying the
Draft EIR on the Academy of Art University Project? The Project does not support
the City's priority policy to make more rental units available for San Francisco
residents.

AAU has already obtained many buildings and transitioned them into classrooms
and student housing without following proper procedures. Now they want to take
more rental units off the market and increase the number of shuttles on the
streets.

The 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 areas near their core south of market holdings to
produce new housing near their campuses.

AAU needs to be held to the same standards as other large institutions in our
city. They have gotten away with buying up large swaths of neighborhoods in a
way no others have.

The City Attorney started chastising 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.

It is possible for institutions of higher learning to work within the confines of the law. We watched a presentation by Hastings Law School that intends to expand their housing on their own property and without going to lengths to alter the sensitive neighborhood they are in. They plan to avoid being disruptive by phasing in their improvements. And they are displacing no one to add their housing. It is possible to do.

Sincerely,

A handwritten signature in black ink, appearing to be 'ME' or 'Mari Eliza', written in a cursive style.

Mari Eliza

cc: Sarah B. Jones, Environmental Review Officer; Planning Commissioners;
Jonas Ionin

5/19/16

5/19/2016 PC Meeting 2008.0586E AAU (Sent via email on 5/16/2016 for 5/18 HPC & 5/19 PC Meetings)

Dear Historic Preservation Commissioners & Planning Commissioners:

1. Per the draft Existing Sites Technical Memorandum (ESTM): The ***number of lost residential units*** (emphasis supplied)—approximately 143 dwelling and 544 group-housing units—is considerably smaller than the demand (2,673 in 2016 and 3,599 in 2010) for residential units from the students housed by AAU. The housing demand from AAU students if they were not in AAU supplied housing would likely be higher because of the high density of student housing (280 square feet per resident) compared to the density of a typical residential unit. (Page 58 of 3311 (Page 3-17) of pdf file)

→ Even if the units of housing lost was smaller than the demand, there must have been some residents in those units. The ESTM does not state which bucket of AMI the residents fell into. Without it, one cannot tell which demographic section(s) of the City's population was affected. Could that data be ascertained? Census data? There could be some impact not seen in this ESTM.

2. Per the ESTM: AAU's existing site uses have displaced substantial numbers of people and existing housing units that may have necessitated the construction of replacement housing elsewhere. ***AAU has contributed to the displacement of people, reduction in the housing supply, and an increase in housing demand.*** (emphasis supplied) Displacement has primarily occurred in the Pacific Heights and Lower Nob Hill neighborhoods, and along the Van Ness Corridor.

(Page 58 of 3311 (Page 3-17) of pdf file)

→ If AAU has contributed to the displacement of people, to the reduction in the housing supply that may have caused an increase in housing demand, what has the City asked AAU to help out with the shortfall of units? Other non-profits and schools are contributing to the housing supply shortage.

3. Per the ESTM: Given the substantial effect on housing demand the changes in use at the existing sites generated, when combined with cumulative housing demand in the City, even accounting for new housing development projects, the AAU student and population growth has had a substantial cumulative effect on housing demand in San Francisco.

(Page 59 of 3311 (Page 3-17) of pdf file)

→ There must be some "plea deal" for AAU's many changes in use that impacted housing demand for the City.

→ If there is such a substantial cumulative effect on housing shortage from AAU's operations, why is this "for-profit" school not building housing that has been determined by this ESTM as being needed for future populations when other ***non***-profits and schools are helping to build housing to accommodate the loss and increased need of units by AAU students/residents? The non-profit institutions have to make sure there are "institutional master plans" & other arrangements to accommodate increased enrollment without gobbling up housing units for the workforce here (e.g. such as teachers and emergency personnel) but AAU does not have to? With all the higher level of housing being built, if most of the units were in the lower price range, more of the lower echelons of people will be displaced only later for the City to cry that there is not enough housing for these people without dealing with whoever could be taking such units off the market. If housing is such an issue in the City, why is not the onus not also on AAU to build the housing shortage created by their taking units off for their private "for-profit" business?

4. Given that the state level bill is going to throw out LOS in favor of the new CEQA measure of transportation impact called Vehicle Miles Travelled (VMT)...

→ What is the total number of miles travelled by all the AAU shuttles for each location per year (not just "peak hour" because clearly AAU's hours of operation go into late night, beyond midnight (Page 80 (3-39) of 3311 of pdf file))? And the grand total of VMT for all 40 AAU sites today? With VMT statistics, there could be a clearer picture of just how much reliance there is on the shuttle system by AAU's students and residents. How many times do the shuttles make their trips on their different routes? Each shuttle route is x miles so it should be easy to calculate. Maybe some routes have fewer ridership and should be discontinued since the air pollution from the shuttles per person will exceed even the excess NOx detailed in the ESTM. How many persons total

do these shuttles handle based on the drivers' records of passenger load? I did not see it in this ESTM though it could have been overlooked due to it being 3311 pages.

(Page 68 of 3311 (Page 3-27) of pdf file)

5. Planning Code Section 166 for car share does not apply to non-residential buildings in mixed-use & transit-oriented residential districts (Page 3006 of 3311 (Page 4) of pdf file). AAU's students/residents with vehicles are putting pressure on surrounding residents' street parking when AAU converts a non-residential building to residential/student-housing use.

→ Does AAU have any community responsibility to be in line with the Transportation Sustainability Program of the SFMTA to have an agreement that any resident of AAU's property cannot bring or use a vehicle in the City? How else is SFMTA going to resolve the current parking demand with so many commuters? Has Planning worked with SFMTA and AAU to address these issues?

With the many processes, procedures, ordinances & hearings before the Planning Commission and the Historic Preservation Commission and in light of the Planning Code requirements and Building Code requirements, as well as SFMTA ordinances and rules, it is peculiar that so many of AAU's buildings appear to be out of compliance and allowed to be out of compliance for as long as it has (according to newspaper articles – one can search the internet for all of them).

The ESTM needs to include some answers to the concerns raised above to better answer the impact to the neighboring communities (e.g. what groups of people were impacted, what is the impact of shuttles based on VMT, what pressure put on other non-profit developers when AAU appears to take units off the market to exacerbate the potentially lower-end or affordable housing shortage, etc.). The ESTM would not seem to be complete otherwise in its analysis and should look at more data for the analysis as to the impact to the neighborhoods.

It is hoped that the Planning Commission, the Historic Preservation Commission and other City agencies/commissions take a few additional steps to gather a bit more data to fully determine the impact of AAU's non-compliance activities mentioned in this draft ESTM, to incorporate and potentially respond to public comments & to incorporate the findings in the upcoming final EIR due in July 2016 to produce a final ESTM. It is rather odd that the final EIR is not out before the ESTM but I do not know if that is the normal process or if some EIR issue(s) in the ESTM will be addressed in the final EIR.

Thank you for your time and attention to this matter.

Sincerely,

/s

Rose Hillson

5/19/16 2008.0586E AAU Draft Existing Sites Technical Memorandum (ESTM)
Comments Summary

1. ESTM states housing units lost smaller than demand but doesn't give data on demographic section(s) of population affected to ascertain impact. Need to analyze.
2. ESTM states AAU has displaced substantial numbers of people / existing housing units with a cumulative effect on SF housing demand. Why is AAU, a "for-profit" private institution, not asked to build housing to accommodate the loss when other "non-profits" & schools are being asked to?
3. Further analysis for shuttles using CEQA's VMT vs. LOS needed when NOx exceeds BAAQM thresholds.
4. Does AAU have any community responsibility to align with the Transportation Sustainability Program to have all their residents/students not bring or use a vehicle?
5. ESTM needs more answers.
6. Incorporate public comments, prior to approvals, & add overlooked elements to draft EIR.

Rose Hillson

From: [Rob Francis](#)
To: [Fordham, Chelsea](#)
Subject: For Public Comment Academy of Art
Date: Monday, May 23, 2016 2:51:35 PM

To Chelsea Fordham / San Francisco Planning Department:

I am a resident on Bluxome Street in San Francisco. I moved my apartment next to what is now the Academy of Art in 2009. At the time that I moved in I was not aware of the University having a presence there. There was never any signage or a posting that that AAU was planning on opening a campus there. Over the last 7 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 occupying units in my apartment complex. I am deeply concerned that their proposed plan will force out the remaining tenants in my building who are middle class income earners. AAU buys apartment buildings, throws the tenants out and then replaces those tenants with students who are flush with students loans. My rent has gone up \$1000.00 per month since AAU opened their illegal campus next to my apartment building. I have been told that the AAU 2 bedroom apartments next door to my building have been outfitted with bunk beds and housing up to 8 students. *Taken from the AAU website
<http://www.academyart.edu/content/aa/en/students/housing/housing-costs.html>

How AAU uses 2 Bedroom apartments:

4 students in Bedroom 1 (each paying \$5,731) = \$22,924 per semester

4 Students in Bedroom 2 (each paying \$5,731) = \$22,924 per semester

2 students in Living Room (each paying \$5,731) = \$11,462 per semester

Total per semester \$57,310 x 2 semesters = \$114,620

In the Summer Semester AAU charges

4 students in Bedroom 1 (each paying \$3,360) = \$13,440

4 Students in Bedroom 2 (each paying \$3,360)= \$13,440

2 students in Living Room (each paying \$3,225) = \$6450

Total for Summer Semester \$33,330

Add all three semesters together and a 2 bedroom apartment will net AA

2 semesters = \$114,620

+ Summer Semester \$33,330

\$147,950

The Market Rate for the identical 2 bedroom apartment in my building is \$4000.00 per month or \$48,000 a year. Why is the SF Planning Department allowing a FOR PROFIT University to recklessly drive up rental prices?

AAU has turned apartments into dorms, cannibalizing the city's housing stock, and creating an affordability crisis for those of use who are unfortunate enough to live near their campus.

In addition, the University operates numerous shuttle buses and fleet vehicles that run all hours of the day and night. Since Academy of Art opened vehicle trips to the area have increased to a level that gridlocks local traffic in the area. I have included photos to show how parking and traffic have been impacted since the Academy of Art opened. The Academy of Art shuttles help to alleviate some of the added traffic congestion but a large number of their students who drive to the campus and park in the surrounding blocks.

I am asking the Planning Department / EIR to study the following before approving the expansion of the Academy of Art Campus between Brannan and Townsend Street:

- Impacts to local Traffic

- Impacts to Highway access
- Impacts to Emergency Response Time
- Cumulative Impacts with other projects that are coming online in the future
- Alternatives to the expansion plan – including the addition of a parking garage for their students

The current plan to expand the campus will have huge, irreversible impacts on traffic, open space and local resident's quality of life. The area around the proposed Academy of Art plan is one of the most traffic-heavy 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 after work.

I am also requesting that The Planning Department to evaluate ways for this project to reduce, mitigate, or eliminate the projects impact on area roadways. With traffic gridlock threatening to become the new norm in our city, intensified commercial development continues at an alarming rate. New projects are discussed in isolation, without fully accounting for other projects that are either on-line or will be coming online in the future. City officials, have a responsibility to protect the public and to study alternatives to the plan that will have fewer environmental impacts.

Thank You,

Robert Francis

resident and neighbor of AAU Townsend Street

From: [Ionin, Jonas \(CPC\)](#)
To: [Fordham, Chelsea](#)
Cc: [Gerber, Patricia \(CPC\)](#)
Subject: FW: May 19 Planing Commission Agenda, Academy of Art University, Item 2008.0586E
Date: Wednesday, May 18, 2016 10:40:25 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[CSFN Reso Letter AcademyOfArtDEIR-3.pdf](#)

Jonas P. Ionin,
Director of Commission Affairs

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org



From: Marlayne Morgan [<mailto:marlayne16@gmail.com>]
Sent: Wednesday, May 18, 2016 8:47 AM
To: RODNEY FONG; Kathrin Moore; Cindy Wu; Ionin, Jonas (CPC); Michael J. Antonini; Rich Hillis; Johnson, Christine (CPC); Richards, Dennis (CPC); Rahaim, John (CPC)
Subject: May 19 Planing Commission Agenda, Academy of Art University, Item 2008.0586E

May 18, 2016

President Rodney Fong
SF Planning Commission

Dear President Fong and Commissioners:

Attached is the ***Coalition for San Francisco Neighborhoods (CSFN)*** Resolution on the Academy of Art University's (AAU) long term failure to comply with city rules and requirements by illegally converting rental housing to student housing.

Like many other San Francisco organizations, businesses and residents, we do not support the AAU request that their refusal to follow any legitimate process should result in the permanent change in status of these housing units.

Last night at the CSFN General Assembly, Mr. David Seward presented the UC Hastings IMP, which proposes to build over 700 units of new student housing as well as renovate another 250 units in the Tenderloin. In addition to this Hastings/UCSF proposal, the University of San Francisco, San Francisco State University, the Conservatory of Music and other institutions of higher learning in San Francisco are well down the path of providing additional student housing for our c100,000 college and graduate students enrolled here in San

Francisco.

All of these efforts reinforce the fact that the AAU needs to return illegally converted rental housing back to that market, and to join their colleagues in planning to construct additional housing for AAU students.

Regards,

George Wooding
President

Coalition for San Francisco

Neighborhoods

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

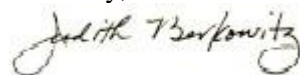
Dear President Fong,

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, 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

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

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SCH# 2010092080

Ms. Chelsea Fordham
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Academy of Art University Project – Existing Sites Technical Memorandum

Dear Ms. Fordham:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Academy of Art University (AAU) Project. The new Caltrans mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide vehicle miles traveled (VMT) and increase non-auto modes of active transportation. Caltrans plans to increase non-auto mode shares by 2020 through tripling bicycle, and doubling pedestrian and transit trips. These targets also support the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), which promotes the increase of non-auto mode shares by ten percentage points and a decrease in automobile VMT per capita by ten percent. The following comments are based on the Existing Sites Technical Memorandum (ESTM).

Project Understanding

The AAU 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 of use 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. Because the DEIR for the project does not provide an analysis of the physical environmental changes, if any, caused by the prior unauthorized changes of use, the ESTM presents an analysis of the environmental affects, if any, that resulted from the changes in use and associated tenant improvements undertaken by AAU. The ESTM analysis reviews the environmental effects from a time prior to AAU occupation and ongoing operations. The ESTM will be part of the record used by the Planning Department, the Planning Commission, the Board of Supervisors, and the public in considering whether or not to issue approvals necessary to maintain current operations.

Six of the sites studied in the ESTM are located adjacent to the State highway system. The following table summarizes these sites:

| Site No. | Address | Facility Type | Highway |
|----------|---|---------------|---------|
| ES-3 | 1727 Lombard Street | Residential | US 101 |
| ES-4 | 2211 Van Ness Avenue | Residential | US 101 |
| ES-5 | 2209 Van Ness Avenue | Residential | US 101 |
| ES-6 | 2151 Van Ness Avenue | Institutional | US 101 |
| ES-8 | 1849 Van Ness Avenue | Institutional | US 101 |
| ES-10 | 950 Van Ness Avenue / 963 O'Farrell Street | Institutional | US 101 |

Lead Agency

As the lead agency, the City and County of San Francisco (the City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities, and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Code Compliance

Though no new construction is discussed in the ESTM, it remains a possibility that some sites will not be retroactively issued the required approvals. If a site's currently unauthorized use must be modified to conform to its applicable zoning requirements, the modifications may require a Transportation Management Plan or Encroachment Permit for the resulting construction activity.

Transportation Management Plan

A Transportation Management Plan (TMP) or construction TIS may be required of the developer for approval by Caltrans prior to construction where traffic restrictions and detours affect State highways. TMPs must be prepared in accordance with California *Manual on Uniform Traffic Control Devices*. For further TMP assistance, please contact the Office of Traffic Management Plans/Operations Strategies at 510-286-4579 and see the following website:

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. 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:

Ms. Chelsea Fordham, City and County of San Francisco

June 1, 2016

Page 3

David Salladay, District Office Chief
Office of Permits, MS-5E
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>

Should you have any questions regarding this letter, please contact Jesse Schofield at 510-286-5562 or jesse.schofield@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

ATTACHMENT C:

Comment Letter from the Historic Preservation Commission



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: May 26, 2016
TO: Chelsea Fordham, Environmental Planner
FROM: Shelley Caltagirone, (415) 558-6625
REVIEWED BY: Historic Preservation Commission
RE: Comment Summary
May 18, 2016 Review and Comment Hearing
Academy of Art, Draft Existing Sites Technical Memorandum

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

At the May 18, 2016 hearing, the Historic Preservation Commission reviewed the Draft Existing Sites Technical Memo (ESTM), published on May 4, 2016. The ESTM examines the environmental impacts of past non-permitted work at 34 Academy of Art (AAU) properties and recommends conditions of approval to remedy those impacts. The following is a summary of the Commission's comments. Planning Department Preservation Staff has prepared a summary of the HPC comments from that meeting. Commissioners Hasz, Johnck, Johns, Matsuda, and Pearlman, were in attendance. Commissioner Hyland was absent and Commission Wolfram was recused.

HPC COMMENTS

- The Commission unanimously agreed that the ESTM document is accurate, thorough, and consistent.
- Commissioner Johns noted that the historical evaluation of 860 Sutter Street could be improved by researching the property's history as a residence club.
- Commissioner Hasz asked the Project Sponsor to maintain momentum in pursuing legalization of work performed without permits.
- The Commission verified that ten project sites will require either Certificates of Appropriateness or Permits to Alter.

G:\DOCUMENTS\Cases\COFA\Correspondence\Van Ness BRT_HPC Response Memo_10.21.15.doc

ATTACHMENT D

Final Academy of Art University (AAU) Facilities

**Transportation Management Plan (TMP) (Supersedes
Appendix TDM in the Draft ESTM)**



SAN FRANCISCO PLANNING DEPARTMENT

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

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

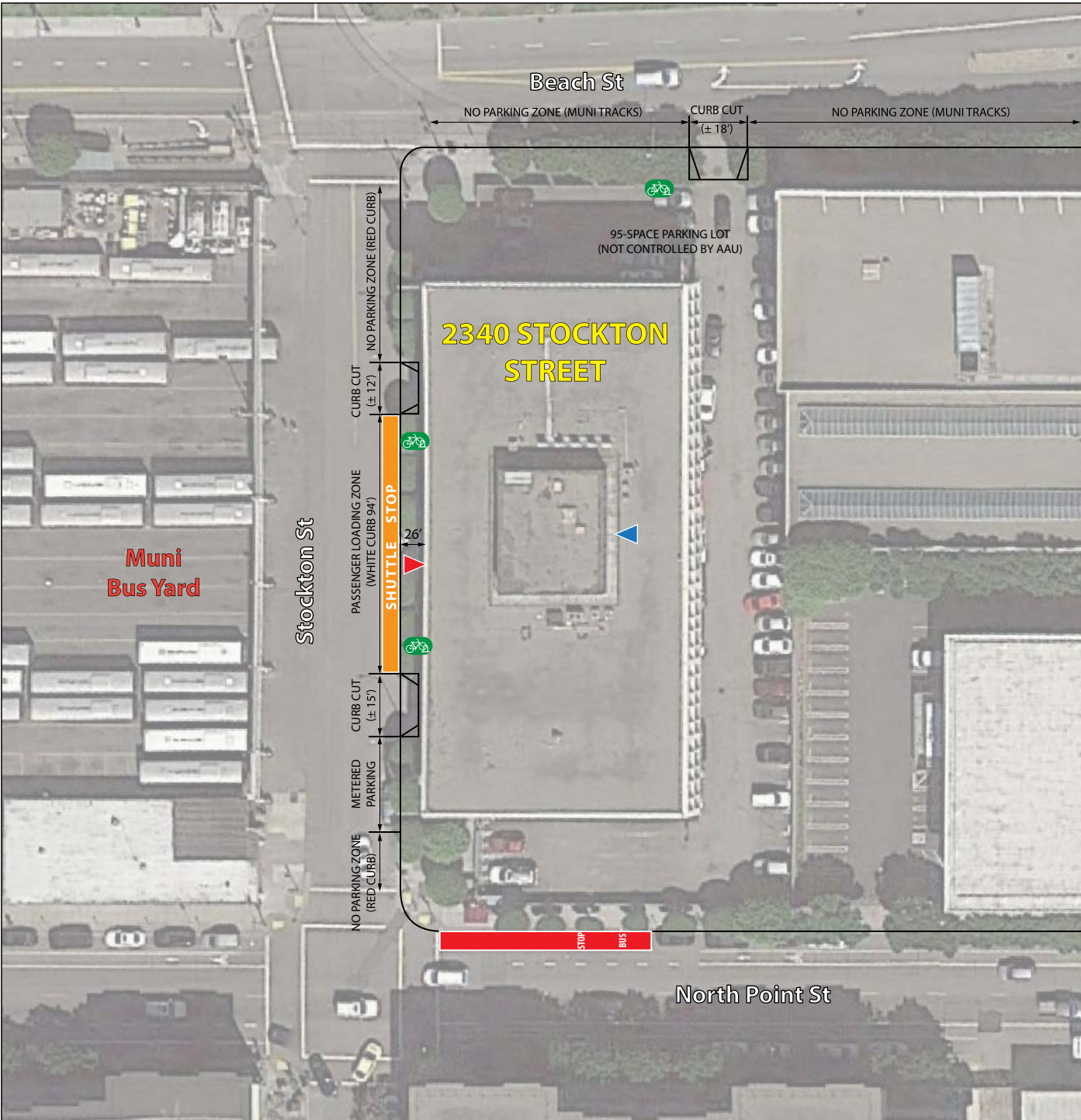
Planning
Information:
415.558.6377

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) |

| | | |
|--|--|---|
| <p> Class II AAU Bicycle Parking Location Primary Pedestrian Access Secondary Pedestrian Access Shuttle Stop Location </p> <p>* Dimensions are Approximate.</p> | | |
| SOURCE: CHS Consulting Group, 2016. | | <p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>Not to Scale</p> |

FIGURE 1 - ES-1: 2340 STOCKTON ST - EXISTING CONDITION



| | | |
|---|-------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Not Required | AAU: 14 Class II Spaces | 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)

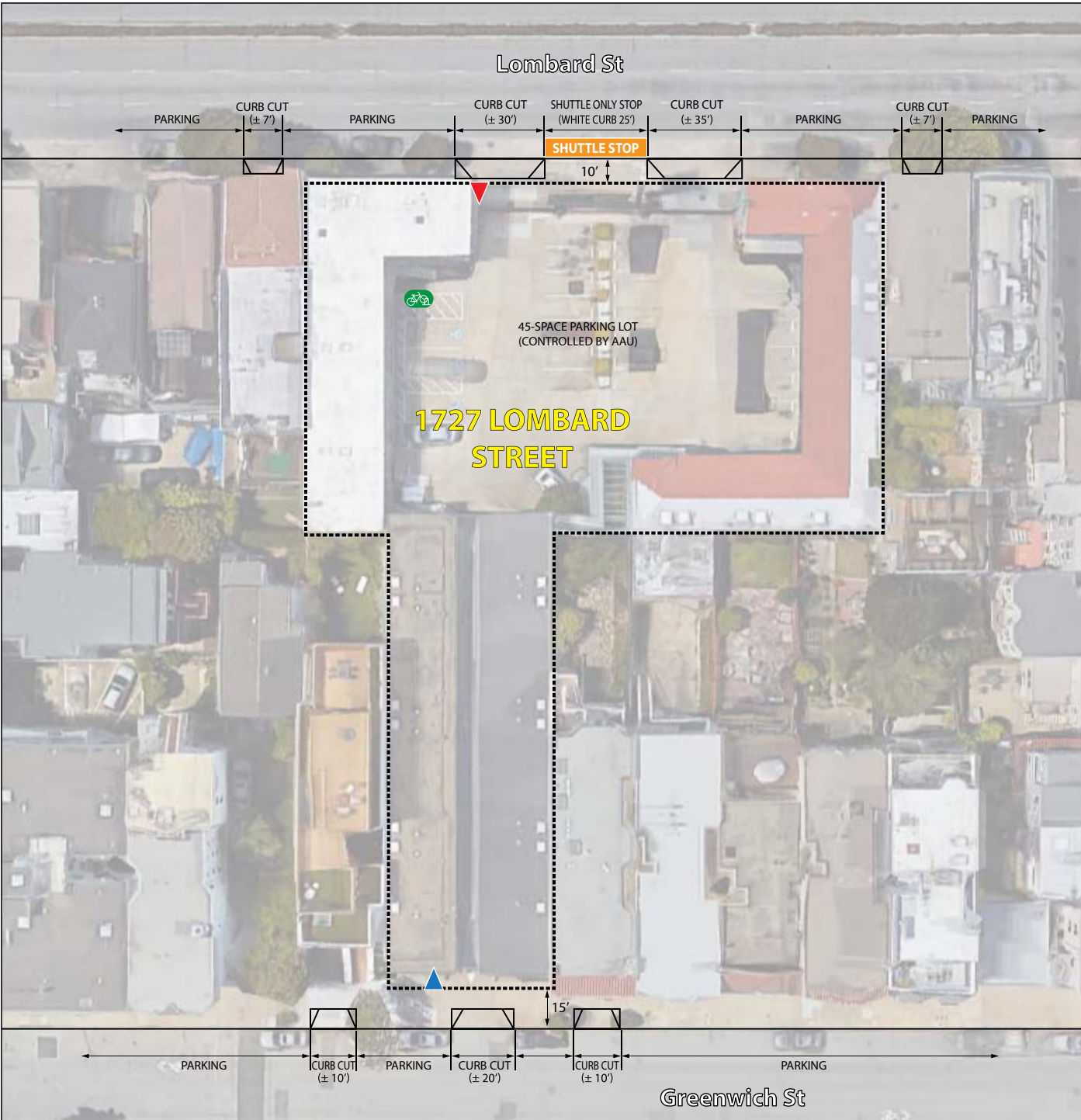
* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.



Not to Scale

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.

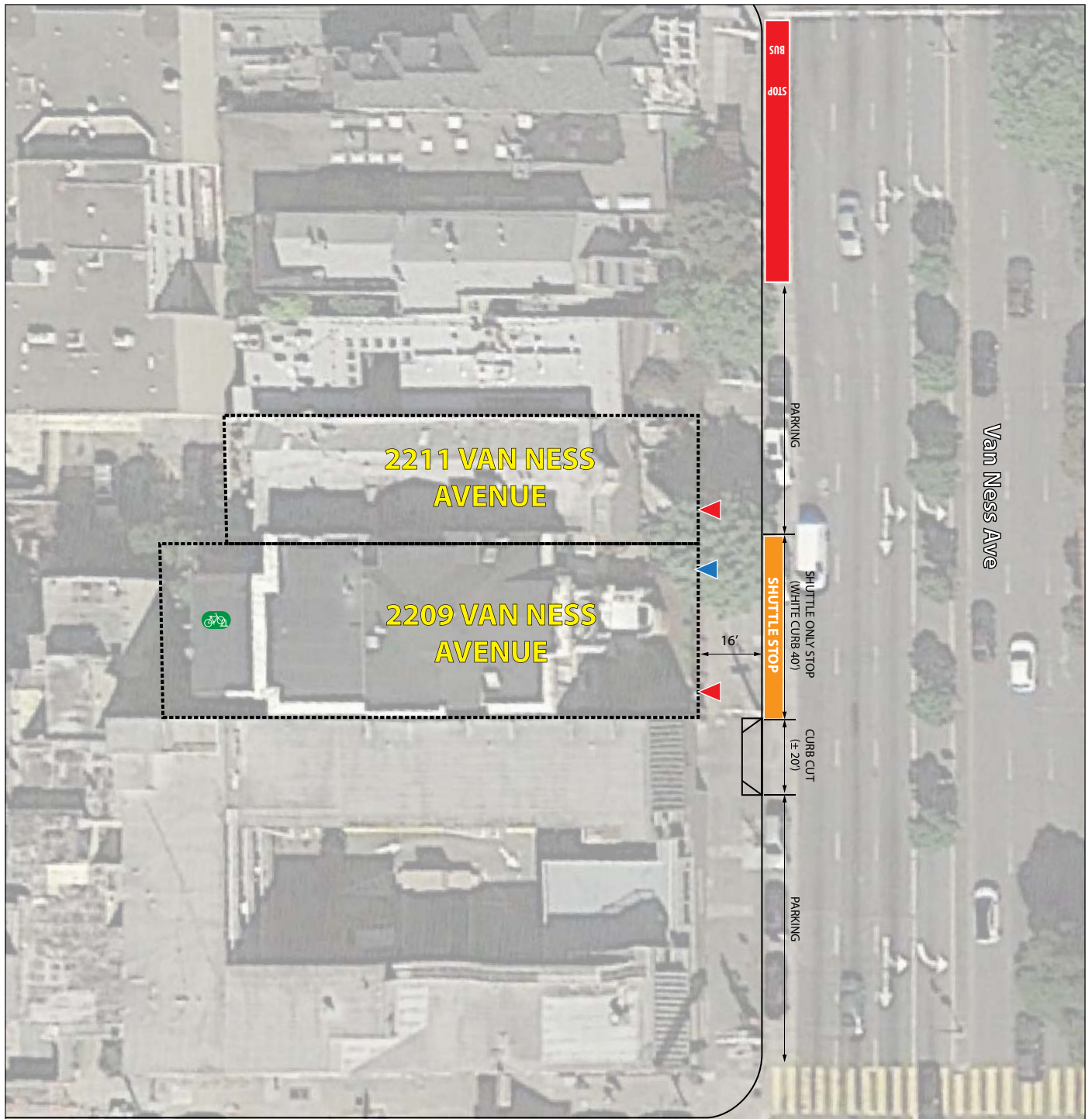
SOURCE: CHS Consulting Group, 2016.







Not to Scale

ACADEMY OF ART UNIVERSITY ESTM

**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.

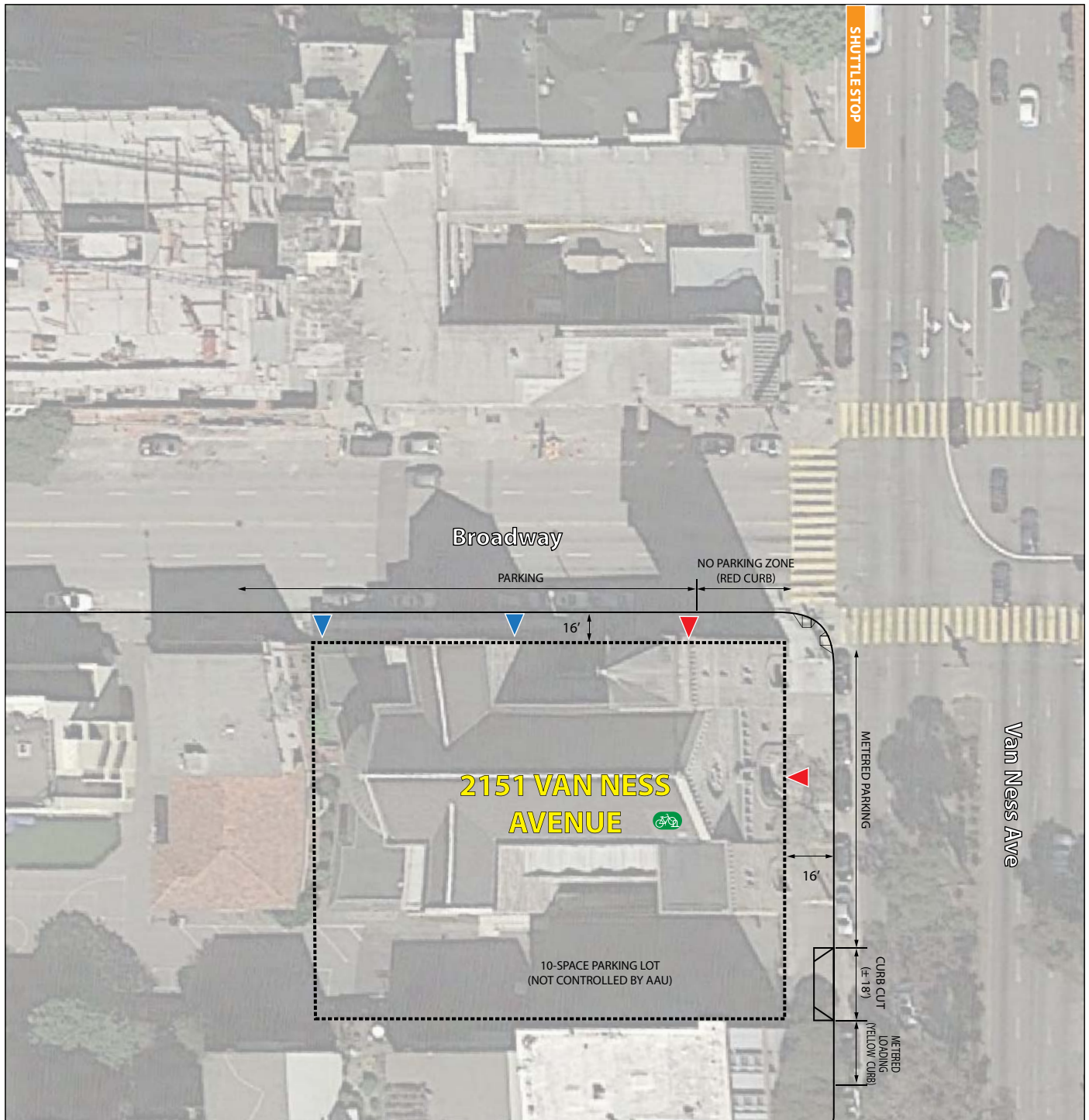
SOURCE: CHS Consulting Group, 2016.



Not to Scale

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 4 - ES-4 & 5: 2211 AND 2209 VAN NESS AVE
EXISTING CONDITION**



| | | |
|---|------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Not Required | AAU: 8 Class II Spaces | M (20 min) |

- 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.

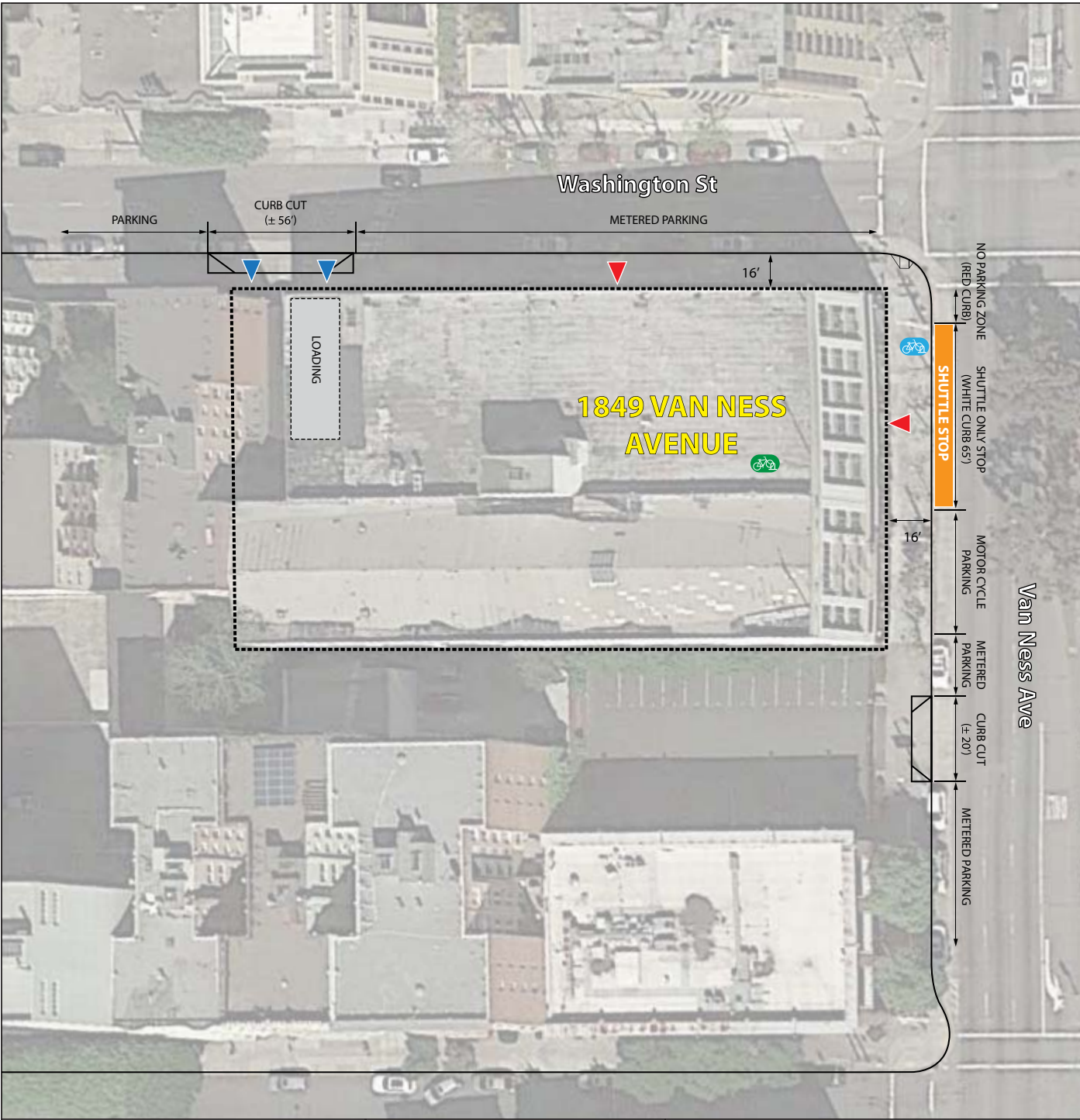
SOURCE: CHS Consulting Group, 2016.








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ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 5 - ES-6: 2151 VAN NESS AVE
EXISTING CONDITION**



| | | |
|---|--|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Not Required | AAU: 30 Class II Spaces Public: 2 Class II Spaces | M (20 min) |





-  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.

**FIGURE 6 - ES-8: 1849 VAN NESS AVE
EXISTING CONDITION**



| | | |
|---|------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Class I: 5 Class II: 3 | AAU: 6 Class II Spaces | M (20 min) |

-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location

* Dimensions are Approximate.

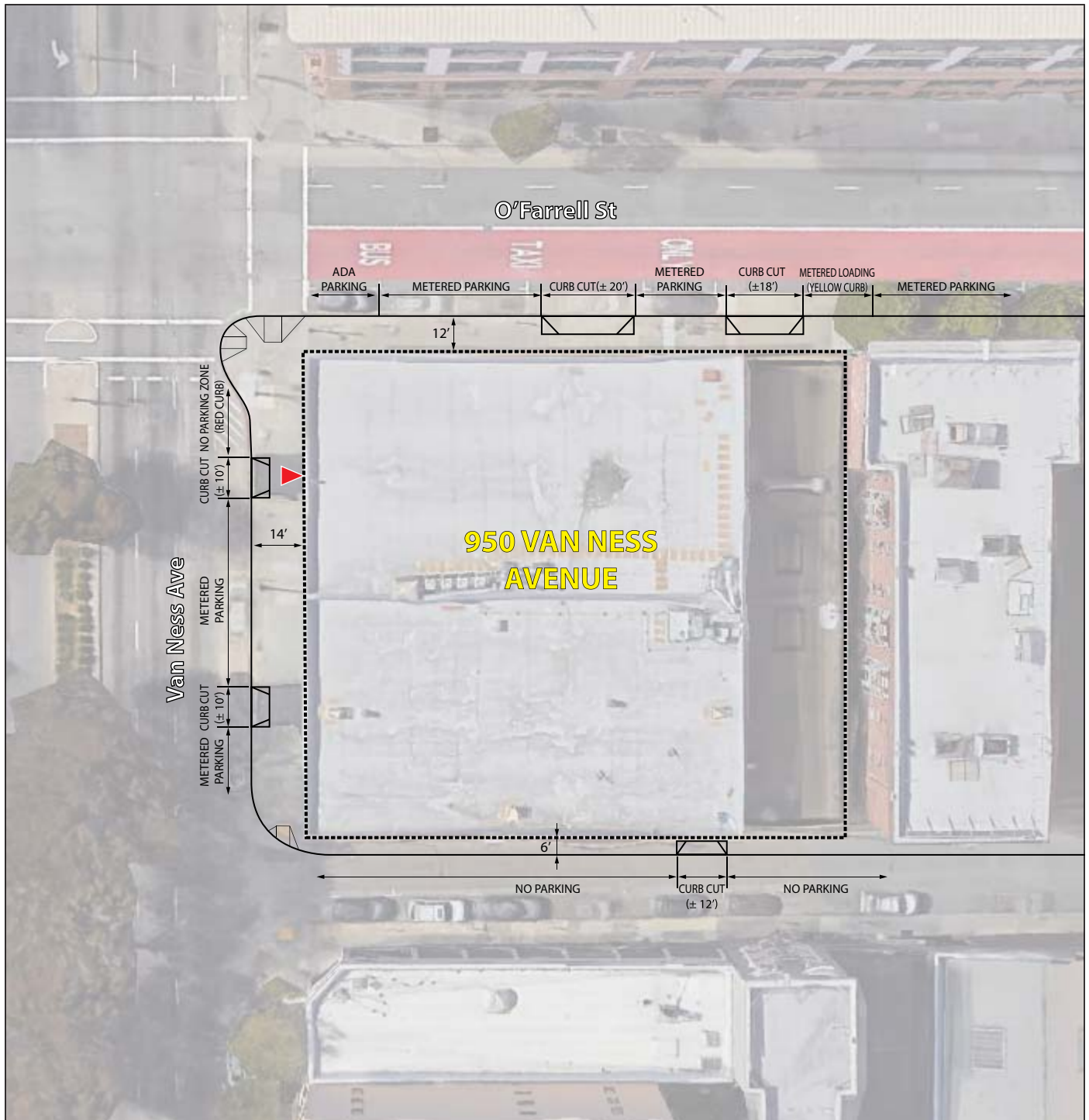
SOURCE: CHS Consulting Group, 2016.



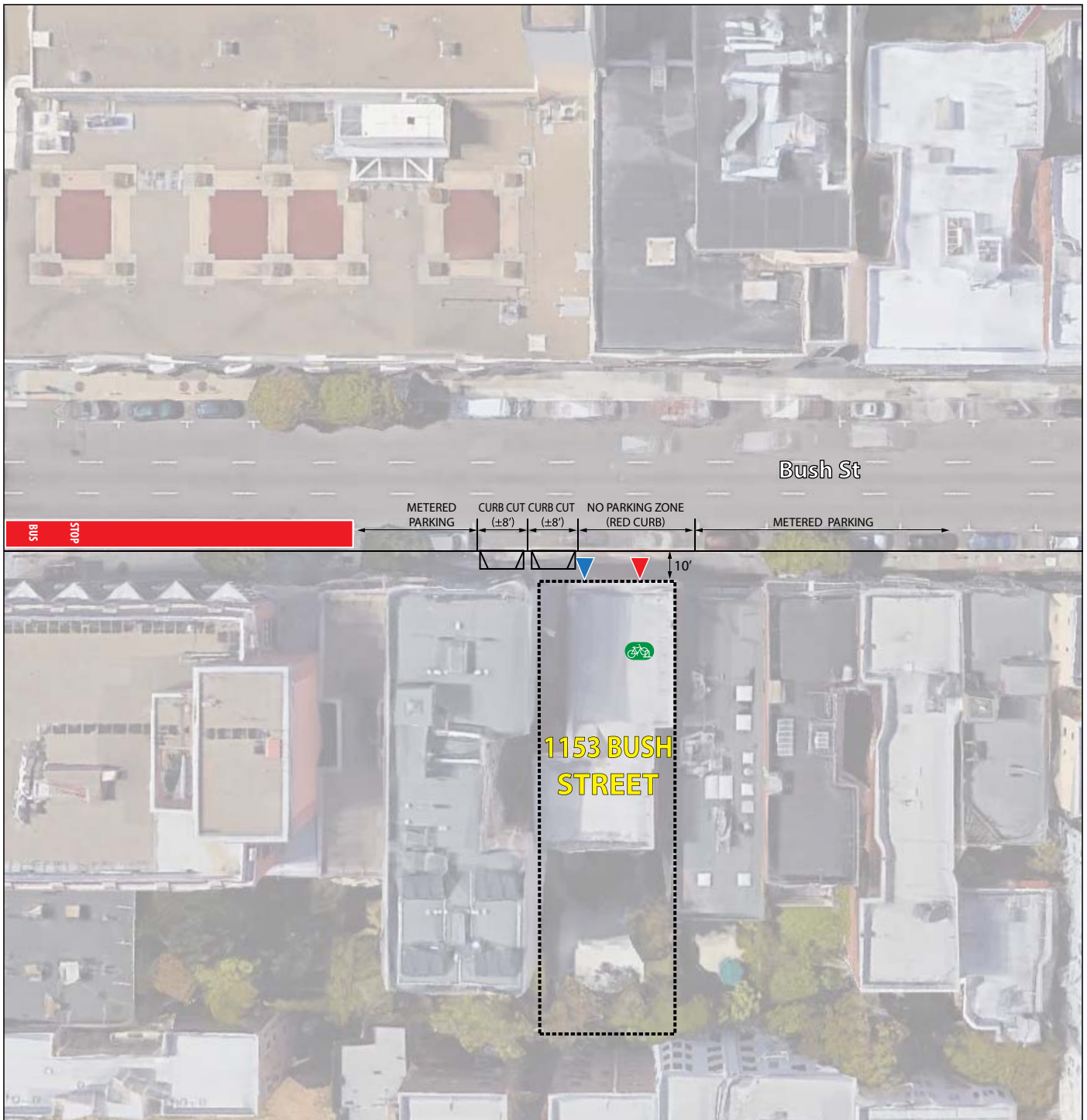
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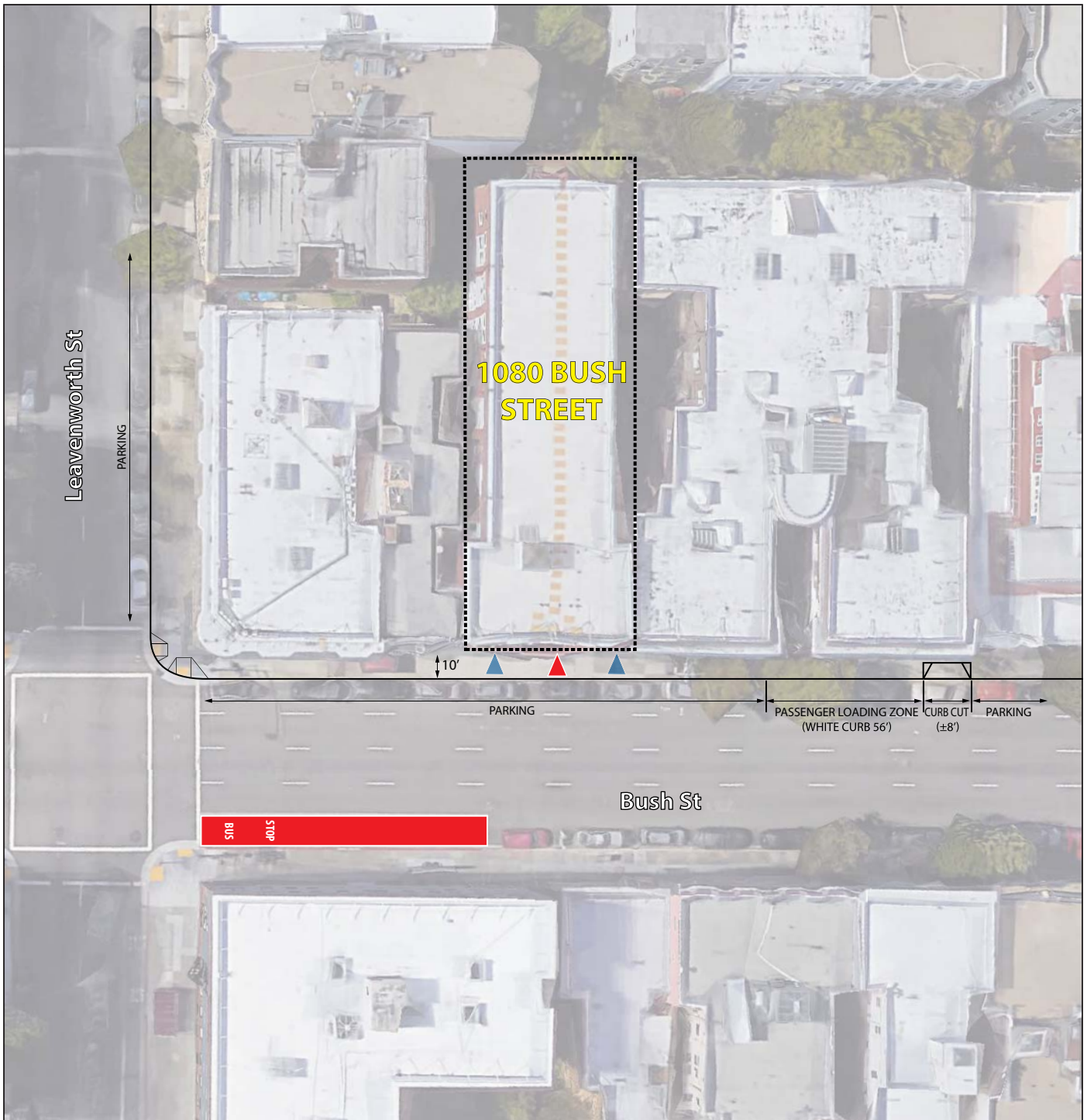
**FIGURE 7 - ES-9: 1916 OCTAVIA ST
EXISTING CONDITION**



| | | |
|--|------------------------|--|
| 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) |
| <div> <div>▲ Primary Pedestrian Access</div> <div>▲ Secondary Pedestrian Access</div> <div>■ Shuttle Stop Location (Nearest Stop at 625 Polk Street)</div> </div> <div> <div>* Dimensions are Approximate.</div> <div>SOURCE: CHS Consulting Group, 2016.</div> </div> <div> <div> <div> <div>N</div> <div>Not to Scale</div> </div> <div>ACADEMY OF ART UNIVERSITY ESTM</div> </div> </div> | | |
| <div>FIGURE 8 - ES-10: 950 VAN NESS AVE EXISTING CONDITION</div> | | |



| | | |
|---|---|---|
| <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> |
| <div>  Class II AAU Bicycle Parking Location  Primary Pedestrian Access  Secondary Pedestrian Access  Shuttle Stop Location (Nearest Stop at 860 Sutter Street) </div> <p>* Dimensions are Approximate.</p> <p>SOURCE: CHS Consulting Group, 2016.</p> <div>  <p>Not to Scale</p> </div> | | |
| | | <p>ACADEMY OF ART UNIVERSITY ESTM</p> <p>FIGURE 9 - ES-11: 1153 BUSH ST EXISTING CONDITION</p> |



| | | |
|--|--------------------------------|---|
| Bicycle Parking Planning Code Requirement Class I: 29 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 (Nearest Stop at 860 Sutter Street)

* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.




Not to Scale

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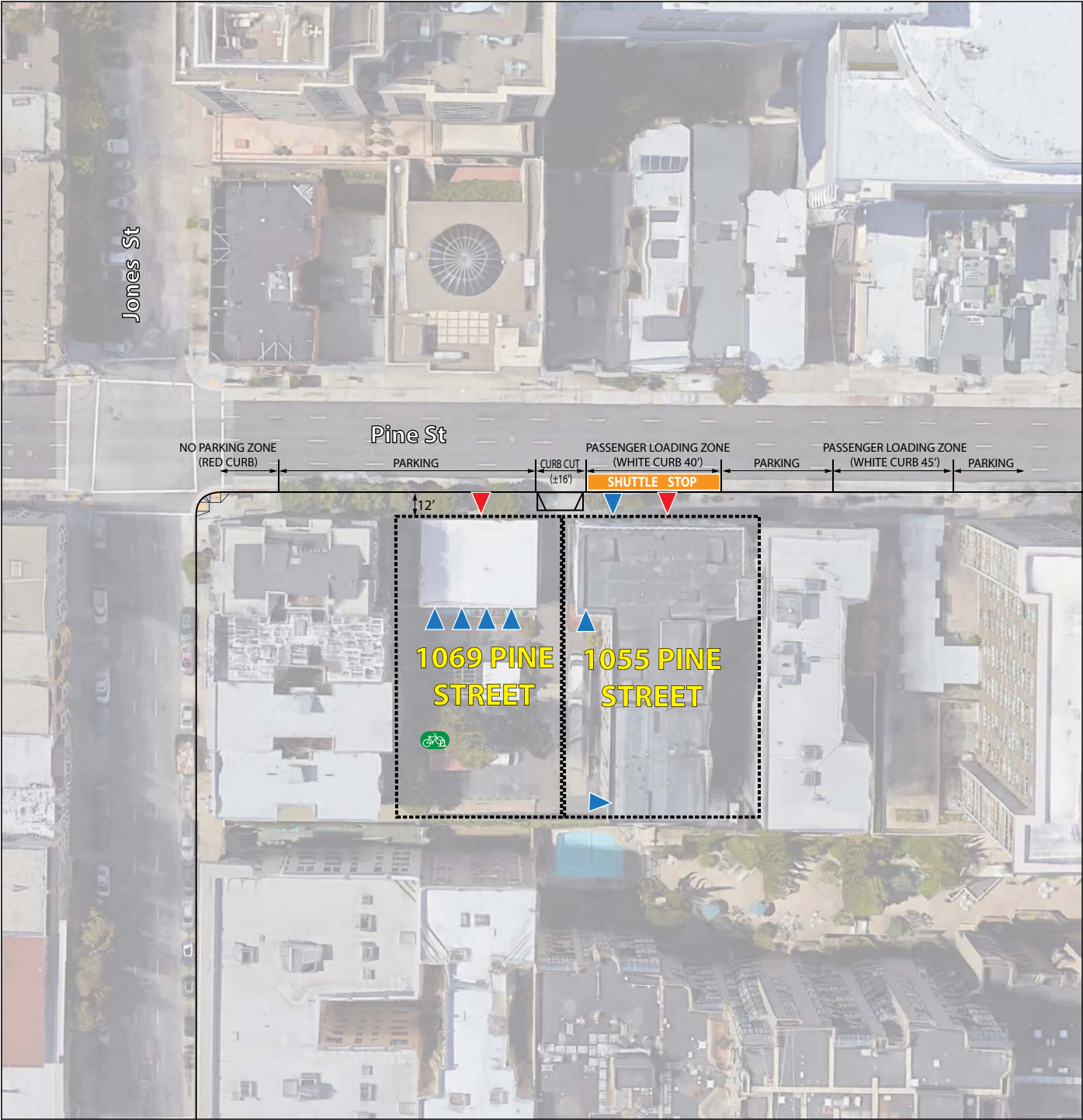
**FIGURE 10 - ES-12: 1080 BUSH ST
EXISTING CONDITION**



| | | |
|--|---|--|
| 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) |
|--|---|--|

| | | |
|---|--|---|
| <p> ▲ Primary Pedestrian Access ▲ Secondary Pedestrian Access ■ Shuttle Stop Location </p> <p> * Dimensions are Approximate. SOURCE: CHS Consulting Group, 2016. </p> | | <div style="text-align: right;">  Not to Scale ACADEMY OF ART UNIVERSITY ESTM </div> |
|---|--|---|

**FIGURE 11 - ES-13 AND 14: 860 AND 817-831 SUTTER ST
EXISTING CONDITION**



| | | |
|---|------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Class I: 36 Class II: 3 | AAU: 8 Class II Spaces | Sutter Express (25 min) |



Class II AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Shuttle Stop Location

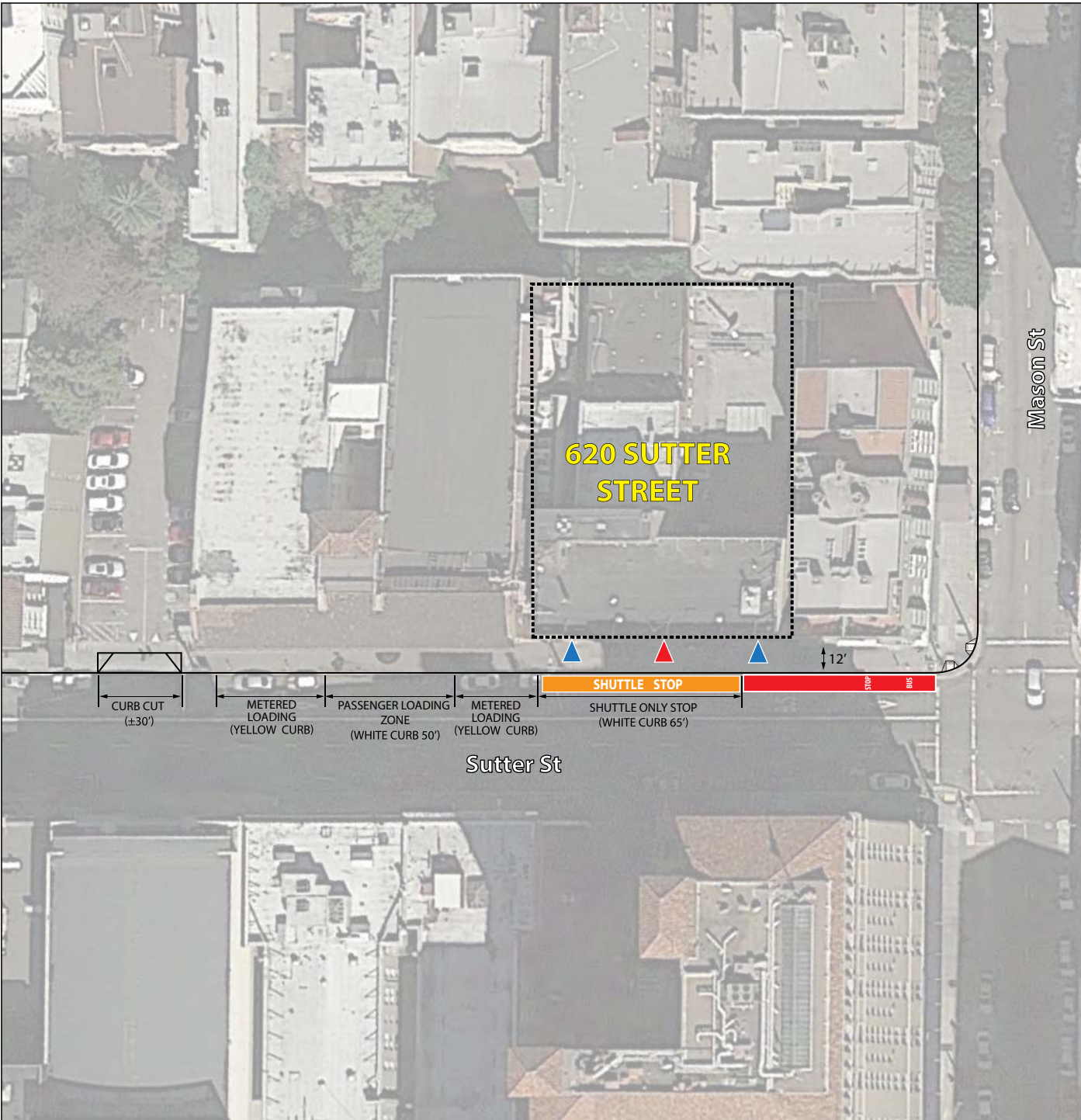


Not to Scale

* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 12 - ES-16 AND 17: 1069 AND 1055 PINE ST
EXISTING CONDITION**



| | | |
|---|------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Class I: 31 Class II: 3 | None | D, E, G (30 min); H, I (20 min); Sutter Express (25 min) |

- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location

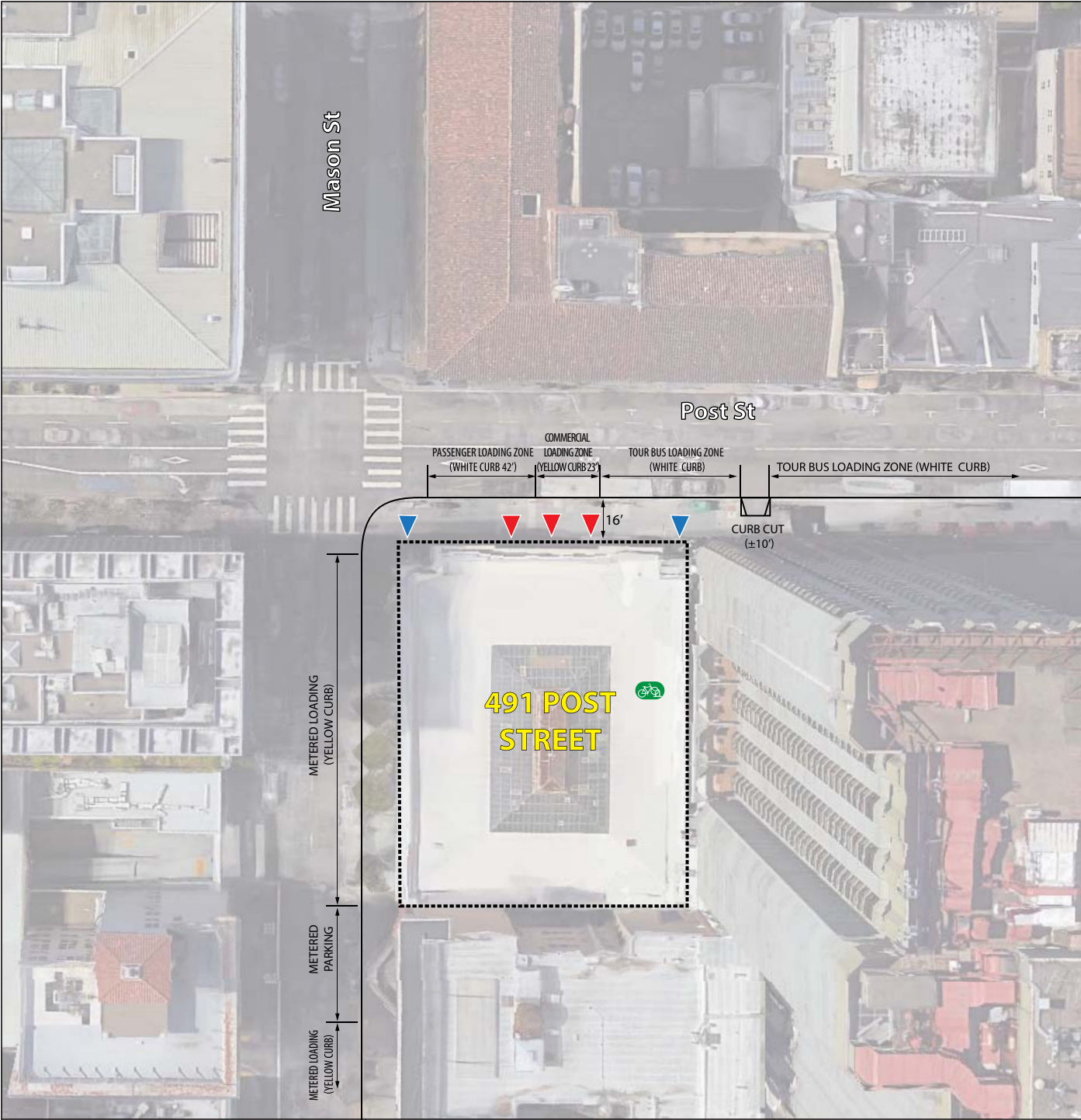
* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.



Not to Scale

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 13 - ES-20: 620 SUTTER ST
EXISTING CONDITION**



| | | |
|---|-------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Class I: 2 Class II: 4 | AAU: 20 Class II Spaces | D, E, G (30 min); H, I (20 min); Sutter Express (25 min) |

Class II AAU Bicycle Parking Location

Primary Pedestrian Access

Secondary Pedestrian Access

Shuttle Stop Location (Nearest Stop at 620 Sutter Street)

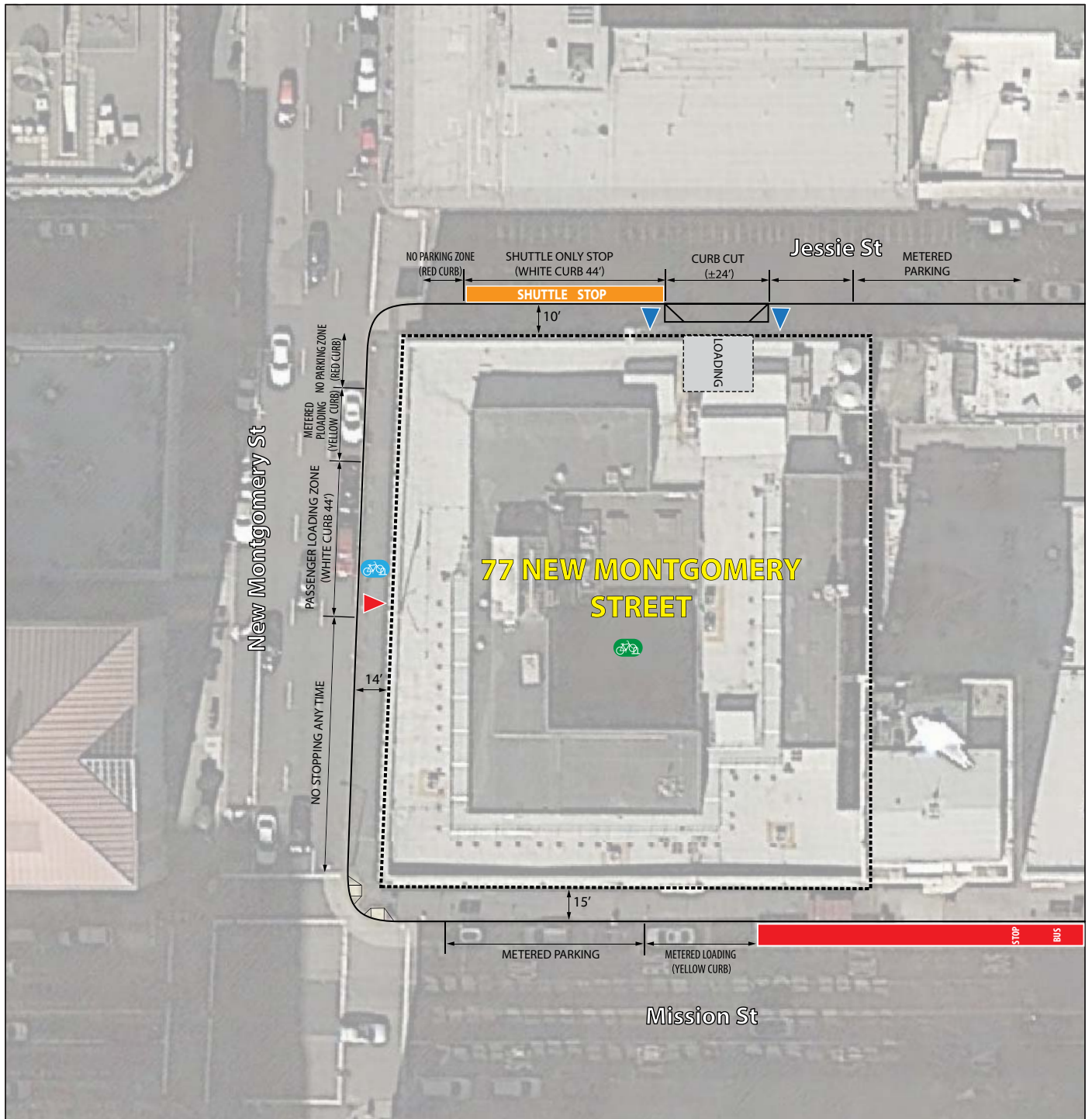
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.

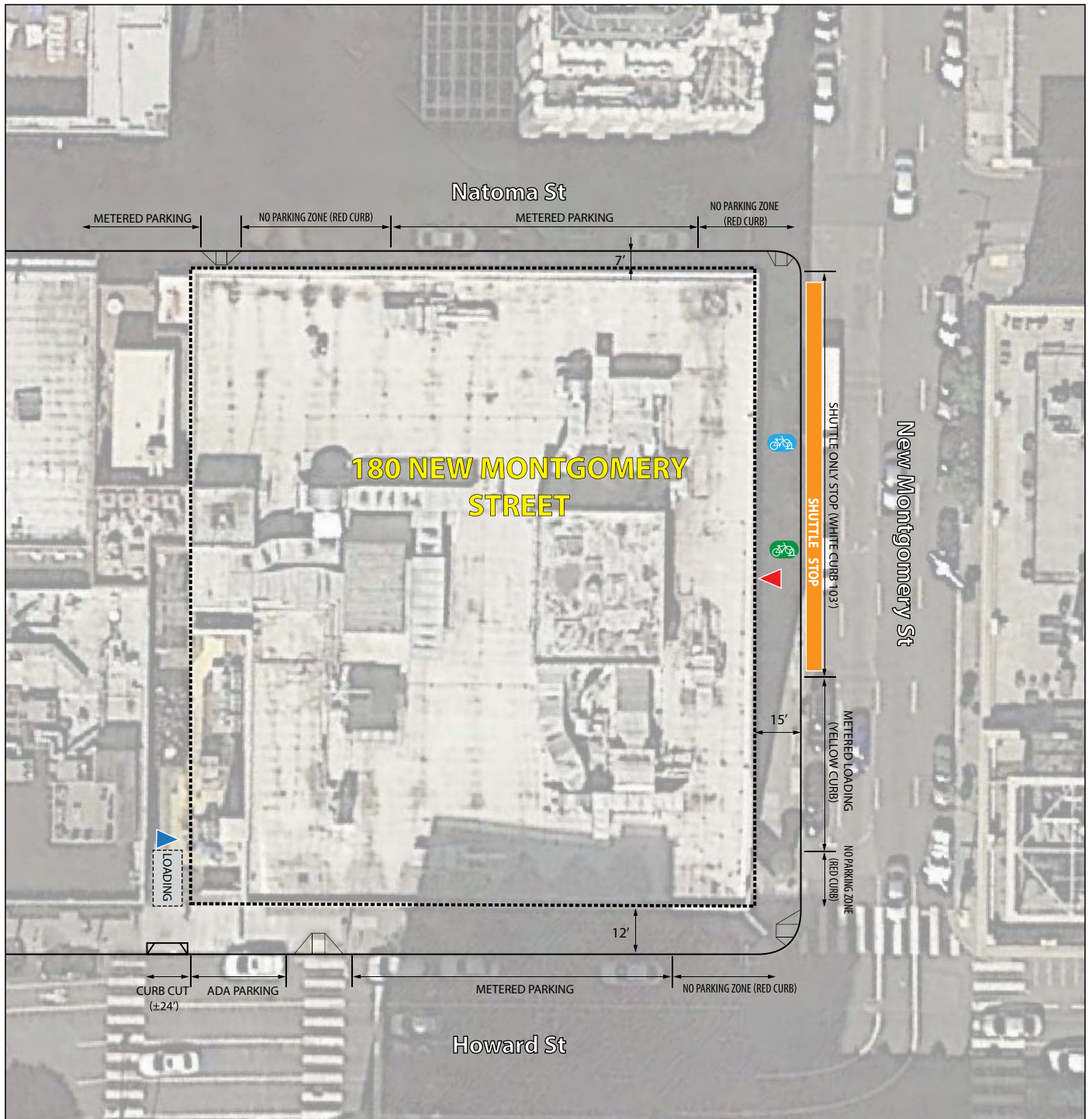
Not to Scale







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>* Dimensions are Approximate.</p> <p>SOURCE: CHS Consulting Group, 2016.</p> | <div data-bbox="1412 1711 1485 1795"> <p>Not to Scale</p> </div> <p>ACADEMY OF ART UNIVERSITY ESTM</p> | |
| | <p>FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST EXISTING CONDITION</p> | |



| | | |
|--|---|---|
| <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> |
| <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>SOURCE: CHS Consulting Group, 2016.</p> | <p style="text-align: right;">  Not to Scale ACADEMY OF ART UNIVERSITY ESTM </p> <p style="text-align: center;">FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST EXISTING CONDITION</p> | |



| | | |
|---|-------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Class I: 5 Class II: 10 | AAU: 36 Class II Spaces | G (30 min) |

-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location

* Dimensions are Approximate.

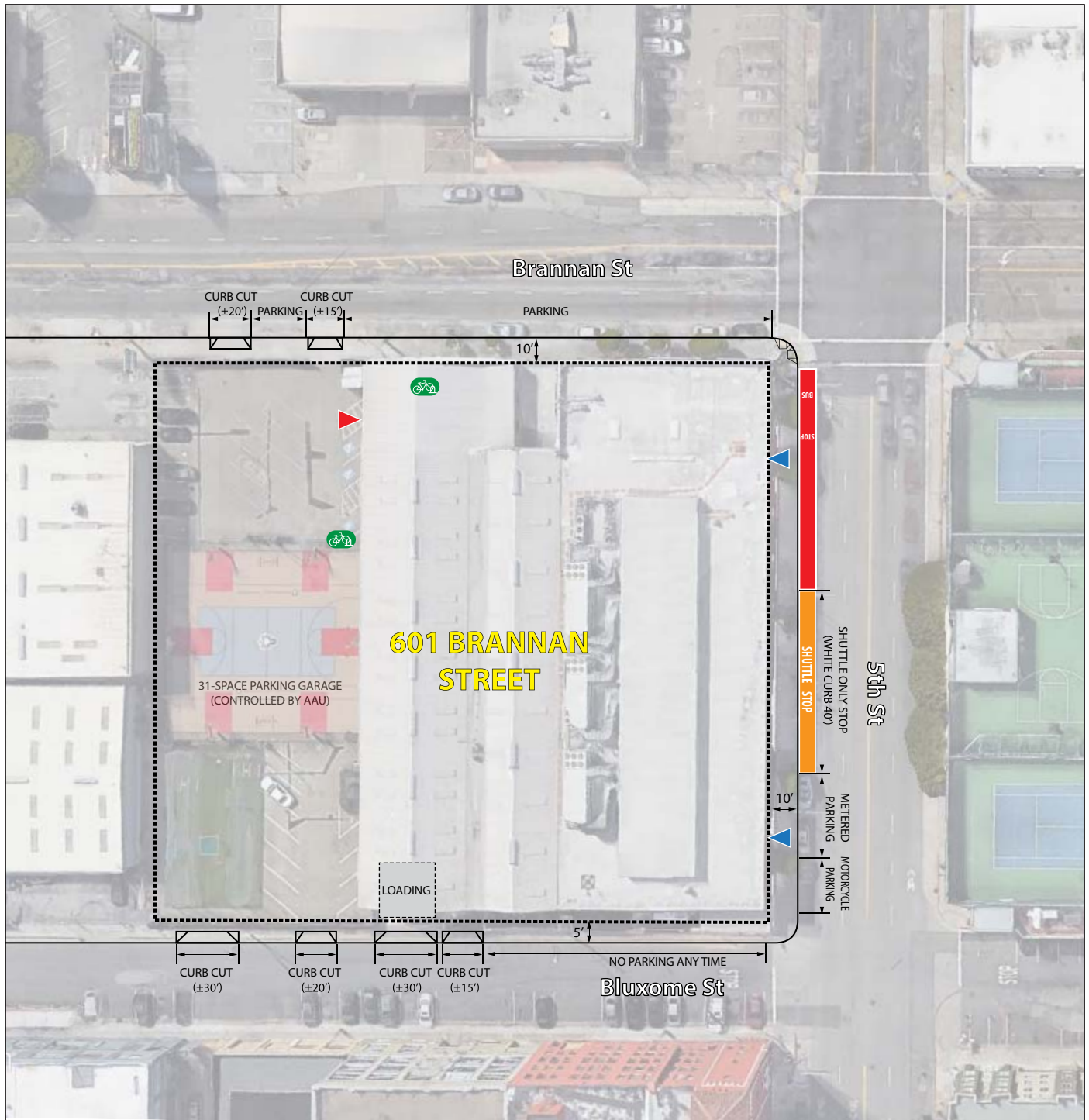
SOURCE: CHS Consulting Group, 2016.



Not to Scale

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 17 - ES-30: 58-60 FEDERAL ST
EXISTING CONDITION**

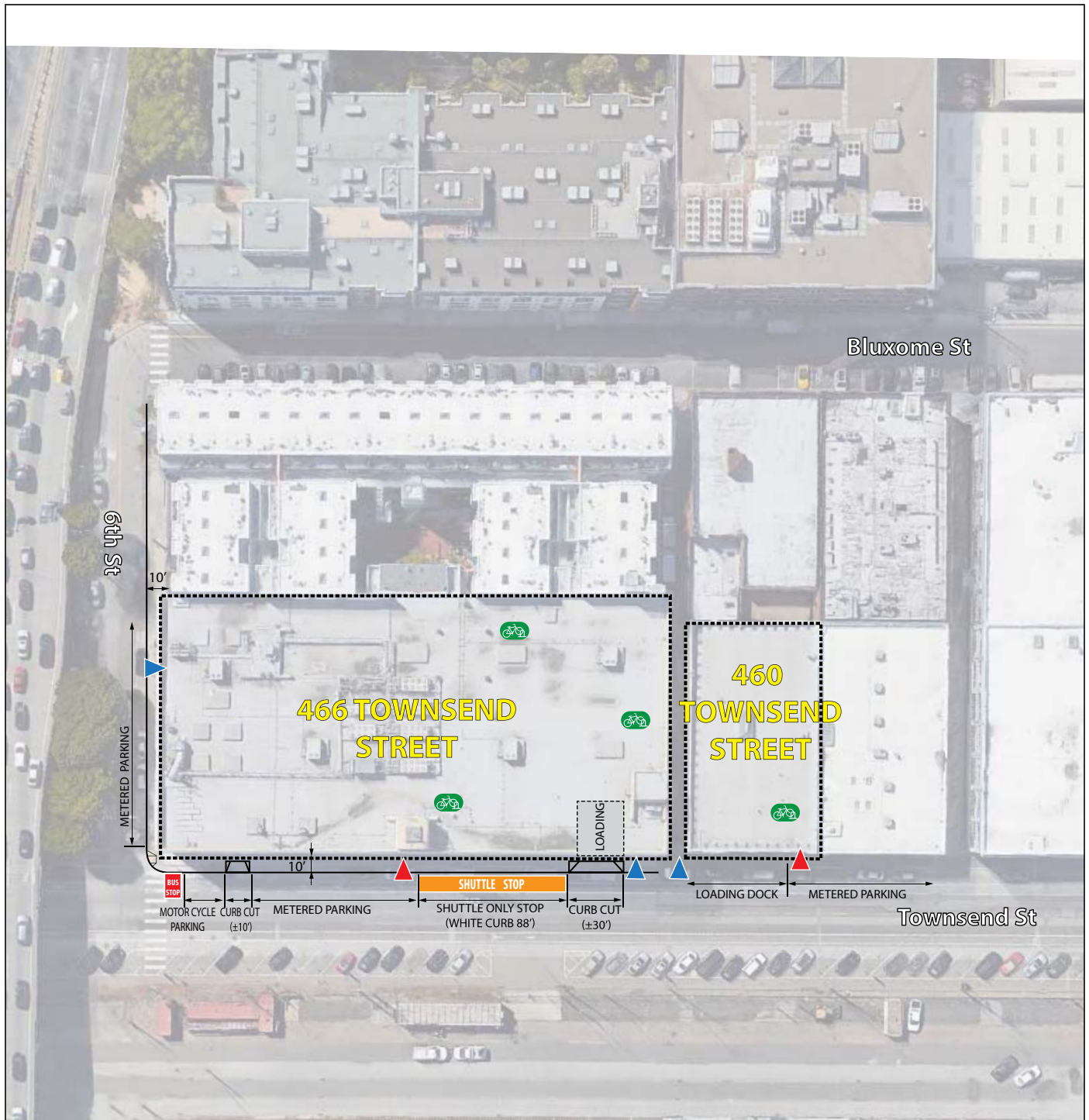


| | | |
|---|-------------------------|---|
| Bicycle Parking Planning Code Requirement | Bicycle Parking Supply | Shuttle Bus Service (PM Peak Hour Headways) |
| Class I: 4 Class II: 7 | AAU: 60 Class II Spaces | G (30 min); H, I (20 min) |

| | | |
|--|--|--|
| <p> Class II AAU Bicycle Parking Location Primary Pedestrian Access Secondary Pedestrian Access Shuttle Stop Location </p> <p>* Dimensions are Approximate.</p> | | |
| <p> Not to Scale </p> | | |

SOURCE: CHS Consulting Group, 2016. 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) |
|---|--|--|

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 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

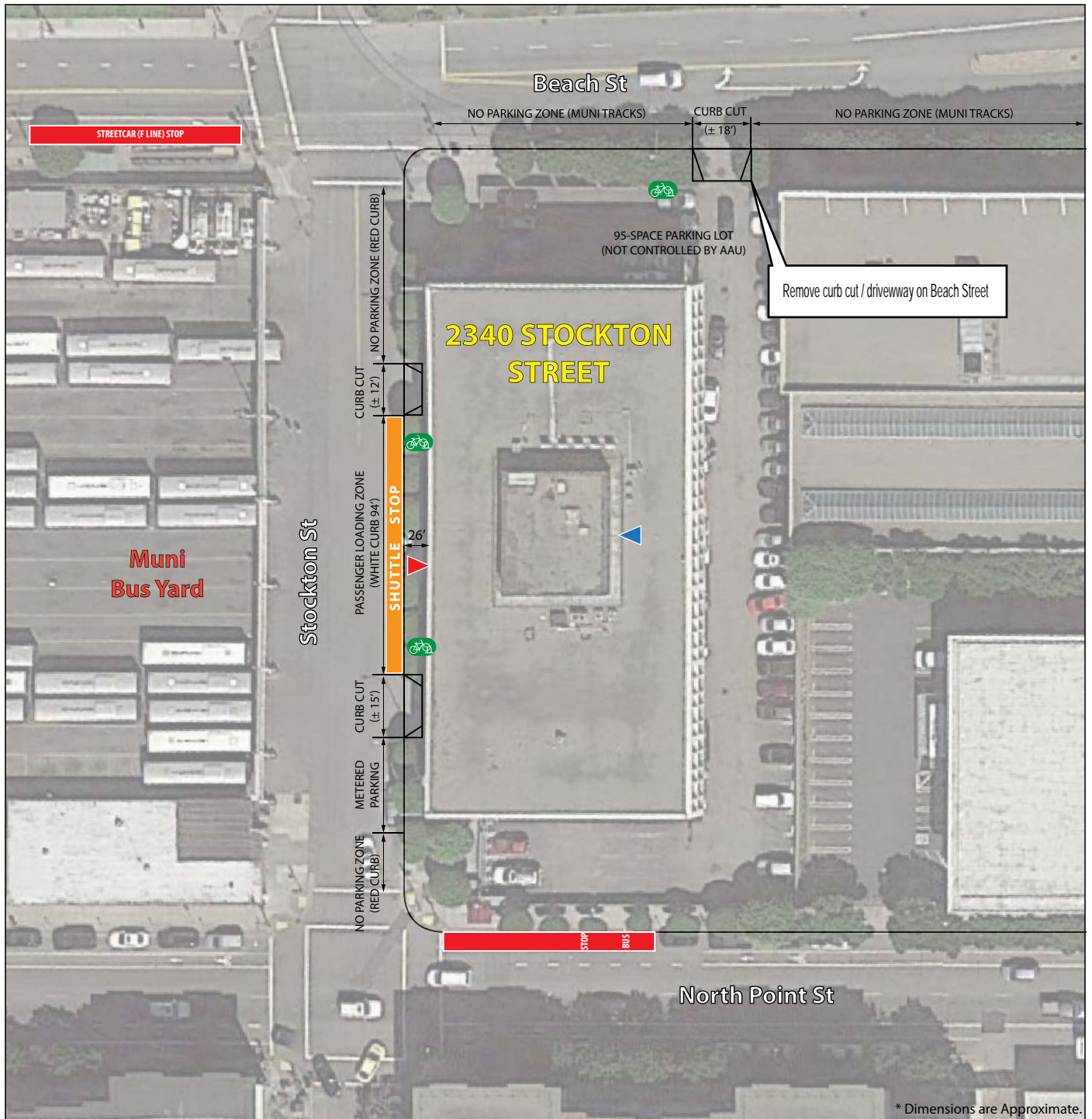
Although AAU is not a centralized campus, most deliveries, except food and some program or residential deliveries, are delivered to the centralized receiving area at the 79 New Montgomery main administrative building, and then distributed to the other buildings owned or operated by AAU. The 79 New Montgomery 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.



SHUTTLE BUS SERVICE (PM Headway)

D (30 min), E (30 min)



AAU Bicycle Parking Location

▲ Primary Pedestrian Access



Shuttle Stop Location

▲ Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

| | Class I | Class II |
|------------------|---------|----------|
| Code Required: | 0 | 0 |
| Existing Supply: | 0 | 32 |
| Parking Demand: | 9 | |
| Recommended: | 0 | 0 |

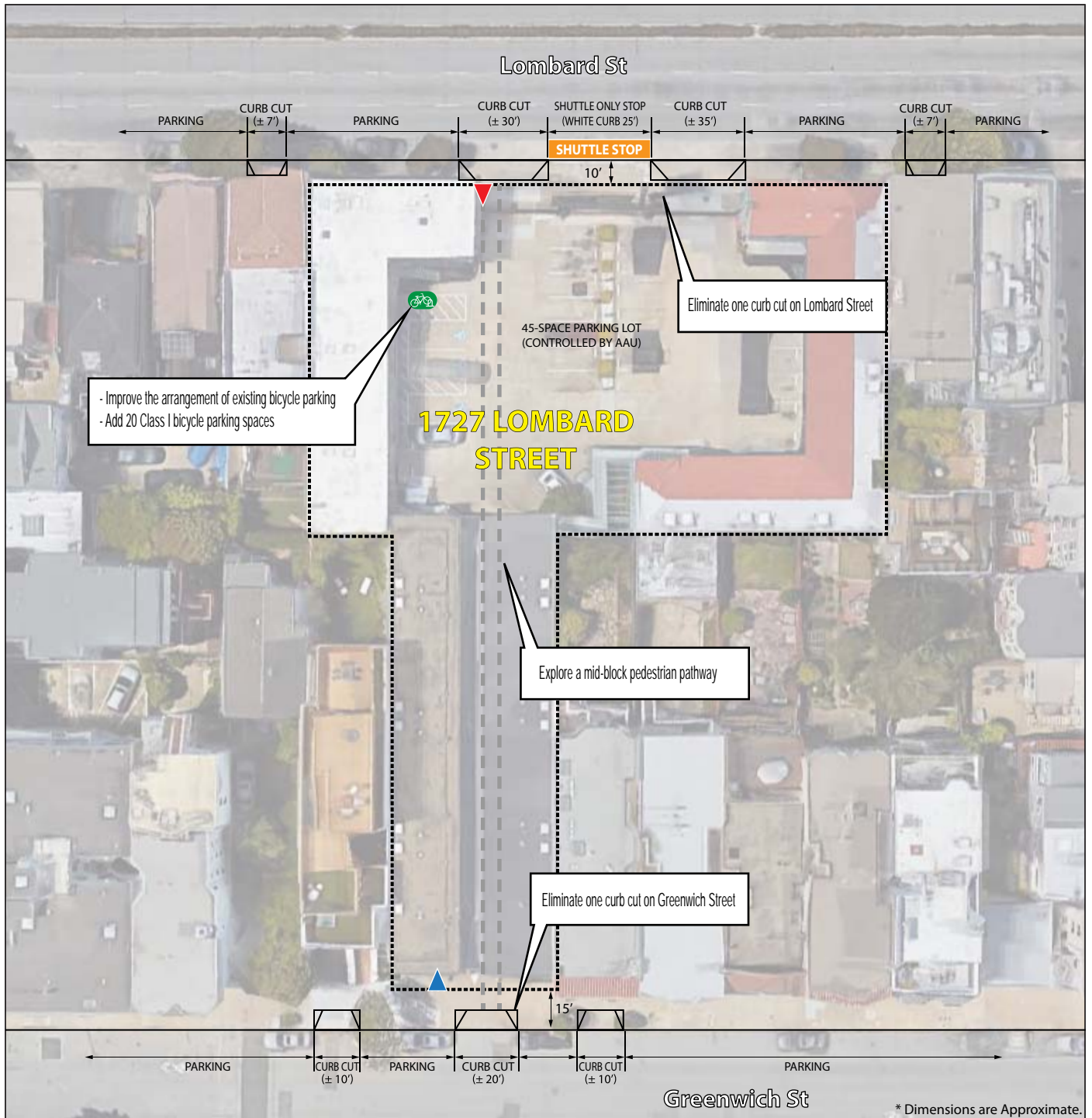
RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Remove curb cut/driveway on Beach Street and use curb cuts on Stockton Street for accessing leased parking lot

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 1 - ES-1: 2340 STOCKTON ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

M (20 min)



AAU Bicycle Parking Location



Shuttle Stop Location

▲ Primary Pedestrian Access

▲ Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

| | Class I | Class II |
|------------------|---------|----------|
| Code Required: | 20 | 3 |
| Existing Supply: | 0 | 16 |
| Parking Demand: | 6 | |
| Recommended: | 20 | 0 |

RECOMMENDED CONDITIONS OF APPROVAL

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

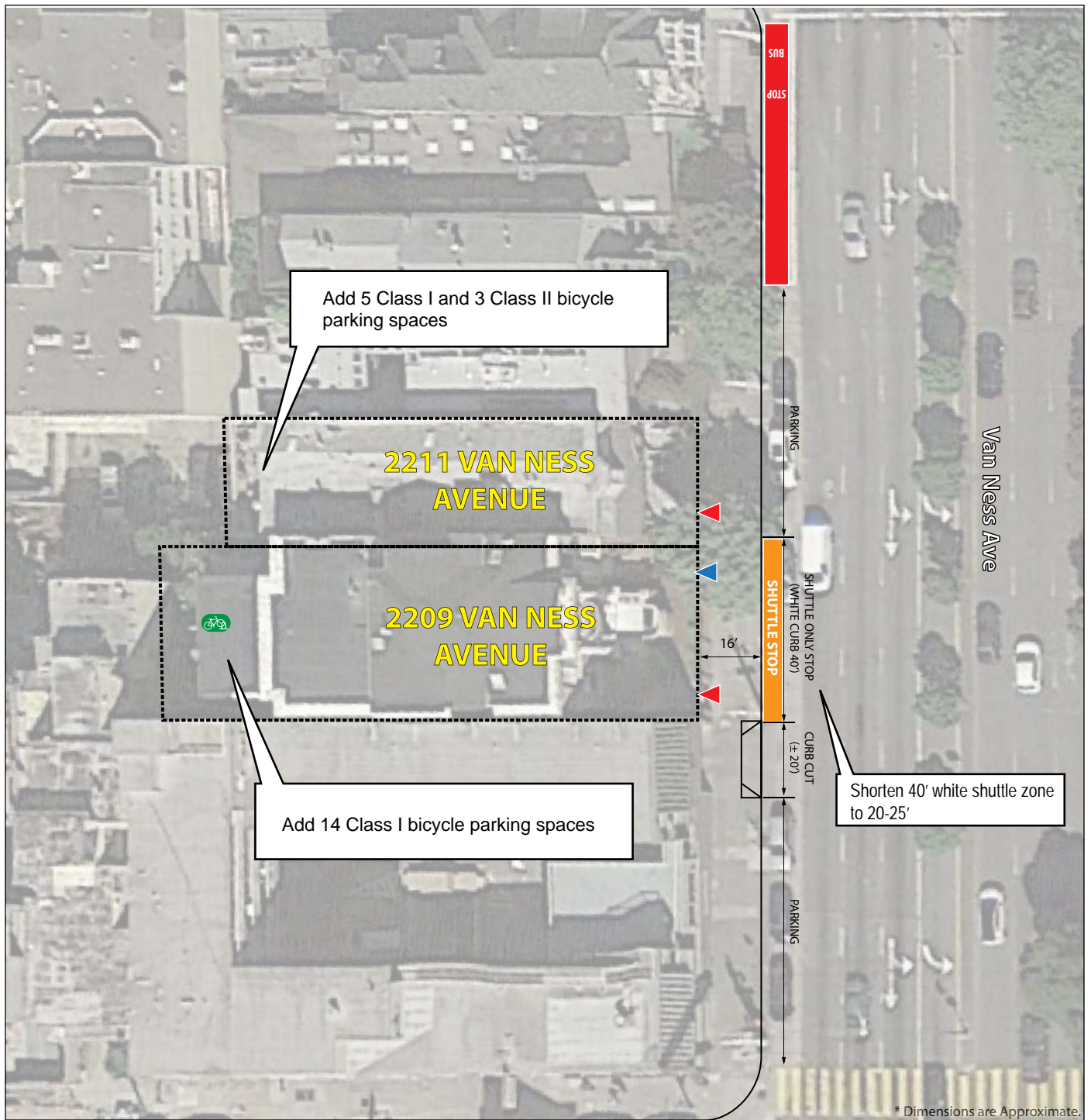
TR-3 Explore a mid-block location to replace the driveway extending through the site to Greenwich St

TR-4 Improve the arrangement of bicycle parking and add 20 Class I bicycle parking spaces






ACADEMY OF ART UNIVERSITY ESTM

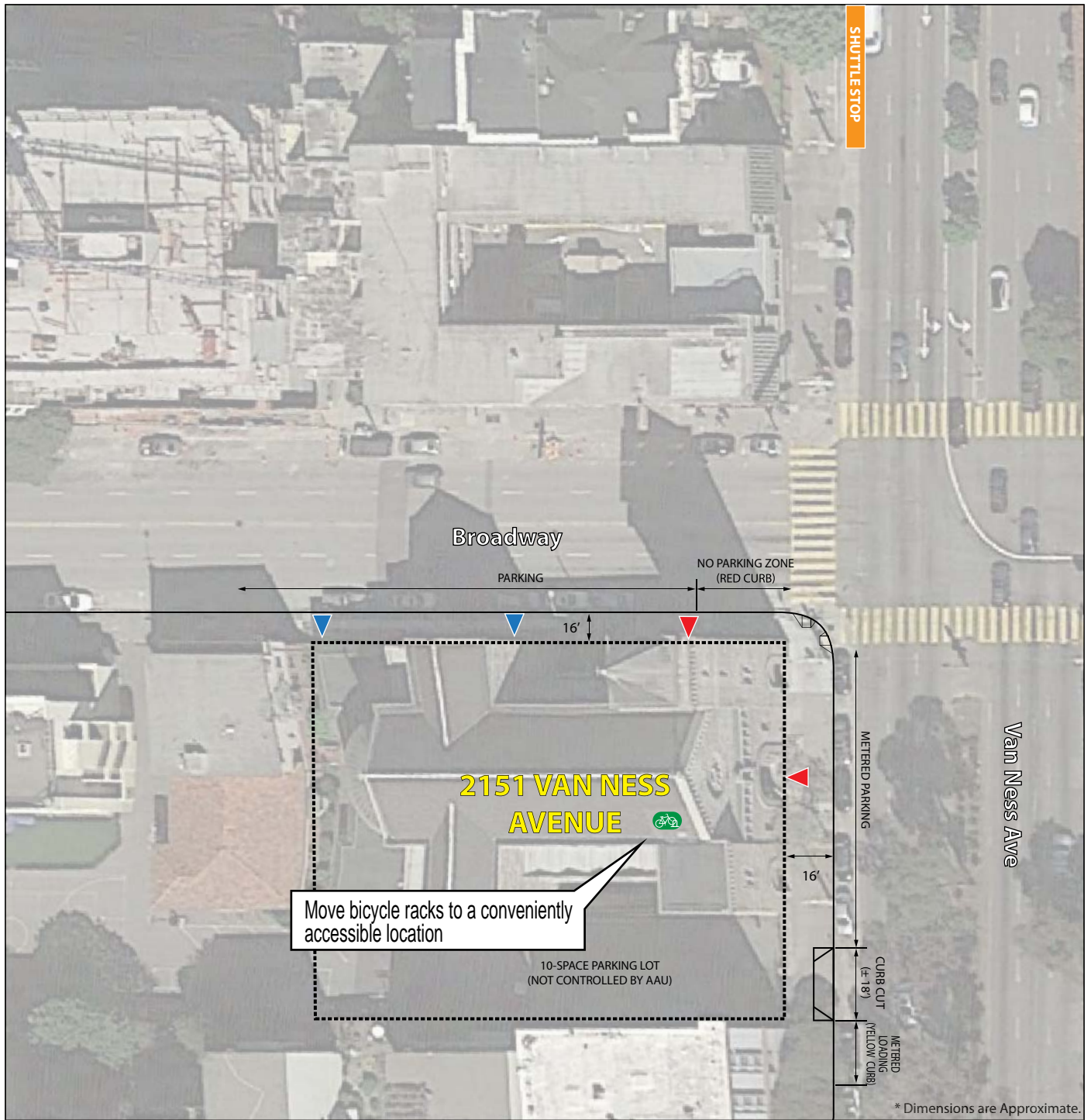
SOURCE: CHS Consulting Group, 2016.

**FIGURE 3 - ES-3: 1727 LOMBARD ST (RESIDENTIAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**








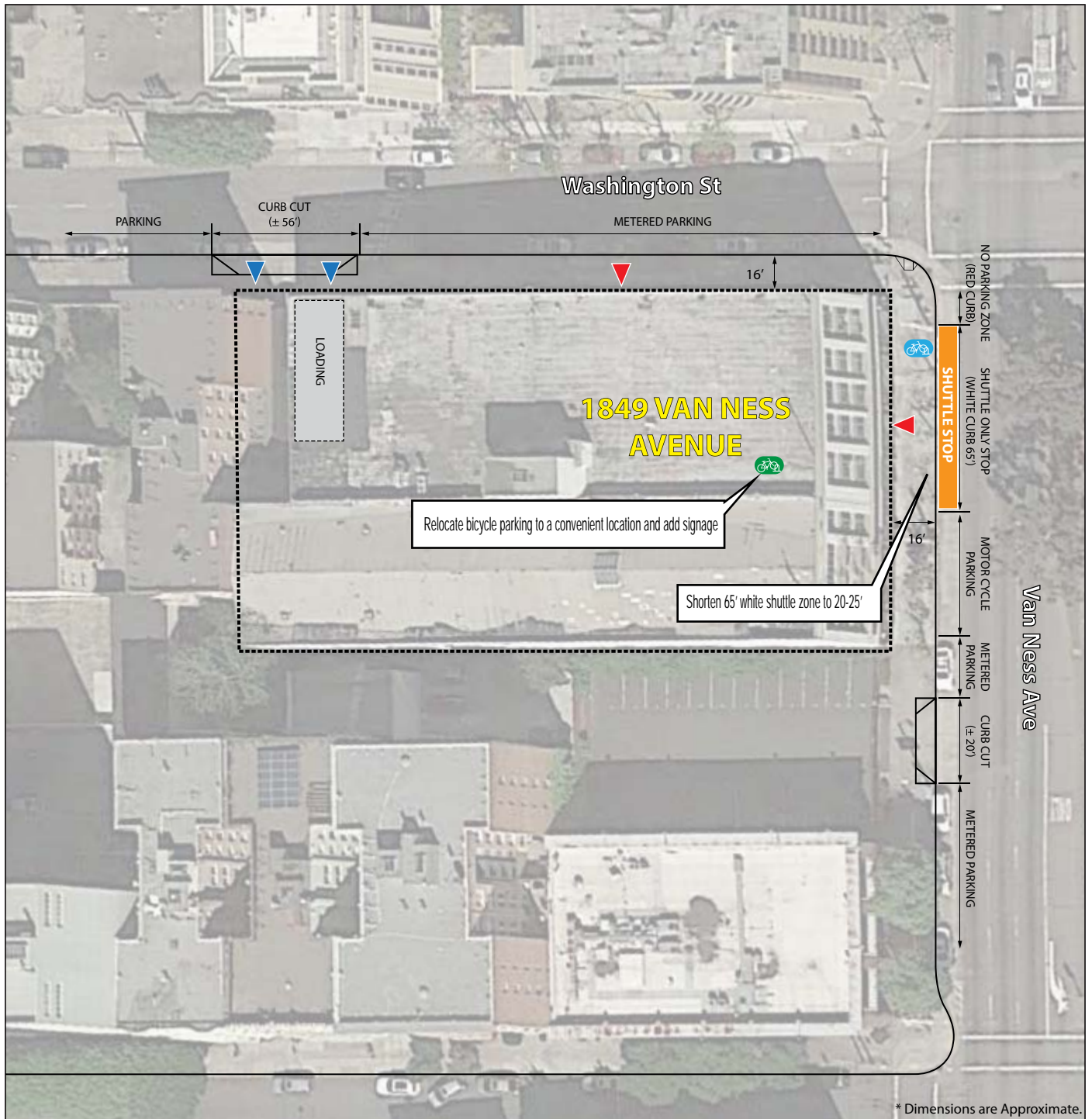
* Dimensions are Approximate.







| | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------------|--------|-------|------------------|-------|-------|-----------------|-------|--|--------------|--------|-------|---|
| <div>SHUTTLE BUS SERVICE (PM Headway)</div> <div>M (20 min)</div> | <div><div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div></div> <div><div>Not to Scale</div></div> | | | | | | | | | | | | | | | |
| <div>BICYCLE PARKING (2211 VN/2209 VN)</div> <table><tr><td></td><td>Class I</td><td>Class II</td></tr><tr><td>Code Required:</td><td>5 / 14</td><td>3 / 3</td></tr><tr><td>Existing Supply:</td><td>0 / 0</td><td>0 / 9</td></tr><tr><td>Parking Demand:</td><td colspan="2">3 / 3</td></tr><tr><td>Recommended:</td><td>5 / 14</td><td>3 / 0</td></tr></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 | <div>RECOMMENDED CONDITIONS OF APPROVAL</div> <div>2211 Van Ness Avenue</div> <div>TR-1 Assess, adjust and monitor shuttle bus capacity</div> <div>TR-2 Add 5 Class I bicycle parking spaces</div> <div>TR-3 Add 3 Class II bicycle parking spaces</div> <div>2209 Van Ness Avenue</div> <div>TR-1 Assess, adjust and monitor shuttle bus capacity</div> <div>TR-2 Shorten 40' white shuttle zone to 20-25'</div> <div>TR-3 Add 14 Class I bicycle parking spaces</div> |
| | 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 | | | | | | | | | | | | | | |
| <div>ACADEMY OF ART UNIVERSITY ESTM</div> <div>SOURCE: CHS Consulting Group, 2016.</div> | <div>FIGURE 4 - ES-4 & 5: 2211 & 2209 VAN NESS AVE (RESIDENTIAL SITES)</div> <div>RECOMMENDED CONDITIONS OF APPROVAL</div> | | | | | | | | | | | | | | | |

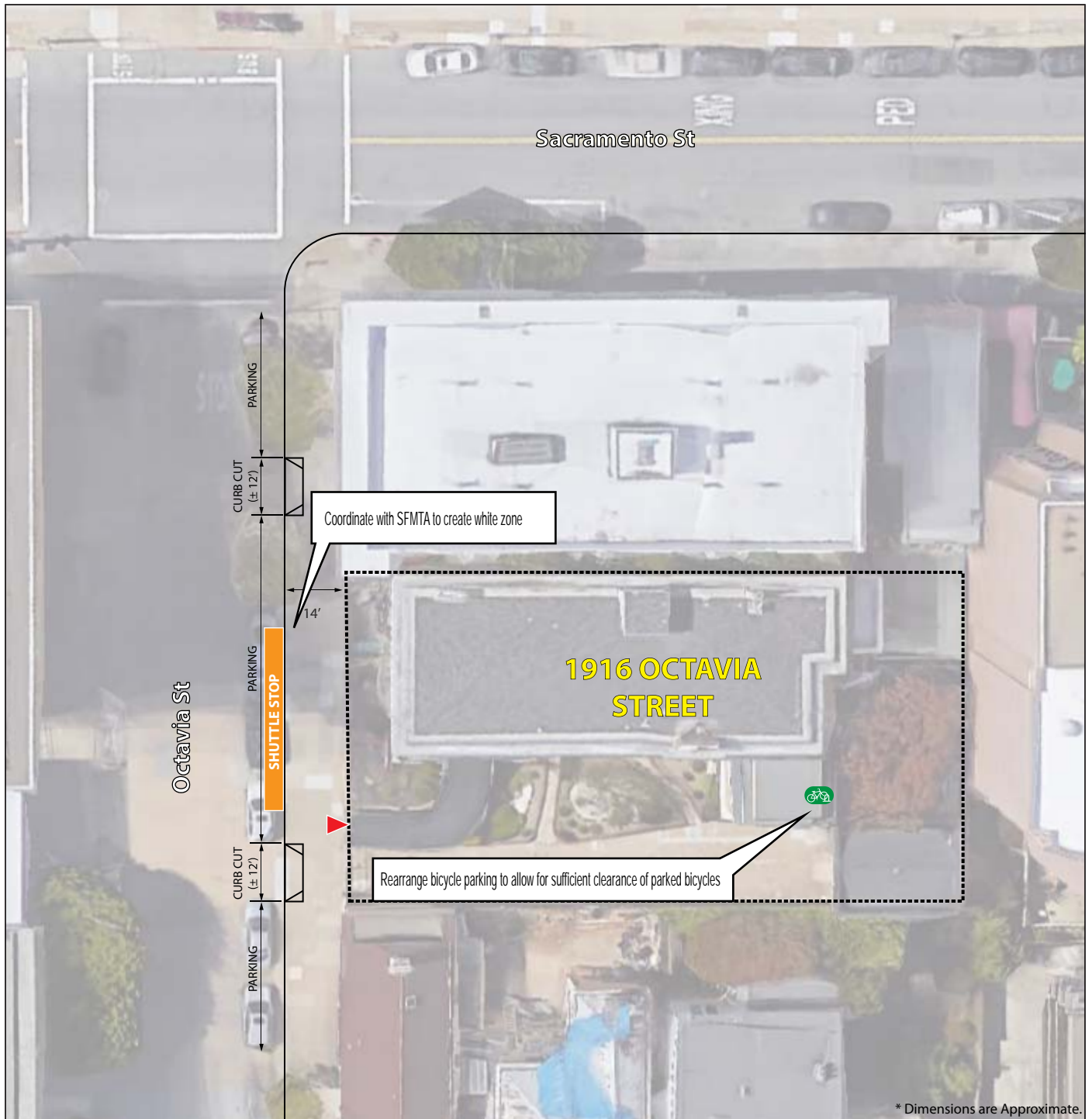


* Dimensions are Approximate.

| | | | | | | | | | | | | | | | | |
|---|---|----------|----------|----------------|-----|-----|------------------|---|---|-----------------|---|--|--------------|---|---|--|
| <div>SHUTTLE BUS SERVICE (PM Headway)</div> <div>M (20 min)</div> | <div><div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div><div><div>Not to Scale</div></div></div> | | | | | | | | | | | | | | | |
| <div>BICYCLE PARKING</div> <table><tr><td></td><td>Class I</td><td>Class II</td></tr><tr><td>Code Required:</td><td>TBD</td><td>TBD</td></tr><tr><td>Existing Supply:</td><td>0</td><td>8</td></tr><tr><td>Parking Demand:</td><td>1</td><td></td></tr><tr><td>Recommended:</td><td>0</td><td>0</td></tr></table> | | Class I | Class II | Code Required: | TBD | TBD | Existing Supply: | 0 | 8 | Parking Demand: | 1 | | Recommended: | 0 | 0 | <div>RECOMMENDED CONDITIONS OF APPROVAL</div> <div>TR-1 Assess, adjust and monitor shuttle bus capacity</div> <div>TR-2 Move bicycle racks to a conveniently accessible location</div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | TBD | TBD | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 8 | | | | | | | | | | | | | | |
| Parking Demand: | 1 | | | | | | | | | | | | | | | |
| Recommended: | 0 | 0 | | | | | | | | | | | | | | |
| <div>ACADEMY OF ART UNIVERSITY ESTM</div> <div>SOURCE: CHS Consulting Group, 2016.</div> | <div>FIGURE 5 - ES-6: 2151 VAN NESS AVE (INSTITUTIONAL SITE)</div> <div>RECOMMENDED CONDITIONS OF APPROVAL</div> | | | | | | | | | | | | | | | |



| | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------------|---|---|------------------|---|----|-----------------|----|--|--------------|---|---|--|
| <div><div>SHUTTLE BUS SERVICE (PM Headway)</div><div>M (20 min)</div></div> | <div><div><div><div> AAU Bicycle Parking Location</div><div> Public Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div></div><div><div>Not to Scale</div></div></div> | | | | | | | | | | | | | | | |
| <div><div>BICYCLE PARKING</div><table><tr><td></td><td>Class I</td><td>Class II</td></tr><tr><td>Code Required:</td><td>0</td><td>0</td></tr><tr><td>Existing Supply:</td><td>0</td><td>32</td></tr><tr><td>Parking Demand:</td><td>21</td><td></td></tr><tr><td>Recommended:</td><td>0</td><td>0</td></tr></table></div> | | Class I | Class II | Code Required: | 0 | 0 | Existing Supply: | 0 | 32 | Parking Demand: | 21 | | Recommended: | 0 | 0 | <div><div>RECOMMENDED CONDITIONS OF APPROVAL</div><div><div>TR-1 Assess, adjust and monitor shuttle bus capacity</div><div>TR-2 Shorten 65' white shuttle zone to 20-25' and return to public parking or commercial loading spaces</div><div>TR-3 Relocate bicycle parking to a more convenient location and add signage</div></div></div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | 0 | 0 | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 32 | | | | | | | | | | | | | | |
| Parking Demand: | 21 | | | | | | | | | | | | | | | |
| Recommended: | 0 | 0 | | | | | | | | | | | | | | |
| <div><div>ACADEMY OF ART UNIVERSITY ESTM</div><div>SOURCE: CHS Consulting Group, 2016.</div></div> | <div><div>FIGURE 6 - ES-8: 1849 VAN NESS AVE (INSTITUTIONAL SITE)</div><div>RECOMMENDED CONDITIONS OF APPROVAL</div></div> | | | | | | | | | | | | | | | |



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

M (20 min)



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

| | Class I | Class II |
|------------------|---------|----------|
| Code Required: | 0 | 0 |
| Existing Supply: | 0 | 6 |
| Parking Demand: | 3 | |
| Recommended: | 0 | 0 |

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity

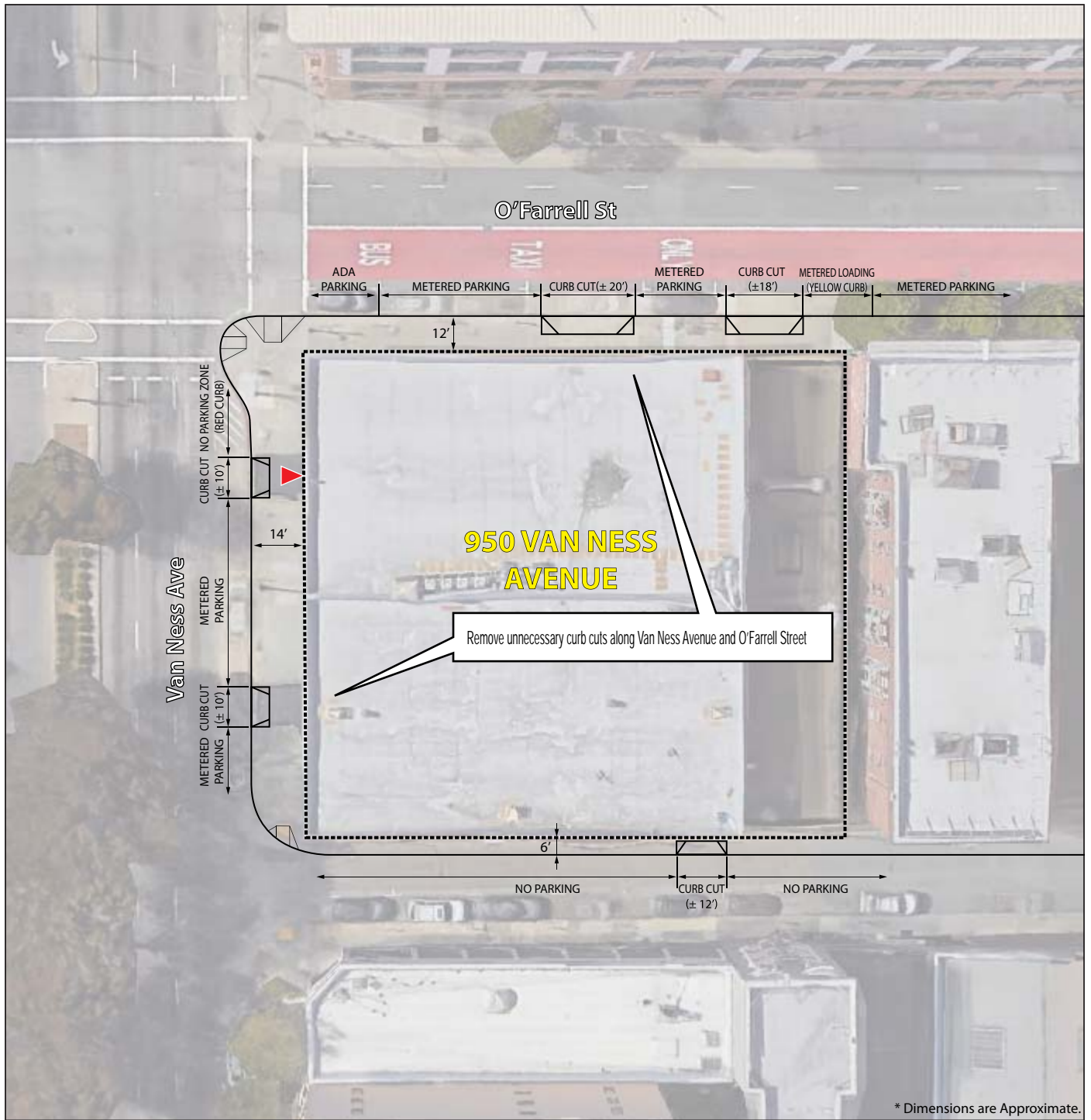
TR-2 Coordinate with SFMTA to create a white zone

TR-3 Rearrange bicycle parking to allow for sufficient clearance of parked bicycles

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 7 - ES-9: 1916 OCTAVIA ST (RESIDENTIAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)

D (30 min), E (30 min), Sutter Express (25 min)

Nearest Stop at 620 Sutter Street

▲ Primary Pedestrian Access



Not to Scale

BICYCLE PARKING

| | Class I | Class II |
|------------------|---------|----------|
| Code Required: | 0 | 0 |
| Existing Supply: | 0 | 0 |
| Parking Demand: | 0 | |
| Recommended: | 0 | 0 |

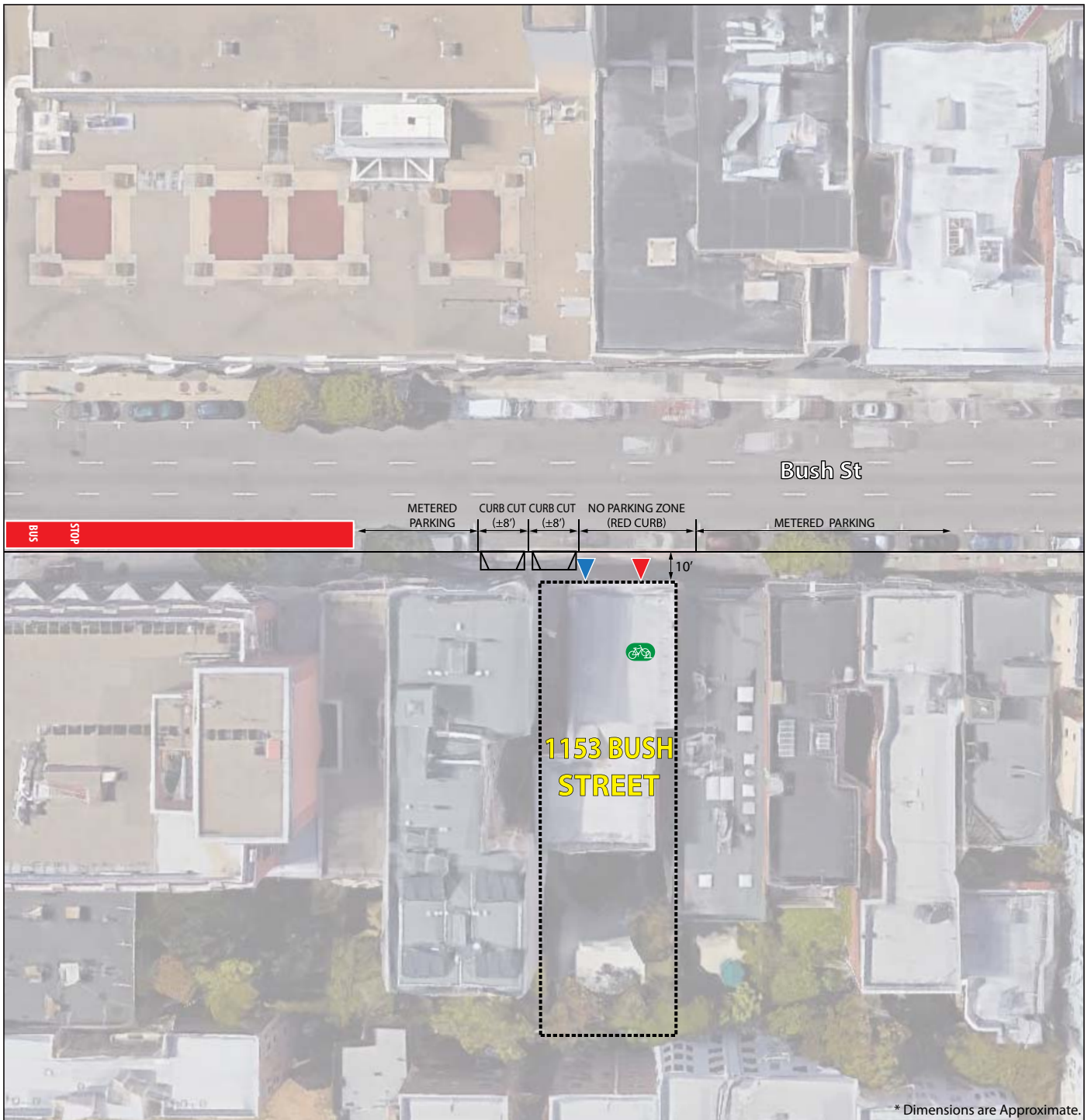
RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Remove unnecessary curb cuts along O'Farrell Street and Van Ness Avenue





ACADEMY OF ART UNIVERSITY ESTM

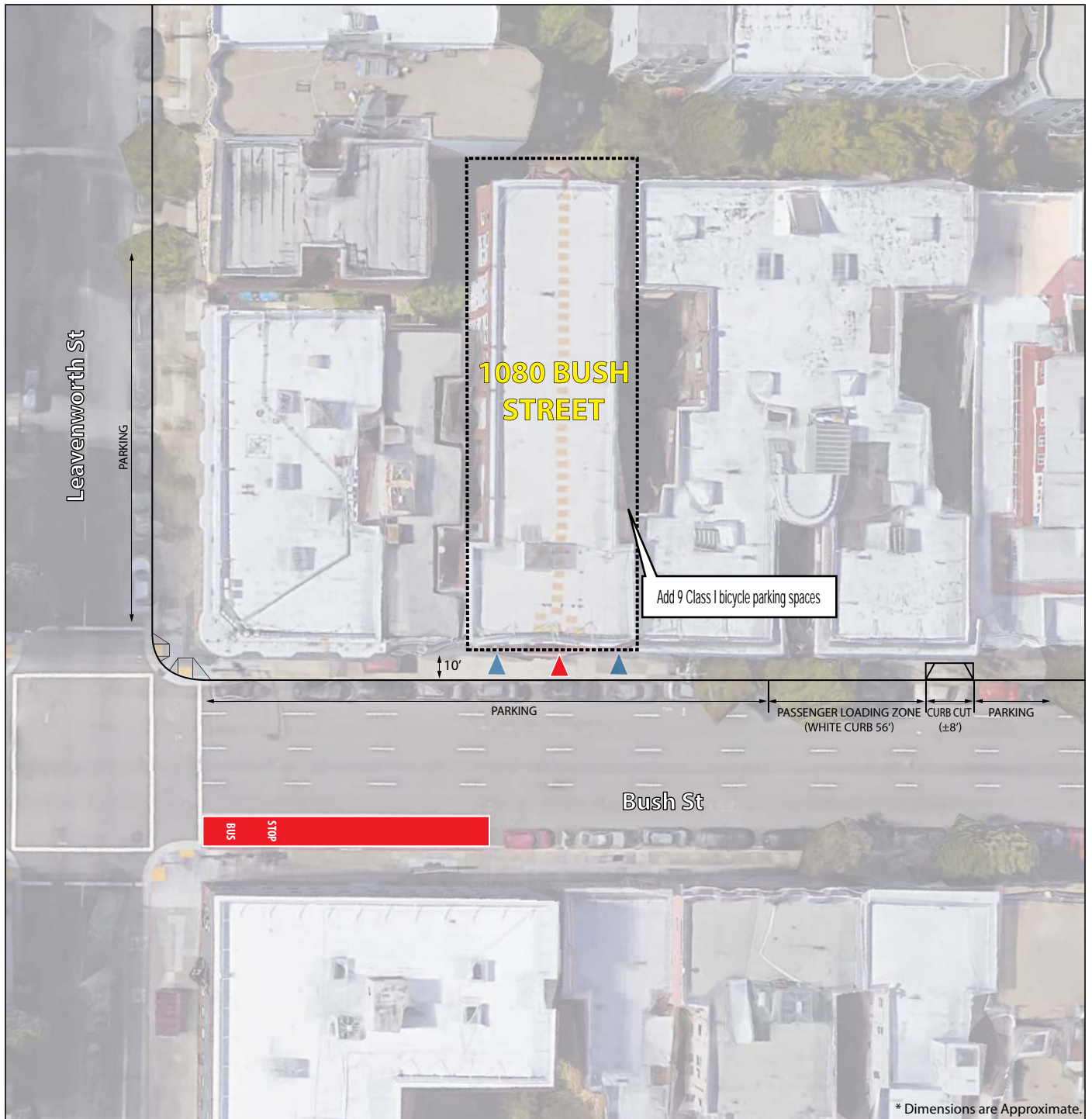
SOURCE: CHS Consulting Group, 2016.

**FIGURE 8 - ES-10: 950 VAN NESS AVE (VEHICLE STORAGE)
RECOMMENDED CONDITIONS OF APPROVAL**



* Dimensions are Approximate.

| <div><div>SHUTTLE BUS SERVICE (PM Headway)</div><div>D, E, G (30 min); H, I, M (20 min), Sutter Express (25 min)</div><div>Nearest Stop at 860 Sutter Street</div></div> | <div><div><div><div> AAU Bicycle Parking Location</div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div><div><div> Not to Scale</div></div></div></div> | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------------|---|---|------------------|---|---|-----------------|---|--|--------------|---|---|---|
| <div><div>BICYCLE PARKING</div><table><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>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></div> | | Class I | Class II | Code Required: | 0 | 0 | Existing Supply: | 0 | 8 | Parking Demand: | 3 | | Recommended: | 0 | 0 | <div><div>RECOMMENDED CONDITIONS OF APPROVAL</div><div>TR-1 Assess, adjust and monitor shuttle bus capacity</div></div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | 0 | 0 | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 8 | | | | | | | | | | | | | | |
| Parking Demand: | 3 | | | | | | | | | | | | | | | |
| Recommended: | 0 | 0 | | | | | | | | | | | | | | |
| <div><div>ACADEMY OF ART UNIVERSITY ESTM</div><div>SOURCE: CHS Consulting Group, 2016.</div></div> | <div><div>FIGURE 9 - ES-11: 1153 BUSH ST</div><div>RECOMMENDED CONDITIONS OF APPROVAL</div></div> | | | | | | | | | | | | | | | |



* Dimensions are Approximate.

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



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

| | Class I | Class II |
|------------------|---------|----------|
| Code Required: | 0 | 0 |
| Existing Supply: | 0 | 0 |
| Parking Demand: | 9 | |
| Recommended: | 9 | 0 |

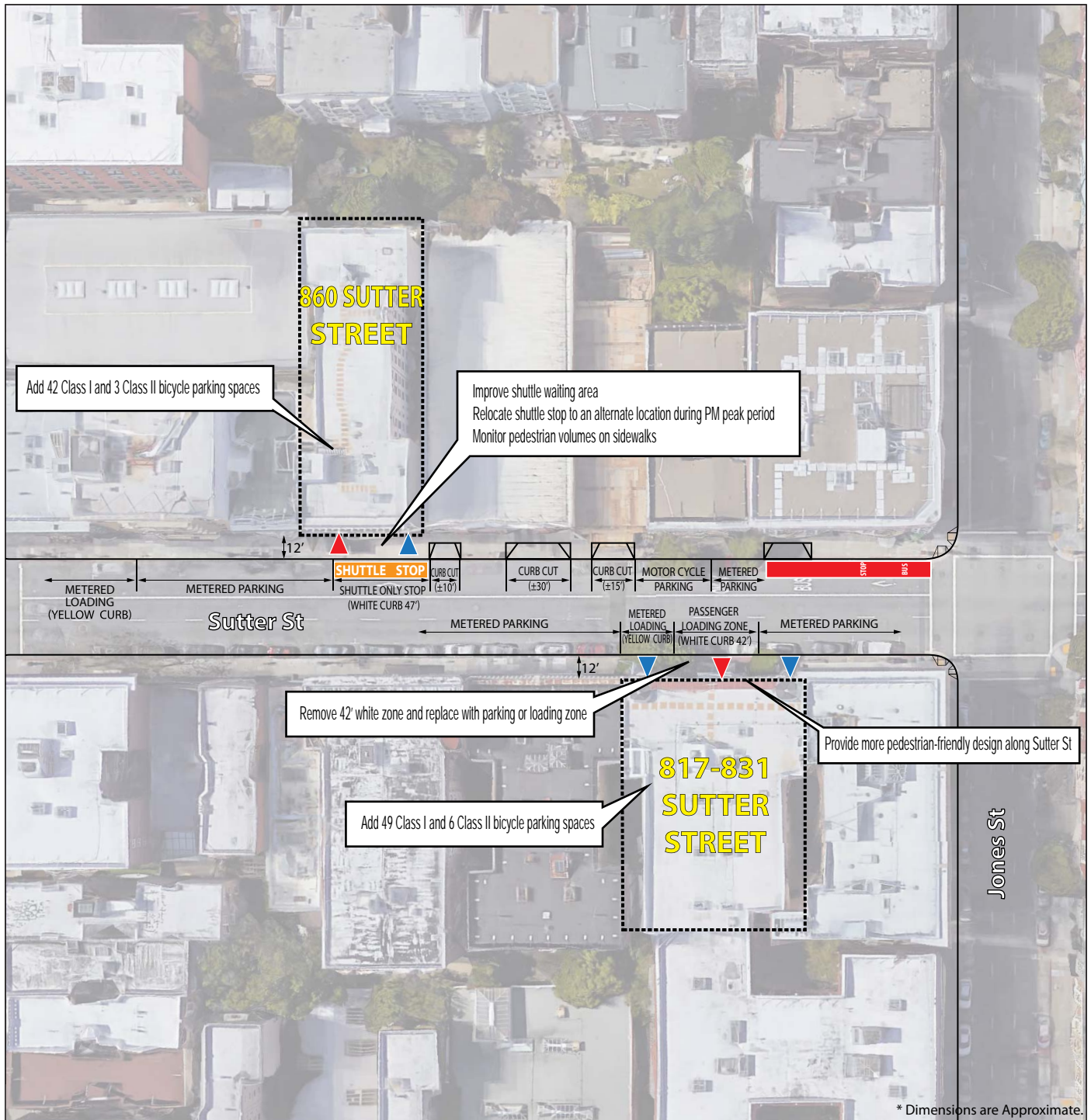
RECOMMENDED CONDITIONS OF APPROVAL






TR-1 Add 9 Class I bicycle parking spaces, unless work with SFMTA to provide 9 Class II bicycle parking spaces along Bush Street

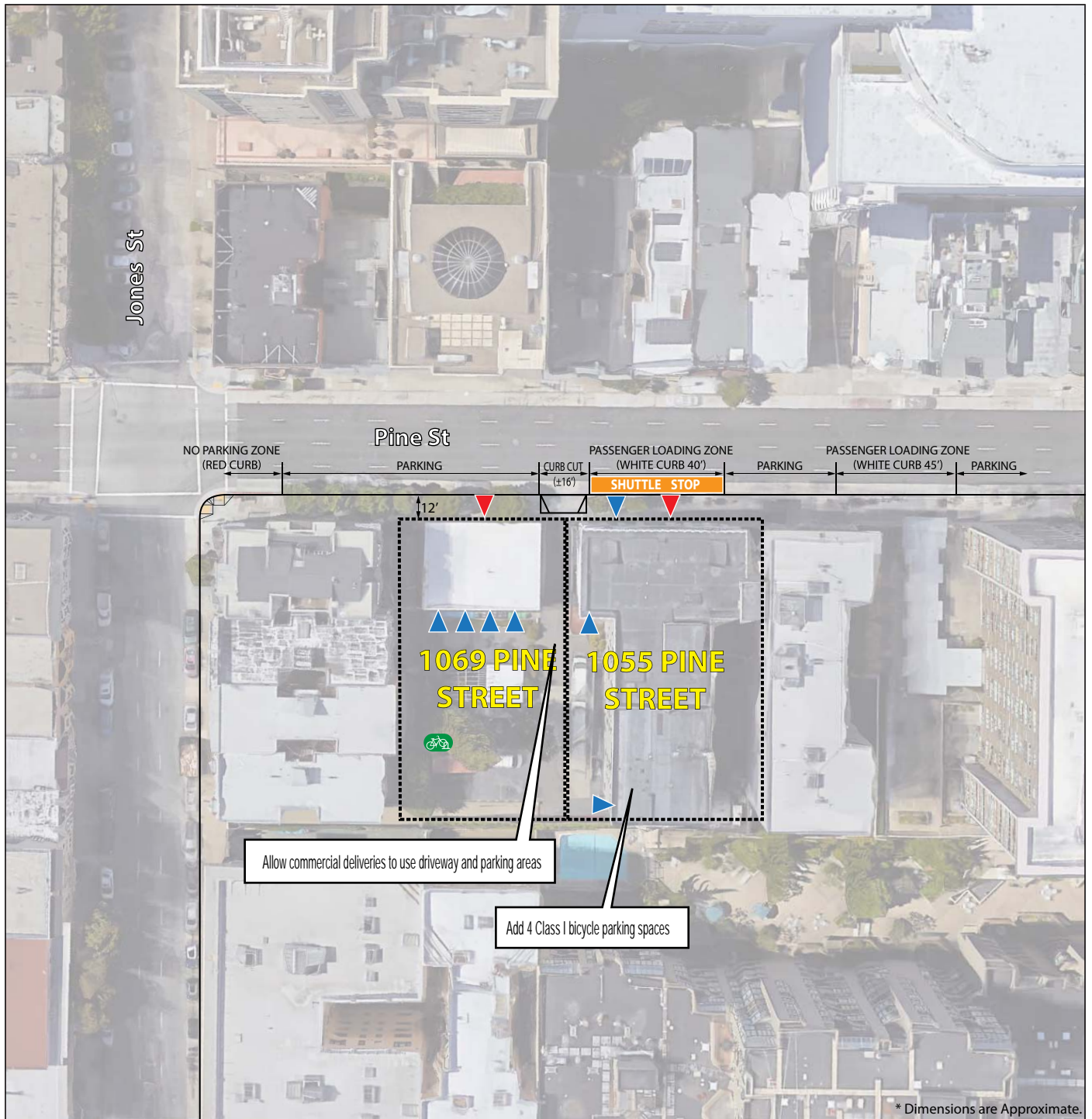
ACADEMY OF ART UNIVERSITY ESTM






SOURCE: CHS Consulting Group, 2016.

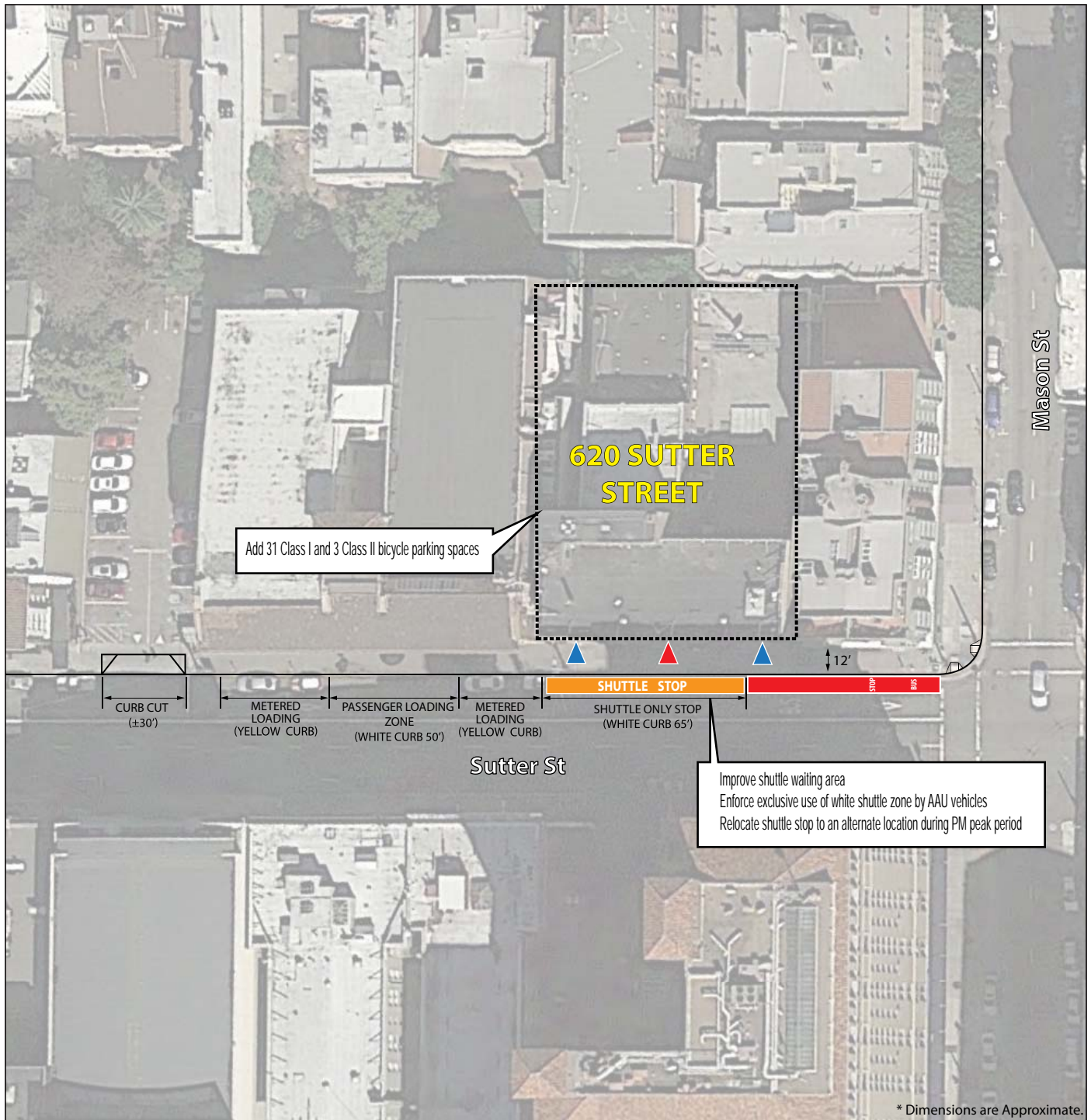
**FIGURE 10 - ES-12: 1080 BUSH ST (RESIDENTIAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**








| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----------|---|--|---|----------------|---------|-------|------------------|-------|-------|-----------------|---------|--|--------------|---------|-------|---|--|--|-------------------|-----------------------|--|---|--|--|--|--|--|--|--|--|--|--|
| SHUTTLE BUS SERVICE (PM Headway) D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min) | | |  AAU Bicycle Parking Location  Shuttle Stop Location |  Primary Pedestrian Access  Secondary Pedestrian Access |  Not to Scale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BICYCLE PARKING (860 / 817 Sutter) <table><tr><td></td><td>Class I</td><td>Class II</td></tr><tr><td>Code Required:</td><td>42 / 49</td><td>3 / 6</td></tr><tr><td>Existing Supply:</td><td>0 / 0</td><td>0 / 0</td></tr><tr><td>Parking Demand:</td><td colspan="2">12 / 14</td></tr><tr><td>Recommended:</td><td>42 / 49</td><td>3 / 6</td></tr></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 | RECOMMENDED CONDITIONS OF APPROVAL <table><tr><td>860 Sutter Street</td><td>817-831 Sutter Street</td></tr><tr><td>TR-1 Assess, adjust and monitor shuttle bus capacity</td><td>TR-1 Remove 42' white zone and replace with parking or loading zone</td></tr><tr><td>TR-2 Improve shuttle waiting area and monitor pedestrian volumes</td><td>TR-2 Provide more pedestrian-friendly design along Sutter Street</td></tr><tr><td>TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour</td><td>TR-3 Add 49 Class I bicycle parking spaces</td></tr><tr><td>TR-4 Monitor shuttle frequency to avoid double parking</td><td>TR-4 Add 6 Class II bicycle parking spaces</td></tr><tr><td>TR-5 Add 42 Class I bicycle parking spaces</td><td></td></tr><tr><td>TR-6 Add 3 Class II bicycle parking spaces</td><td></td></tr></table> | | | 860 Sutter Street | 817-831 Sutter Street | TR-1 Assess, adjust and monitor shuttle bus capacity | TR-1 Remove 42' white zone and replace with parking or loading zone | TR-2 Improve shuttle waiting area and monitor pedestrian volumes | TR-2 Provide more pedestrian-friendly design along Sutter Street | TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour | TR-3 Add 49 Class I bicycle parking spaces | TR-4 Monitor shuttle frequency to avoid double parking | TR-4 Add 6 Class II bicycle parking spaces | TR-5 Add 42 Class I bicycle parking spaces | | TR-6 Add 3 Class II bicycle parking spaces | |
| | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 860 Sutter Street | 817-831 Sutter Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TR-1 Assess, adjust and monitor shuttle bus capacity | TR-1 Remove 42' white zone and replace with parking or loading zone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TR-2 Improve shuttle waiting area and monitor pedestrian volumes | TR-2 Provide more pedestrian-friendly design along Sutter Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour | TR-3 Add 49 Class I bicycle parking spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TR-4 Monitor shuttle frequency to avoid double parking | TR-4 Add 6 Class II bicycle parking spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TR-5 Add 42 Class I bicycle parking spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TR-6 Add 3 Class II bicycle parking spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ACADEMY OF ART UNIVERSITY ESTM SOURCE: CHS Consulting Group, 2016. | | | FIGURE 11 - ES-13 & 14: 860 & 817-831 SUTTER ST (RESIDENTIAL SITES) RECOMMENDED CONDITIONS OF APPROVAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

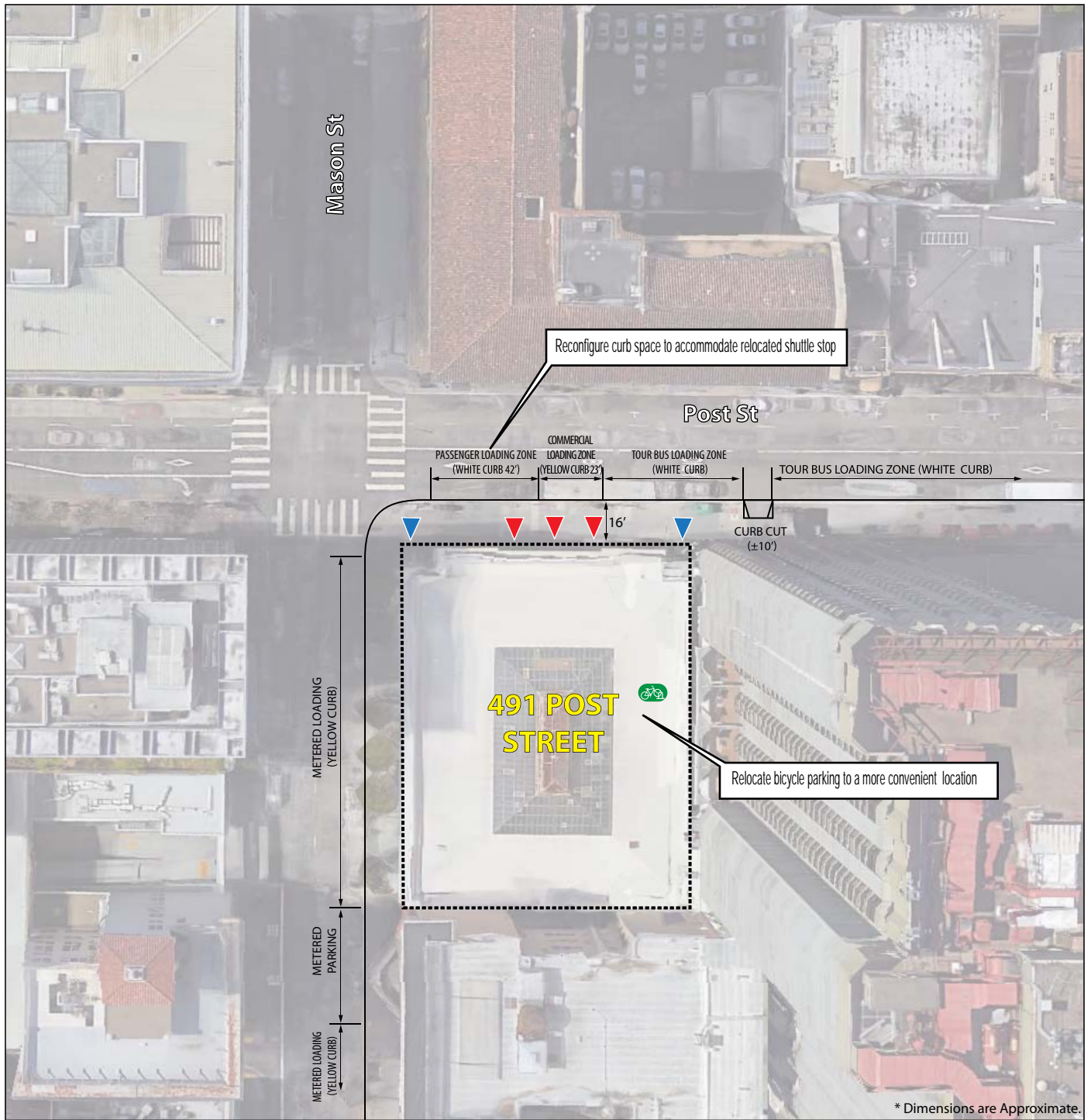


| | | | | | | | | | | | | | | | | |
|--|---|----------|----------|----------------|-------|-------|------------------|-------|-------|-----------------|--------|--|--------------|-------|-------|---|
| <div>SHUTTLE BUS SERVICE (PM Headway)</div> <div>Sutter Express (25 min)</div> | <div><div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div><div><div>Not to Scale</div></div></div> | | | | | | | | | | | | | | | |
| <div>BICYCLE PARKING (1069 / 1055 Pine)</div> <table><tr><td></td><td>Class I</td><td>Class II</td></tr><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></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 | <div>RECOMMENDED CONDITIONS OF APPROVAL</div> <div>1069 Pine Street</div> <div>TR-1 Allow commercial deliveries to use the driveway and parking areas</div> <div>1055 Pine Street</div> <div>TR-1 Add 4 Class I bicycle parking spaces, unless work with SFMTA to provide 4 Class II bicycle parking spaces along Pine Street</div> <div>TR-2 Allow commercial deliveries to use the driveway and parking areas</div> |
| | 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 | | | | | | | | | | | | | | |
| <div>ACADEMY OF ART UNIVERSITY ESTM</div> <div>SOURCE: CHS Consulting Group, 2016.</div> | <div>FIGURE 12 - ES-16 & 17: 1069 (RECREATIONAL SITE) & 1055 PINE ST (RESIDENTIAL SITE)</div> <div>RECOMMENDED CONDITIONS OF APPROVAL</div> | | | | | | | | | | | | | | | |



* Dimensions are Approximate.

| | | | | | | | | | | | | | | | | |
|---|---|----------|----------|----------------|----|---|------------------|---|---|-----------------|---|--|--------------|----|---|--|
| <div><div>SHUTTLE BUS SERVICE (PM Headway)</div><div>D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)</div></div> | <div><div><div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div><div><div><div>Not to Scale</div></div></div></div></div> | | | | | | | | | | | | | | | |
| <div><div>BICYCLE PARKING</div><table><tr><td></td><td>Class I</td><td>Class II</td></tr><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>9</td><td></td></tr><tr><td>Recommended:</td><td>31</td><td>3</td></tr></table></div> | | Class I | Class II | Code Required: | 31 | 3 | Existing Supply: | 0 | 0 | Parking Demand: | 9 | | Recommended: | 31 | 3 | <div><div>RECOMMENDED CONDITIONS OF APPROVAL</div><div>TR-1 Assess, adjust and monitor shuttle bus capacity</div><div>TR-2 Monitor on-time performance of shuttles to avoid double parking</div><div>TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak period</div><div>TR-4 Enforce exclusive use of white shuttle zone by AAU vehicles</div><div>TR-5 Improve shuttle waiting area</div><div>TR-6 Add 31 Class I bicycle parking spaces</div><div>TR-7 Add 3 Class II bicycle parking spaces</div></div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | 31 | 3 | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 0 | | | | | | | | | | | | | | |
| Parking Demand: | 9 | | | | | | | | | | | | | | | |
| Recommended: | 31 | 3 | | | | | | | | | | | | | | |
| <div><div>ACADEMY OF ART UNIVERSITY ESTM</div><div>SOURCE: CHS Consulting Group, 2016.</div></div> | <div><div>FIGURE 13 - ES-20: 620 SUTTER ST (RESIDENTIAL SITE)</div><div>RECOMMENDED CONDITIONS OF APPROVAL</div></div> | | | | | | | | | | | | | | | |



* Dimensions are Approximate.

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



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

| | Class I | Class II |
|------------------|---------|----------|
| Code Required: | 0 | 0 |
| Existing Supply: | 0 | 20 |
| Parking Demand: | 7 | |
| Recommended: | 0 | 0 |

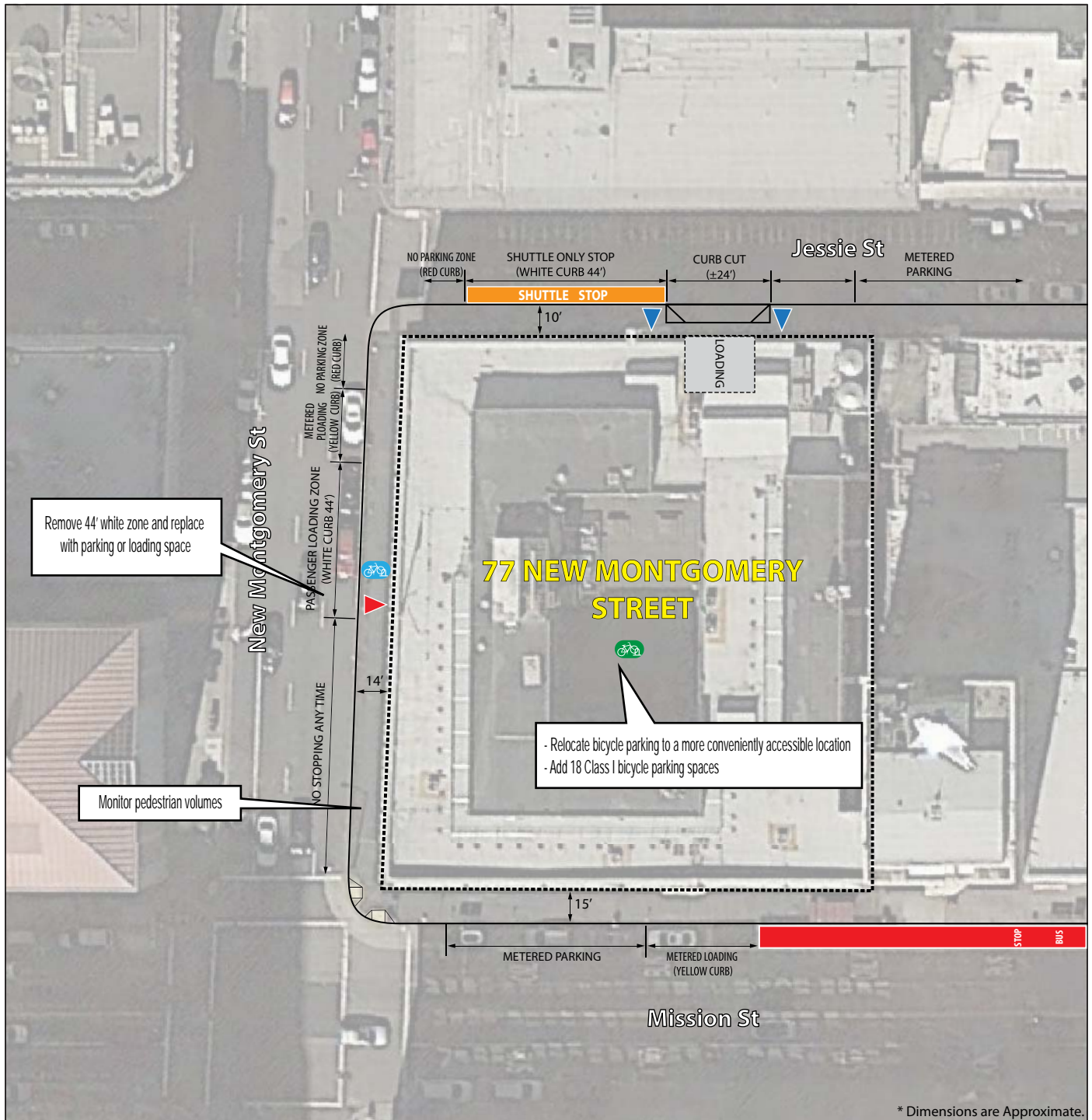
RECOMMENDED CONDITIONS OF APPROVAL

- 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







ACADEMY OF ART UNIVERSITY ESTM

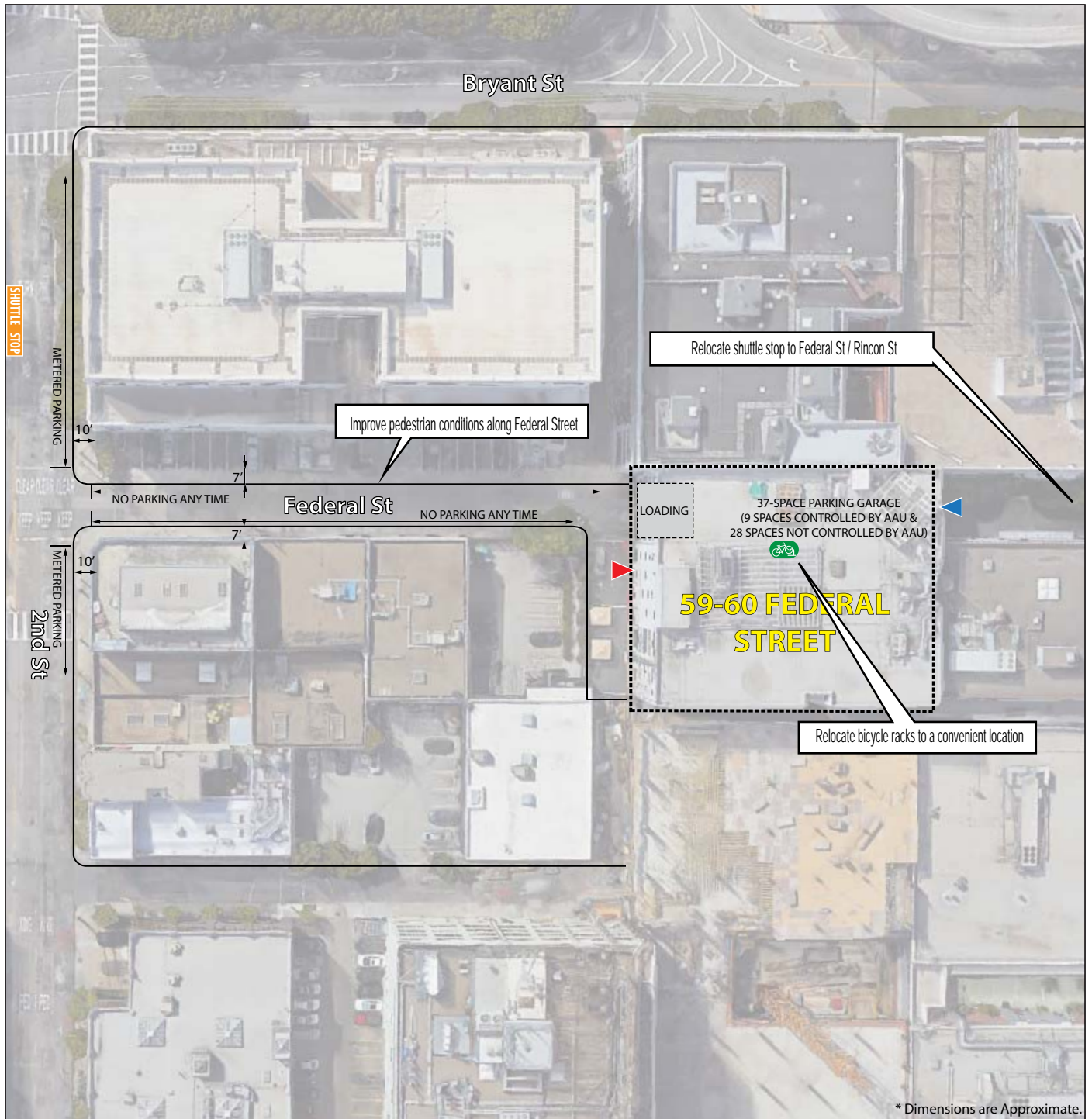
SOURCE: CHS Consulting Group, 2016.






**FIGURE 14 - ES-23: 491 POST ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**

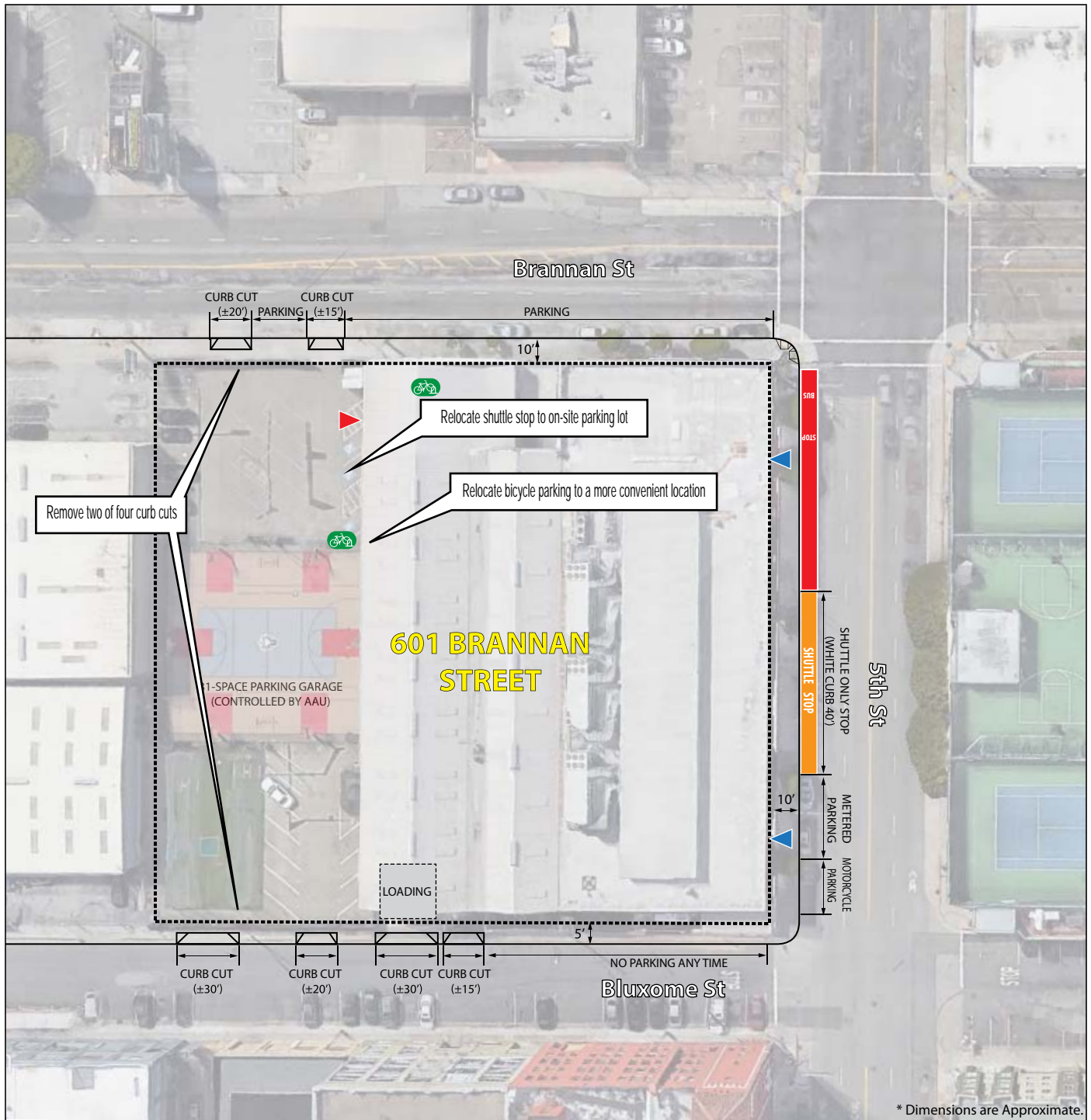







* Dimensions are Approximate.

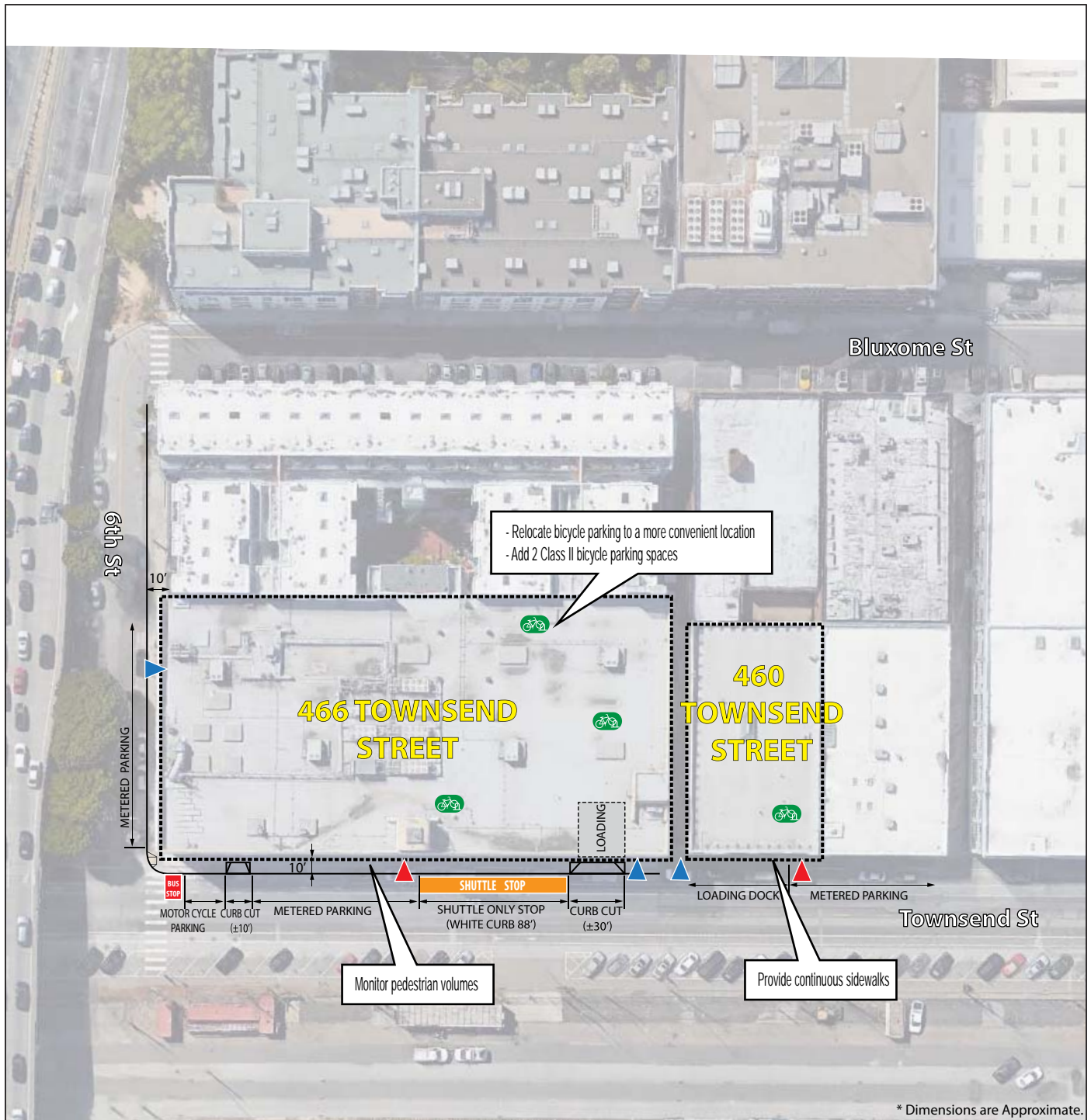
| | | | | | | | | | | | | | | | | |
|---|---|----------|----------|----------------|---|---|------------------|---|----|-----------------|----|--|--------------|----|---|--|
| <div><div><div>SHUTTLE BUS SERVICE (PM Headway)</div><div>G (30 min), Hayes Express (30 min)</div></div></div> | <div><div><div><div></div><div>AAU Bicycle Parking Location</div></div><div><div></div><div>Public Bicycle Parking Location</div></div><div><div></div><div>Shuttle Stop Location</div></div></div><div><div><div></div><div>Primary Pedestrian Access</div></div><div><div></div><div>Secondary Pedestrian Access</div></div></div><div><div></div><div>Not to Scale</div></div></div> | | | | | | | | | | | | | | | |
| <div><div><div>BICYCLE PARKING</div><table><tr><td></td><td>Class I</td><td>Class II</td></tr><tr><td>Code Required:</td><td>0</td><td>0</td></tr><tr><td>Existing Supply:</td><td>0</td><td>16</td></tr><tr><td>Parking Demand:</td><td>34</td><td></td></tr><tr><td>Recommended:</td><td>18</td><td>0</td></tr></table></div></div> | | Class I | Class II | Code Required: | 0 | 0 | Existing Supply: | 0 | 16 | Parking Demand: | 34 | | Recommended: | 18 | 0 | <div><div><div>RECOMMENDED CONDITIONS OF APPROVAL</div><div><div>TR-1 Assess, adjust and monitor shuttle bus capacity</div><div>TR-2 Remove 44' white zone and replace with parking or commercial loading zone</div><div>TR-3 Monitor pedestrian volumes on sidewalks</div><div>TR-4 Relocate bicycle parking to a more convenient location and add signage</div><div>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</div></div></div></div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | 0 | 0 | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 16 | | | | | | | | | | | | | | |
| Parking Demand: | 34 | | | | | | | | | | | | | | | |
| Recommended: | 18 | 0 | | | | | | | | | | | | | | |
| <div><div><div>ACADEMY OF ART UNIVERSITY ESTM</div><div>SOURCE: CHS Consulting Group, 2016.</div></div></div> | <div><div><div>FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST (INSTITUTIONAL SITE)</div><div>RECOMMENDED CONDITIONS OF APPROVAL</div></div></div> | | | | | | | | | | | | | | | |








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|---|--|----------|----------|----------------|---|---|------------------|---|----|-----------------|----|--|--------------|---|---|---|
| <div>SHUTTLE BUS SERVICE (PM Headway)</div> <div>G (30 min)</div> | <div><div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div></div> <div><div>Not to Scale</div></div> | | | | | | | | | | | | | | | |
| <div>BICYCLE PARKING</div> <table><tr><td></td><td>Class I</td><td>Class II</td></tr><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>19</td><td></td></tr><tr><td>Recommended:</td><td>0</td><td>0</td></tr></table> | | Class I | Class II | Code Required: | 0 | 0 | Existing Supply: | 0 | 36 | Parking Demand: | 19 | | Recommended: | 0 | 0 | <div>RECOMMENDED CONDITIONS OF APPROVAL</div> <div>TR-1 Assess, adjust and monitor shuttle bus capacity</div> <div>TR-2 Relocate shuttle stop to the intersection of Federal St / Rincon St</div> <div>TR-3 Improve pedestrian conditions along Federal Street</div> <div>TR-4 Relocate bicycle parking to a more convenient location and add signage</div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | 0 | 0 | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 36 | | | | | | | | | | | | | | |
| Parking Demand: | 19 | | | | | | | | | | | | | | | |
| Recommended: | 0 | 0 | | | | | | | | | | | | | | |
| <div>ACADEMY OF ART UNIVERSITY ESTM</div> <div>SOURCE: CHS Consulting Group, 2016.</div> | <div>FIGURE 17 - ES-30: 58-60 FEDERAL ST (INSTITUTIONAL SITE)</div> <div>RECOMMENDED CONDITIONS OF APPROVAL</div> | | | | | | | | | | | | | | | |



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|---|--|----------|----------|----------------|---|---|------------------|---|----|-----------------|----|--|--------------|---|---|---|
| <div>SHUTTLE BUS SERVICE (PM Headway)</div> <div>G (30 min); H, I (20 min)</div> | <div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div> <div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div> <div><div>Not to Scale</div></div> | | | | | | | | | | | | | | | |
| <div>BICYCLE PARKING</div> <table><tr><td></td><td>Class I</td><td>Class II</td></tr><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></table> | | Class I | Class II | Code Required: | 0 | 0 | Existing Supply: | 0 | 60 | Parking Demand: | 15 | | Recommended: | 0 | 0 | <div>RECOMMENDED CONDITIONS OF APPROVAL</div> <div>TR-1 Assess, adjust and monitor shuttle bus capacity</div> <div>TR-2 Remove two of four driveway curb cuts</div> <div>TR-3 Relocate bicycle parking to a more convenient location and add signage</div> <div>TR-4 Move shuttle stop to on-site parking lot</div> |
| | Class I | Class II | | | | | | | | | | | | | | |
| Code Required: | 0 | 0 | | | | | | | | | | | | | | |
| Existing Supply: | 0 | 60 | | | | | | | | | | | | | | |
| Parking Demand: | 15 | | | | | | | | | | | | | | | |
| Recommended: | 0 | 0 | | | | | | | | | | | | | | |
| <div>ACADEMY OF ART UNIVERSITY ESTM</div> <div>SOURCE: CHS Consulting Group, 2016.</div> | <div>FIGURE 18 - ES-31: 601 BRANNAN ST (INSTITUTIONAL SITE)</div> <div>RECOMMENDED CONDITIONS OF APPROVAL</div> | | | | | | | | | | | | | | | |



* Dimensions are Approximate.

| | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------------|-------|-------|------------------|-------|--------|-----------------|--------|--|--------------|-------|-------|--|
| <div><div><div>SHUTTLE BUS SERVICE (PM Headway)</div><div>G (30 min); H, I (20 min)</div></div></div> | <div><div><div><div> AAU Bicycle Parking Location</div><div> Shuttle Stop Location</div></div><div><div> Primary Pedestrian Access</div><div> Secondary Pedestrian Access</div></div></div><div><div>Not to Scale</div></div></div> | | | | | | | | | | | | | | | |
| <div><div><div>BICYCLE PARKING (460 / 466 Townsend)</div><table><tr><td></td><td>Class I</td><td>Class II</td></tr><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>4 / 22</td><td></td></tr><tr><td>Recommended:</td><td>0 / 2</td><td>0 / 0</td></tr></table></div></div> | | 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 | <div><div><div>RECOMMENDED CONDITIONS OF APPROVAL</div><div>460 Townsend Street</div><div>TR-1 Assess, adjust and monitor shuttle bus capacity</div><div>TR-2 Provide a continuous sidewalk along the frontage of 460 Townsend Street</div><div>466 Townsend Street</div><div>TR-1 Assess, adjust and monitor shuttle bus capacity</div><div>TR-2 Monitor pedestrian volumes on sidewalks</div><div>TR-3 Relocate bicycle parking to a more convenient location</div><div>TR-4 Add 2 Class I bicycle parking spaces, unless work with SFMTA to provide 2 Class II bicycle parking spaces along Townsend Street</div></div></div> |
| | 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 | | | | | | | | | | | | | | |
| <div><div><div>ACADEMY OF ART UNIVERSITY ESTM</div><div>SOURCE: CHS Consulting Group, 2016.</div></div></div> | <div><div><div>FIGURE 19 - ES-33 & 34: 460 & 466 TOWNSEND ST (INSTITUTIONAL SITES)</div><div>RECOMMENDED CONDITIONS OF APPROVAL</div></div></div> | | | | | | | | | | | | | | | |