

CHAPTER 3 Project Description

3.1 PROJECT OVERVIEW

Academy of Art University (AAU), located within the City and County of San Francisco (City), is a private postsecondary academic institution that occupies buildings throughout the City (predominantly in the northeast quadrant) for its existing art programs. AAU plans on expanding its facilities and programs to accommodate a projected on-site student enrollment of approximately 17,282 students by 2020,⁸ resulting in a total increase of approximately 6,100 students (or five percent a year) as compared to a 2010 on-site student enrollment of 11,182. In addition, AAU also anticipates an increase of 1,220 faculty and staff, beyond the 2,291 faculty and staff that were employed by AAU in 2010, resulting in 3,511 faculty and staff by 2020. In order to accommodate AAU's increased enrollment, AAU plans on expanding its existing facilities and shuttle service.

The Proposed Project consists of four general components: program-level growth, project-level growth, legalization of prior unauthorized changes, and shuttle expansion. These components are explained below:

1. **Program-level growth** consists of approximately 110,000 net square feet (sf) of additional residential uses (to house approximately 400 students, equivalent to about 220 rooms) and 669,670 sf of additional institutional space in 12 geographic areas (study areas) that AAU and the Planning Department have identified where AAU could occupy buildings. However, beyond the project sites listed below, no specific buildings have been identified at this stage in the planning process for these geographic areas. The 12 study areas are further described in Section 3.4.3, Study Areas (Program-Level Analysis), p. 3-39, and generally include the following areas: Study Area 1 (SA-1), Lombard Street/Divisadero Street; SA-2, Lombard Street/Van Ness Avenue; SA-3, Mid Van Ness Avenue; SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12, Ninth Street/Folsom Street.
2. **Project-level growth** consists of six additional buildings that have been occupied, identified, or otherwise changed by AAU since publication of the September 2010 Notice of Preparation (NOP) for this environmental impact report (EIR), but for which one or more City approvals have not yet been issued. These six project sites include 393,537 sf of institutional uses and 17,533 sf of recreational uses. The six project sites are further described in Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77, and include the following addresses: Project Site 1 (PS-1), 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625

⁸ This does not include AAU's online student population. In 2010, the average ratio of on-line to on-site students was approximately 0.6 to one. Assuming this ratio remains the same, future AAU growth would include approximately 3,660 on-line students. Because on-line students do not use AAU facilities, the increase in on-line student is not considered in this environmental analysis.

Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue.

3. **Legalization Approvals.** The legalization of pre-NOP changes addresses the fact that AAU was operating at 34 locations at the time of the September 2010 NOP, but that at most of these locations, AAU had not obtained the required City permits to change the use and/or appearance of the buildings, including required conditional use authorizations, building permits, or other permits. AAU now seeks to obtain the necessary approvals (“Legalization Approvals”). The City will rely on this EIR when considering the Legalization Approvals. For a complete list of pending Legalization Approvals, see Table 3-2, Existing Institutional Facilities, p. 3-9, and Table 3-3, Existing Residential Facilities, p. 3-10, and Section 3.6, Intended Uses of the EIR, p. 3-148.⁹

It should be noted that California Environmental Quality Act (CEQA) requires an analysis of a proposed project’s changes to the environment as it existed at the time environmental review began, even if that existing condition resulted from unpermitted or otherwise unlawful activity. This means that the EIR’s analysis of the impacts of the legalization of AAU’s pre-NOP changes, like the EIR’s analysis of the other three elements of the Proposed Project (program-level growth, project-level growth and shuttle expansion), is measured against the existing conditions at the time of the NOP. But because AAU had already changed the use and/or appearance of the buildings that need Legalization Approvals prior to the NOP, and no further change is proposed, there is no impact resulting from the legalization of the pre-NOP changes as compared to the baseline. The Legalization Approvals would result in the full legalization of 28 of AAU’s 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses.¹⁰

4. The **shuttle expansion** consists of an extension of AAU’s shuttle service, under its Shuttle Bus Service Policy, to four of the project sites and potential extension to the 12 study areas in which program-level growth is anticipated.

Combining the project-level and program-level growth, the Proposed Project would add about 110,000 sf of residential uses, 1,063,207 sf of institutional uses, and 17,533 sf of recreational uses, none of which includes new construction. The Legalization Approvals would result in the full legalization of 28 of AAU’s 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational uses.

The Proposed Project is being studied in this EIR pursuant to the CEQA in order to evaluate and disclose its potential environmental impacts. CEQA allows different portions of a phased project to be analyzed at either a program level or a project level, or both, depending on the extent of detail

⁹ Of the 34 existing sites, six do not require discretionary review, and five require only historic review for signage and/or exterior lighting and no other discretionary approvals.

¹⁰ The City is evaluating the effects of the potential issuance of the Legalization Approvals in an Existing Sites Technical Memorandum, which will be used by the City in determining whether or under what conditions those approvals could be granted.

that is known about a particular portion or phase of a project at the time the environmental review is conducted. Thus, the EIR will analyze AAU's program-level growth to 2020 on a program-level basis because specific project locations have not yet been identified in the study areas. The six project sites will be evaluated in this EIR on a project-level basis because uses at each of these sites are known. A project location map showing study areas where program-level growth is envisioned, as well as the six project sites, is provided in Figure 3-1, Project Location, p. 3-4. This dual program-level/project-specific approach is discussed further on pp. 2-3 and 2-4 in Chapter 2, Introduction.

While the four project components are evaluated together in this EIR as the Proposed Project, whether all of the components ultimately are implemented would depend upon decision-maker support, project sponsor funding, AAU interests and priorities, and other factors. The individual components may be approved and implemented alone, in various combinations, or not at all. This EIR not only evaluates the environmental impacts of the entire Proposed Project, but also distinguishes impacts that are specific to one or more of the components.

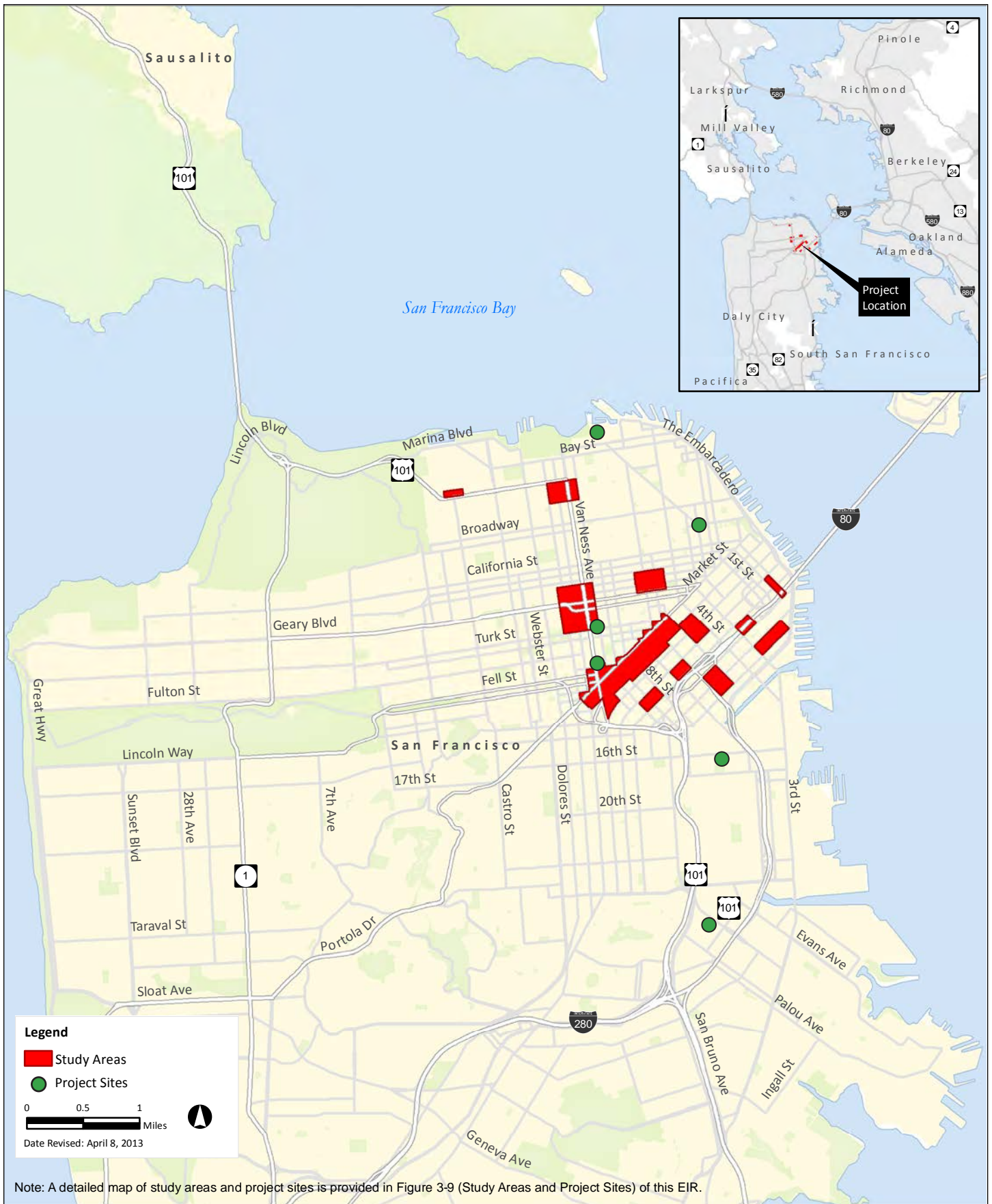
This project description describes the project objectives, existing setting and the EIR baseline, project characteristics (including expanded shuttle service, program-level growth in the study areas, project-level growth at the six project sites, and other related activities), tenant improvement activities, and intended uses of this EIR.

3.2 PROJECT OBJECTIVES

According to AAU, its growth plans have been made in response to several factors, including student demand for additional and more varied programming; the growth of arts employers in various fields (especially in digital arts and media); and AAU's desire to adapt to changing markets, coupled with a "no barriers" admission policy that guarantees admission to all qualified students. AAU anticipates accepting an increased number of students in all academic majors, and, as such, expects to expand its academic programs through 2020.

AAU has identified the following project objectives:

- Operate in an urban context, where academic programs can contribute to and draw from the cultural wealth of the local communities.
- Create opportunities for students to interact with the urban community by maintaining facilities throughout the City.
- Offer AAU student housing for new full-time students who desire to live in AAU housing.



SOURCE: AAU, 2013; Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-1: PROJECT LOCATION

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

3.3 EXISTING SETTING

3.3.1 Existing AAU Facilities

Since 1929, AAU has expanded its operations by acquiring or leasing existing buildings throughout the City. As of September 2010, when the NOP for this environmental document was published, AAU had an enrollment of 11,182 on-site students¹¹ and employed 1,294 faculty and 997 staff. AAU owned or leased property in 34 locations throughout the City, as shown in Figure 3-2, Existing AAU Campus Sites, p. 3-7, and described in Table 3-1, Existing AAU Facilities—EIR Baseline (September 2010), p. 3-8. AAU's 34 existing properties consist of 1,550,459 sf of institutional¹², residential, and

¹¹ In addition to on-site students, AAU also enrolls on-line students; however, these students attend classes through the use of the Internet and conferencing software. They do not use AAU facilities and, therefore, are not considered in this environmental analysis. There would be a minor increase in administration due to the projected increase of on-line students, which is accounted for in this EIR.

¹² The *Planning Code* primarily describes AAU uses as postsecondary academic institutions. Postsecondary educational institutional uses are defined by the *Planning Code* as an academic, professional, business or fine arts education facility. Such institutional uses include employee or student dormitories and other housing operated by and affiliated with the institution. Such institution shall not have industrial arts as its primary course of study. The postsecondary academic institutional uses for AAU include offices, classrooms, labs/studios, student housing and other related uses.

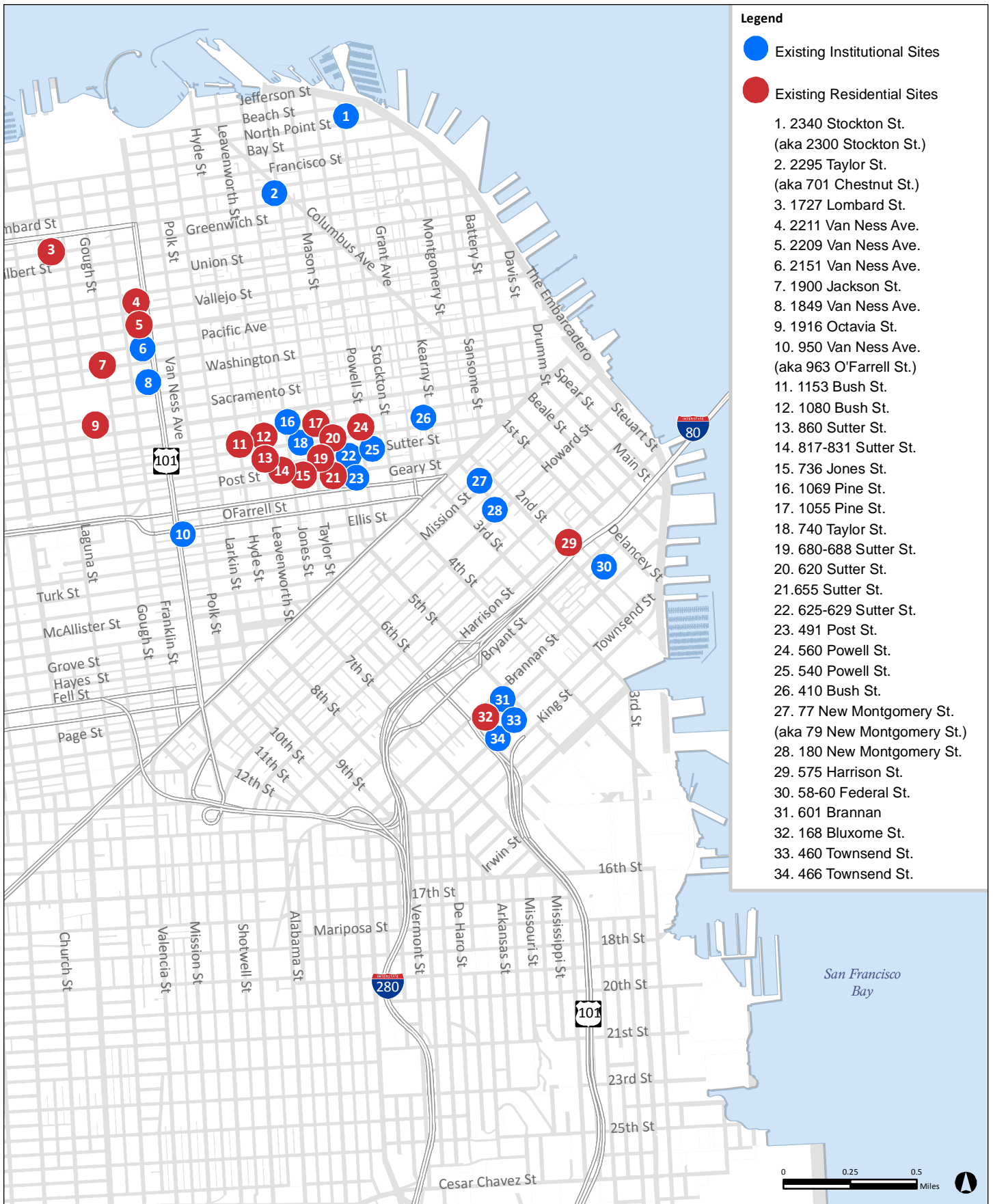
recreational uses. AAU buildings are primarily clustered in several locations, including Union Square/Nob Hill neighborhood, the South of Market (SoMa) districts, and the Van Ness Corridor; however, individual buildings are also located in the Fisherman's Wharf, North Beach, Pacific Heights, and Marina districts.

Most existing AAU sites are fully occupied by AAU, although in some instances non-AAU tenants occupy some portions of buildings. Existing AAU facilities include housing for students, classrooms, laboratories, galleries, museums, recreational facilities, faculty and staff facilities, and offices. AAU has changed the use of many existing buildings from their prior uses, such as offices, churches, commercial buildings, motels, auto dealerships, restaurants and/or other institutional uses, to accommodate its institutional programs, including educational (e.g., art studios and classrooms), administrative, residential, and/or recreational uses.

The general school schedule, which consists of a 15-week fall semester, a 15-week spring semester, and a 7 1/2-week summer semester, with a break of approximately five weeks between fall and spring semesters and between spring and summer semesters, and approximately four weeks between summer and fall semesters, would continue for existing and proposed uses. There are fewer classes offered during the summer semester, although the classes provide the same number of instructional hours as would be provided during the fall and spring semesters. The school closes for major holidays, with the exception of President's Day and Martin Luther King Day, when AAU remains open. When classes are not in session, the administrative functions operate on a reduced schedule.

■ **Existing Institutional Uses**

Institutional uses, totaling 1,050,683 sf, are listed in Table 3-2, Existing Institutional Facilities, p. 3-9. Many of the existing 34 buildings are institutional buildings, which were previously used for retail, office, schools, or churches prior to occupancy by AAU.



SOURCE: AAU, 2013; Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-2: EXISTING AAU CAMPUS SITES

Table 3-1 Existing AAU Facilities—EIR Baseline (September 2010)

<i>Location No.</i>	<i>Address</i>	<i>AAU Use in Building^a (sf)</i>	<i>Block</i>	<i>Lot No.</i>
1	2340 Stockton Street (aka 2300 Stockton Street)	44,530	0018	004
2	2295 Taylor Street (aka 701 Chestnut Street)	20,000	0066	001
3	1727 Lombard Street	16,371	0506	036
4	2211 Van Ness Avenue	5,076	0570	005
5	2209 Van Ness Avenue	11,897	0570	029
6	2151 Van Ness Avenue	27,912	0575	015
7	1900 Jackson Street	10,798	0592	004A
8	1849 Van Ness Avenue	107,908	0618	001 & 001B
9	1916 Octavia Street	13,171	0640	011
10	950 Van Ness Avenue (aka 963 O'Farrell Street)	50,700	0718	021/017
11	1153 Bush Street	10,456	0280	026
12	1080 Bush Street	24,528	0276	015
13	860 Sutter Street	35,292	0281	006
14	817–831 Sutter Street	51,990	0299	021
15	736 Jones Street	20,321	0298	027
16	1069 Pine Street	1,875	0275	008
17	1055 Pine Street	36,213	0275	009
18	740 Taylor Street	9,100	0283	012
19	680–688 Sutter Street	15,996	0283	007
20	620 Sutter Street	67,775	0283	004A
21	655 Sutter Street	37,716	0297	012
22	625–629 Sutter Street	26,322	0297	014
23	491 Post Street	37,730	0307	009
24	560 Powell Street	18,790	0285	010
25	540 Powell Street	30,900	0285	009
26	410 Bush Street	43,557	0270	007
27	77 New Montgomery Street (aka 79 New Montgomery Street)	147,509	3707	014
28	180 New Montgomery Street	190,066	3722	022
29	575 Harrison Street	35,491	3764	68–69 into 198–230
30	58–60 Federal Street	99,552	3774	074
31	601 Brannan Street	73,666	3785	132
32	168 Bluxome Street	87,895	3785	137–184
33	460 Townsend Street	25,920	3785	023
34	466 Townsend Street	113,436	3785	005
Total		1,550,459 sf		

SUMMARY			
Institutional	1,050,683 sf		
Residential	499,776 sf		
Total Existing Uses	1,550,459 sf		

SOURCE: AAU (2013).

- a. Each of these locations contains institutional or residential uses, as further described in Table 3-2, Existing Institutional Facilities, p. 3-9, and Table 3-3, Existing Residential Facilities, p. 3-10.

Table 3-2 Existing Institutional Facilities

<i>Location No.</i>	<i>Address</i>	<i>AAU Use in Building (sf)</i>	<i>Year Acquired by AAU</i>	<i>Institutional Use^a</i>	<i>Legalization Approval Required</i>
1	2340 Stockton St (aka 2300 Stockton St)	44,530	1986	Classrooms, labs/studios, offices, gallery, darkroom	BP
2	2295 Taylor St (aka 701 Chestnut St)	20,000	2003	Classrooms, labs/studios, offices, gallery	Text Amendment/ CU/BP
6	2151 Van Ness Ave	27,912	2005	Auditorium, lecture facilities	CU/BP
8	1849 Van Ness Ave	107,908	1998	Classrooms, labs/studios, offices, art store, lounge, café	CU/BP
10	950 Van Ness Ave (aka 963 O'Farrell St)	50,700	2009	Classic vehicle museum, Vehicle Storage Facility	CU/BP
16	1069 Pine St	1,875	2000	Student lounge, clubhouse, office, recreation	CU/BP
18	740 Taylor St	9,100	1966	Classrooms, labs/studios, offices	None
22	625-629 Sutter St	26,322	1968	Classrooms, labs/studios, offices, gallery, darkroom	Historic review for signage
23	491 Post St	37,730	2001	Auditorium, classrooms, offices	BP
25	540 Powell St	30,900	1977	Classrooms, labs/studios, offices, art store	Historic review for signage
26	410 Bush St	43,557	1994	Classrooms, labs/studios, offices, gallery	Historic review for signage
27	77 New Montgomery St (aka 79 New Montgomery S)	147,509	1992	Main administrative building, classroom, labs, studios, galleries	BP
28	180 New Montgomery St	190,066	1995	Classrooms, labs/studios, library, offices, lounge, café	BP
30	58-60 Federal St	99,552	2005	Classrooms, labs/studios, offices, lounge	BP
31	601 Brannan St	73,666	2007	Classrooms, labs/studios, machine shop, recreation	CU/BP
33	460 Townsend St	25,920	2009	Classrooms, lab/studios, offices	CU/BP
34	466 Townsend St	113,436	2005	Classrooms, labs/studios, offices, lounge, art store	CU/BP
Total		1,050,683 sf			

SOURCE: AAU (2013).

Building square footages are approximate.

BP = building permit; text amendment = legislated change to the *Planning Code*; CU = conditional use authorization; none = no discretionary approval required

- a. As noted above, post secondary educational institutional uses are defined by the *Planning Code* as an academic, professional, business or fine arts education facility. Such institutions may include employee or student dormitories and other housing operated by and affiliated with the institution.

■ Existing Residential Uses

Existing AAU residential uses, totaling 499,776 sf of student housing and associated facilities, are listed in Table 3-3, Existing Residential Facilities, p. 3-10. Buildings that have been converted to student housing were previously used for residential uses or tourist hotels (one of which included a restaurant). The City's recent Student Housing Legislation is discussed in Section 3.3.4, Regulations Applicable to Postsecondary Educational Institutions in San Francisco, p. 3-19.

Table 3-2 and Table 3-3 also show the approvals required, if any, for AAU's 34 existing sites; these are described in Section 3.6, Intended Uses of the EIR, p. 3-148.

Table 3-3 Existing Residential Facilities						
Location No.	Address	Year Acquired	AAU Use in Building (sf)	Layout^a	Capacity (No. of Beds)	Legalization Approval Required^b
3	1727 Lombard St	2007	16,371	52 rooms	81	BP
4	2211 Van Ness Ave	2005	5,076	3 apartments, 8 rooms, 1 commercial unit	20	CU/BP
5	2209 Van Ness Ave	1998	11,897	22 rooms	56	CU/BP
7	1900 Jackson St	1997	10,798	9 apartments	28	None
9	1916 Octavia St	1995	13,171	22 rooms	47	CU/BP
11	1153 Bush St	1998	10,456	15 rooms	37	CU/BP
12	1080 Bush St	1999	24,528	42 apartments, 15 rooms	122	CU/BP
13	860 Sutter St	2003	35,292	89 rooms	184	CU/BP
14	817–831 Sutter St	2006	51,990	114 rooms, café	222	CU/BP
15	736 Jones St	1994	20,321	34 apartments	70	none
17	1055 Pine St	2000	36,213	81 rooms, cafeteria	155	CU/BP
19	680–688 Sutter St	1993	15,996	28 apartments, gallery	67	Historic review for signage
20	620 Sutter St	2005	67,775	offices, 65 rooms, recreation	129	BP
21	655 Sutter St	1999	37,716	61 rooms	166	Historic review for signage
24	560 Powell St	1996	18,790	27 apartments	64	none
29	575 Harrison St	2007	35,491	33 units	129	none
32	168 Bluxome St	2007	87,895	61 units	208	none
Total			499,776 sf		1,785	

SOURCE: AAU (2013).

CU = conditional use authorization; BP = building permit; none = no discretionary approval required

a. Rooms generally contain two beds, apartments contain three to four beds, and units contain more than four beds.

b. AAU group housing facilities, not legally authorized prior to adoption of *Planning Code* Section 317(f)(1) would be displaced. AAU is seeking a text amendment to seek to legalize these units. The Planning Department estimates that approximately 446 to 1,131 beds or 164 to 339 rooms would be displaced as the result of adoption of *Planning Code* Section 317(f)(1).

Existing Recreational Uses

Existing recreational uses operated by AAU include facilities located at 1069 Pine Street, 601 Brannan Street, and 620 Sutter Street. However, the majority of AAU's recreational facilities are rented or leased through various providers and are non-AAU facilities, as listed in Table 3-4, Existing Athletic Facilities Information. As noted below, both 601 Brannan and 620 Sutter Streets are served by AAU shuttle buses.

Table 3-4 Existing Athletic Facilities Information					
<i>Facility</i>	<i>Athletic Program</i>	<i>Use</i>	<i>Number of Athletes by Type of Athletic Program^b</i>	<i>Hours per Week</i>	<i>Dates</i>
AAU RECREATIONAL FACILITIES					
1069 Pine St (1,875 sf) ^a San Francisco, CA 94109	Student Use	Dance, Yoga, and General Fitness	250–300 per week	12:00 p.m.–10:00 p.m. (M/W/F); 5:00 p.m.–10:00 p.m. (T/Th); and 11:00 a.m.–4:00 p.m. (Sat)	Year Round
601 Brannan (17,069 sf) ^a San Francisco, CA 94107	Student Use	Skatepark, Batting Cages, and Basketball Court	30–35 per week for the skatepark; 39–49 per week for the batting cages and basketball court	During daylight hours for the skatepark (every day); 5:00 p.m.–10:00 p.m. (for the batting cages and basketball court)	Year Round
620 Sutter St (5,035 sf) ^a San Francisco, CA 94102	Student Use	Dance, Yoga, and General Fitness	900–1,300 per week	6:00 a.m.–10:00 p.m. (every day)	Year Round
NON-AAU RECREATIONAL FACILITIES					
Treasure Island YMCA 749 Ninth St San Francisco, CA 94130	Women's Basketball	Practice	10	10–16	September–April
Treasure Island Soccer Field Avenue H and 11 th St San Francisco, CA 94130	Women's Soccer	Practice	14	14–16	September–April
X-Level Batting Cages 800 Avenue H San Francisco, CA 94130	Softball/Baseball	Practice	12/17 ^b	10	September–April
Sports Club LA 747 Market St San Francisco, CA 94103	Volleyball/ Men's Basketball/ Women's Basketball	Practice	9/13/10	12	August–April
Stuart Hall High School 1715 Octavia St San Francisco, CA 94109	Volleyball	Practice	9	12	August–April
Crocker-Amazon Playground 1537 Geneva Ave San Francisco, CA 94112	Men's Soccer/ Women's Soccer	Practice/ Games	23/14	14–16	September–April

Table 3-4 Existing Athletic Facilities Information

<i>Facility</i>	<i>Athletic Program</i>	<i>Use</i>	<i>Number of Athletes by Type of Athletic Program^b</i>	<i>Hours per Week</i>	<i>Dates</i>
UCSF Bakar Fitness and Recreation Center at Mission Bay 1675 Owens St San Francisco, CA 94158	Men's Basketball/ Women's Basketball	Practice/ Games	13/10	10	September– April
Mission Blue Field 475 Mission Blue Dr Brisbane, CA 94005	Softball	Practice/ Games	12	10	September– April
Gene Friend Recreation Center 270 Sixth St San Francisco, CA 94103	Men's Basketball	Practice	13	10	September– April
Kezar Stadium 755 Stanyan St San Francisco, CA 94117	Men's Soccer/ Women's Soccer	Games	23/14	Varies	August– October
Kezar Pavilion 755 Stanyan St San Francisco, CA 94117	Volleyball/ Men's Basketball/ Women's Basketball	Practice/ Games	13/10/9	14–16	August– March
Boxer Stadium 2100 San Jose Ave San Francisco, CA 94112	Men's Soccer/ Women's Soccer	Games	23/14	Varies	September– October
San Francisco Tennis Club 645 Fifth St San Francisco, CA 94107	Tennis	Practice/ Games	6	8–10	September– April
Presidio Golf Course 300 Finley Rd San Francisco, CA 94129	Men's Golf/ Women's Golf	Practice	4/5	20–22	September– April
San Geronimo Golf Course 5800 Sir Francis Drake Blvd San Geronimo, CA 94963	Men's Golf	Practice	4	20	September– April
California Golf Club 844 W. Orange Ave South San Francisco, CA 94080	Men's Golf	Practice	4	20	September– April
Golden Gate Park San Francisco, CA 94117	Men's Cross- Country/ Women's Cross- Country	Practice	7/8	10–12	August– November and January– April
Marina Green Marina Green Dr San Francisco, CA 94123	Men's Cross- Country/ Women's Cross- Country	Practice	7/8	10–12	August
City College of San Francisco 50 Phelan Ave San Francisco, CA 94112	Men's Track & Field/Women's Track & Field	Practice	15/13	6–8	September– October and January–May
Merritt College Track 12500 Campus Dr Oakland, CA 94619	Men's Track & Field/Women's Track & Field	Practice	15/13	6–8	September– October and January–May

Table 3-4 Existing Athletic Facilities Information

<i>Facility</i>	<i>Athletic Program</i>	<i>Use</i>	<i>Number of Athletes by Type of Athletic Program^b</i>	<i>Hours per Week</i>	<i>Dates</i>
San Pablo Park 2800 Park St Berkeley, CA 94702	Baseball	Practice	17	10	September–April
Laney College 900 Fallon St Oakland, CA 94607	Baseball	Games	17	10	September–April

SOURCE: AAU (2013).

- There are other AAU uses at these sites, beyond the recreational uses. Refer to Table 3-2, Existing Institutional Facilities, p. 3-9, and Table 3-3, Existing Residential Facilities, p. 3-10, for the total square footage.
- This column corresponds to the sports listed in the Athletic Program column in all cases. For example, at the batting cages site, there are 12 athletes in the softball program and 17 athletes in the baseball program.

■ Continued Operation of Existing AAU Facilities

This EIR addresses the fact that AAU was operating at 34 locations at the time of the September 2010 NOP, but that at most of these locations, AAU had not obtained the required City permits to change the use and/or appearance of the buildings, including required conditional use authorizations, building permits, or other permits. AAU now seeks to obtain the necessary approvals (“Legalization Approvals”). The Legalization Approvals would result in the full legalization of 28 of AAU’s 34 existing sites, which total 1,550,459 sf of institutional, residential, and recreational uses. Of AAU’s existing 34 properties, 28 properties require City discretionary approval; five of the 28 are Article 10 or 11 buildings¹³ that require further review to determine whether they would require a Certificate of Appropriateness or Permit to Alter approval; and six buildings do not require any discretionary approvals.

The uses at AAU’s existing 34 sites would not change with implementation of the Proposed Project. The existing institutional, residential and recreational uses would continue with the same student, faculty, and staffing levels as existed at the time of publication of the NOP in September 2010. There could be some variability in the programming of classroom facilities, but there would be no change in land uses (i.e., from residential to institutional or vice-versa). Therefore, the 34 existing sites are considered part of the baseline conditions.

For a complete list of pending Legalization Approvals, see Section 3.6.1, Proposed Project Approvals, p. 3-149. Due to the need to analyze the impacts, cumulative and otherwise, of the entire

¹³ As of 2014, *Planning Code* Article 10 identifies 266 landmark structures and 13 historic districts within the City; collectively, the landmark structures and historic districts are referred to as Article 10 resources. Article 10 seeks to preserve and protect cultural resources that embody the architecture, history, and cultural heritage of the City. *Planning Code* Article 11 identifies six conservation districts that are located exclusively in San Francisco’s downtown core area. Unlike the Article 10 historic districts, which recognize historic and cultural significance, Article 11 conservation districts seek to designate and protect buildings based on architectural quality and contribution to the environment.

AAU Project, the City has not acted on any parts of the Proposed Project pending the completion of this EIR.

3.3.2 Existing Regional Access and Transit

■ Regional Access

Interstate 80 (I-80), Interstate 280 (I-280), and United States Highway 101 (U.S. 101) provide regional access to and from the project location, which is generally located in the northeast portion of the City and County of San Francisco. U.S. 101 serves San Francisco and the Peninsula/South Bay and extends north via the Golden Gate Bridge to the North Bay. Van Ness Avenue and Lombard Street are arterials that connect U.S. 101 through San Francisco to the Golden Gate Bridge. I-80 connects San Francisco to the East Bay via the San Francisco-Oakland Bay Bridge. U.S. 101 merges with I-80 at an elevated structure in the vicinity of Division and 10th Streets. King Street terminates in the vicinity of Irwin and Seventh Streets, where it becomes I-280 and connects San Francisco to the western portion of the Peninsula/South Bay. Local access to the study areas and project sites is further described below and in the Section 3.4.3, Study Areas (Program-Level Analysis), p. 3-39; and Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77.

■ Public Transit

All of the study areas and four of the project sites are well-served by multiple Muni transit routes with frequent service, including buses, cable cars, and rail lines (PS-5, 121 Wisconsin Street, and PS-6, 2225 Jerrold Avenue, are each served by one Muni bus route.). Additionally, some study areas are served by BART. Muni lines are also used to provide access to regional transit operators to achieve regional travel throughout the Bay Area.

Service to and from the East Bay is provided by Bay Area Rapid Transit (BART), Alameda-Contra Costa County (AC) Transit and ferries; services to and from the Peninsula and South Bay are provided by Caltrain, SamTrans, and BART; and service to and from the North Bay is provided by Muni and Golden Gate Transit. These regional network connections are used by non-San Francisco residents commuting for work, school, travel, and recreation. During the PM peak periods, all of the regional transit providers increase the frequency of bus, rail, and ferry service to accommodate increased ridership.

3.3.3 Existing AAU Shuttle System

AAU provides free shuttle bus service for on-site students, faculty, and staff. The description below reflects existing AAU shuttle system conditions as of September 2010 (this is the baseline date for this EIR's analysis). Information regarding subsequent system improvements to the shuttle system is provided for informational purposes.

AAU's shuttle bus system provides shuttle connections to most of AAU's existing 34 facilities, as illustrated by Figure 3-3, Existing Shuttle Routes, p. 3-16. As of 2010, AAU had a fleet of 65 vehicles of various sizes. Of this fleet, 15 vehicles (23 percent) were used for fixed-route shuttle services, 26 vehicles (40 percent) for on-demand shuttle services, and 24 vehicles (37 percent) for security, maintenance, and other AAU uses.

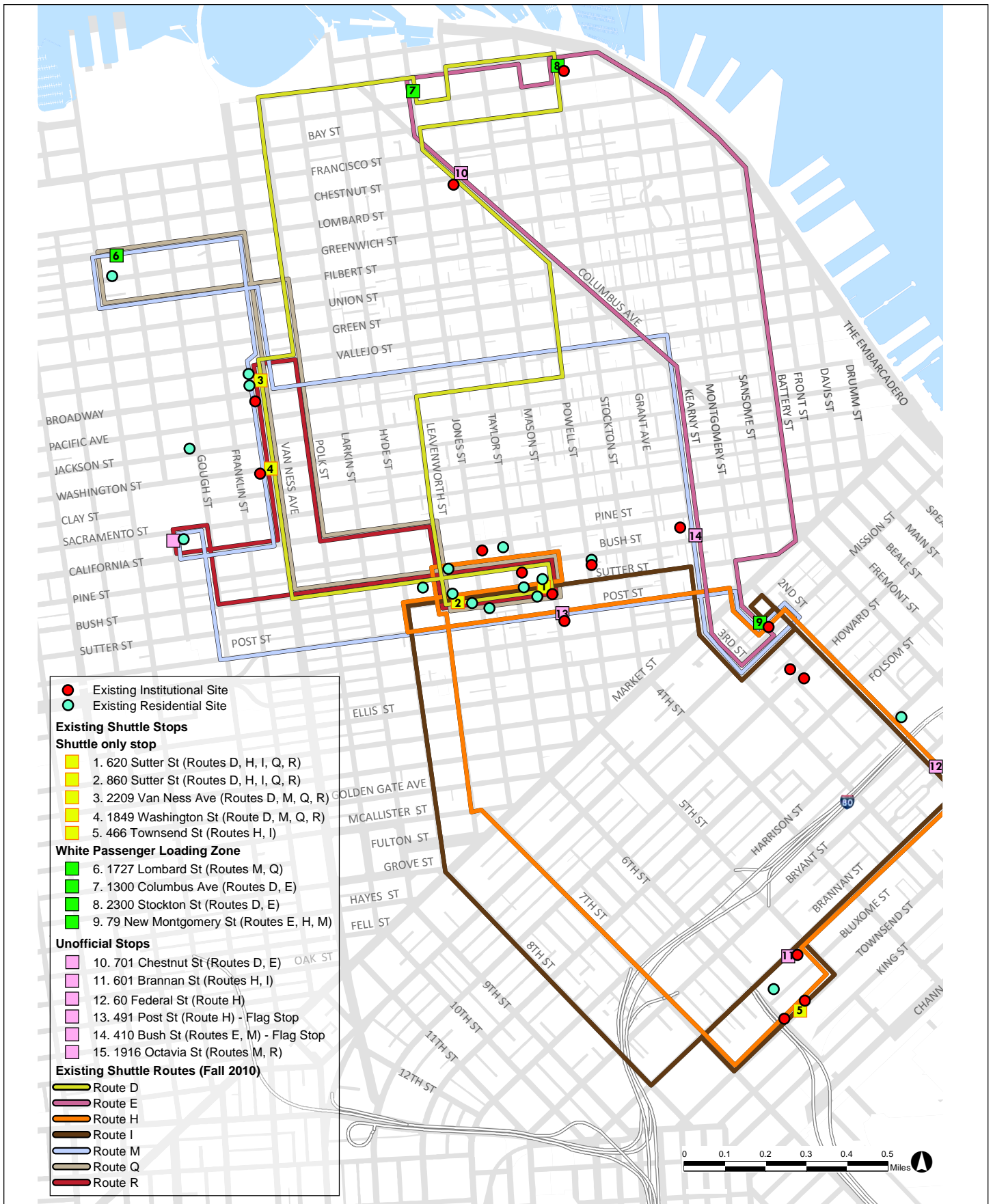
In fall 2010, there were seven fixed-route shuttle routes (D, E, H, I, M, Q, R) operating during weekdays, five routes (Sat 1, Sat 2, Sat 3, Sat 4, and Sat 5) operating on Saturdays and two routes (Sun 1 and Sun 2) operating on Sundays. The shuttles generally operated between the hours of 7:00 a.m. and 12:00 a.m. in conjunction with class and lab times. The seven weekday fixed routes combined generate a total of 353 shuttle trips on a typical weekday.

In 2013, AAU added express routes to the shuttle system, including the Hayes Express operating every 14 minutes between 7:00 a.m. and 7:00 p.m. and the Sutter Express operating every 14 minutes between 7:00 a.m. and 7:00 p.m., to connect peripheral buildings. These shuttles serve PS-3, 625 Polk Street, and PS-4, 150 Hayes Street.

The AAU shuttle system has two primary shuttle hubs¹⁴ at 620/860 Sutter Street and 180 New Montgomery Street, and one secondary shuttle hub at 466 Townsend Street. As shown on the figures, all regular routes connect at least one of the hubs with other AAU buildings, while the D and E routes connect North Point with two primary hubs. The H and I routes connect all three hubs.

As of 2010, the AAU shuttle system had 15 shuttle stops of various types ranging from dedicated white zones used only for AAU shuttles (five stops), AAU passenger loading white zones (four stops), unofficial stops that include white zones shared with other users, including Muni (six stops). Many stops are in front of or next to the building served, but some are a block or two away because the stop serves more than one building, is shared with another user, or is a Muni zone not located in front of the building.

¹⁴ A hub refers to a hub-and-spoke system of serving transportation demand, similar to that used by many airlines and major transit systems. In a hub-and-spoke system, multiple routes converge at the hubs to allow transfers and then disperse to peripheral destinations. The AAU hubs are themselves major destination for shuttle passengers, and AAU uses timed transfers at two primary hubs, 620 Sutter Street and 180 New Montgomery Street.



SOURCE: AAU, 2013; Atkins, 2015.

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FIGURE 3-3: SHUTTLE ROUTES AND STOPS (FALL 2010)

In fall 2010, AAU fixed shuttle routes carried approximately 9,175 passengers on a daily basis on weekdays, 2,696 passengers on Saturdays, and 611 passengers on Sundays.¹⁵ Total daily boarding is higher during the fall semester, at approximately 9,000 passengers per day, and lower during the spring semester, at approximately 8,000 passengers per day. The shuttle ridership fluctuates throughout the day in conjunction with class times and varies from 200 to 1,200 passengers per hour. The seven weekday shuttle routes combined carry approximately 493 passengers during the PM peak hour. The peak shuttle ridership typically occurs between 11:00 a.m. and 12:00 p.m. and between 2:00 p.m. and 4:00 p.m.

In the fall semester of 2010, AAU shuttles also made a total of 2,069 on-demand shuttle trips. Approximately 25 percent of on-demand shuttle trips were made to transport student athletes to and from sports tournaments and 75 percent of trips were made to transport students, faculty, or visitors to performances and other school related activities (called “Easy Trips”). On-demand shuttle trips occur throughout the day between the hours of 6:00 a.m. and 12:00 a.m., with a daily average of 21 trips. Student pick-up and drop-off activities associated with on-demand shuttle bus services occurred mostly at 620 Sutter, 601 Brannan, and 79 New Montgomery Streets, as well as non-AAU sites.

Table 3-5, AAU Fall 2010 Fixed Route Shuttle Services, p. 3-18, shows the existing headways¹⁶ and hours of operation for 2010 AAU’s fixed route shuttle service. In addition, Table 3-9, Existing and Recommended AAU Shuttle Stops in or Adjacent to Study Areas and Sites, p. 3-38, lists the location of existing shuttle stops.

In 2010, the weekday shuttle routes operated with an average load of 16 percent capacity, and the shuttles carried no passengers for an average of 18 percent of the time. Five of the seven weekday routes operated under capacity at all times, and Routes H and I operated at 138 percent and 177 percent of capacity at the maximum load point, respectively.

¹⁵ Ridership is based on AAU shuttle passenger boarding data from September 27, 2010, through October 8, 2010; CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2015).

¹⁶ A headway is defined as the time between shuttles on individual routes.

Table 3-5 AAU Fall 2010 Fixed Route Shuttle Services

Route	Days of Operation	Headways (minutes)			Hours of Operation
		Midday/Evening	AM Peak	PM Peak	
D	Monday–Friday	20	20	20	7:02 a.m.–12:12 a.m.
E	Monday–Friday	15	15	15	7:15 a.m.–12:10 a.m.
H	Monday–Friday	10–15	10–15	15	7:15 a.m.–2:05 a.m.
I	Monday–Friday	10–20	10–15	10–20	7:12 a.m.–12:20 a.m.
M	Monday–Friday	50	45	60	7:10 a.m.–11:50 p.m.
Q	Monday–Friday	30	30	30	7:15 a.m.–12:15 a.m.
R	Monday–Friday	30	30	30	7:15 a.m.–12:10 a.m.
Sat 1	Saturday	35	35	35	7:15 a.m.–12:05 a.m.
Sat 2	Saturday	35	35	35	7:20 a.m.–12:30 a.m.
Sat 3	Saturday	40	40	40	7:15 a.m.–12:15 a.m.
Sat 4	Saturday	35	35	35	7:25 a.m.–12:17 a.m.
Sat 5	Saturday	40	40	40	7:40 a.m.–11:35 p.m.
Sun 1	Sunday	40	40	40	7:15 a.m.–9:05 p.m.
Sun 2	Sunday	50	50	50	7:15 a.m.–9:12 p.m.

SOURCE: AAU (2010); Atkins (2013).

Since 2010, AAU has made changes to its shuttle service in order to maximize efficiency based on class schedules and ridership levels and to serve or eliminate service at specific sites. As of fall 2014, AAU had eliminated the shuttle stop at 491 Post Street and added shuttle stops at five locations including 180 New Montgomery, 625 Polk, Second/Howard, 1055 Pine, and 150 Hayes Streets, for a total of 19 stops.¹⁷ All five additional shuttle stops are located along an existing white passenger loading zone fronting or in the vicinity of an AAU building, except for 150 Hayes Street. The shuttle stop for 150 Hayes Street is provided inside the garage on the site.¹⁸ The shuttle bus stop for the 625 Polk Street was located along north side of Turk Street, immediately west of Polk Street in 2011, was relocated to Polk Street fronting the building in 2012, and was lengthened to accommodate buses in 2014.

¹⁷ In addition to the shuttle stops at 466 Townsend and 620 Sutter Streets, 180 New Montgomery Street has served as a hub stop since 2012. Fixed-route shuttle buses no longer stop at 491 Post Street, but the existing white passenger loading zone is used for on-demand shuttle services.

¹⁸ As of June 24, 2014, the parking control barrier arms that were previously stationed at the entrance to the garage are removed to make it feasible for large shuttle vans to make frequent stops inside the garage. As part of the Project, AAU would retain the shuttle bus stop inside the garage.

3.3.4 Regulations Applicable to Postsecondary Educational Institutions in San Francisco

■ Planning Code Section 304.5, Institutional Master Plan

San Francisco Planning Code Section 304.5 requires postsecondary schools and universities to have a current Institutional Master Plan (IMP) on file with the Planning Department. An IMP describes current facilities and operations and outlines future growth plans and other information. The principal purposes of an IMP, as described in *Planning Code* Section 304.5, are:

1. To provide notice and information to the Planning Commission, community and neighborhood organizations, other public and private agencies and the general public as to the plans of each affected institution at an early stage, and to give an opportunity for early and meaningful involvement of these groups in such plans prior to substantial investment in property acquisition or building design by the institution
2. To enable the institution to make modifications to its master plan in response to comments made in public hearings prior to its more detailed planning and prior to any request for authorization by the City of new development proposed in the Master Plan
3. To provide the Planning Commission, community and neighborhood organizations, other public and private agencies, the general public, and other institutions with information that may help guide their decisions with regard to use of, and investment in, land in the vicinity of the institution, provision of public services, and particularly the planning of similar institutions in order to insure that costly duplication of facilities does not occur

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 AAU modified the IMP in response. IMPs are non-action items before the Planning Commission and, as such, do not require CEQA review. Rather, the IMP is reviewed to determine whether *Planning Code* Section 304.5 requirements are satisfied, which was determined at the November 17, 2011, Planning Commission hearing. The IMP is required to be updated every two years, and AAU submitted its updated IMP in November 2013 to the Planning Department.¹⁹

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. Based on current enrollment, past trends, and future projected growth, the IMP outlines the long-range growth program for AAU, including some predictions for future real estate needs and potential acquisitions. AAU's shuttle service and campus parking policies are also discussed.

¹⁹ No public hearing was required for this update. However, the document is available for public review under Case No. 2006.0737 at 1650 Mission Street, Suite 400, San Francisco, CA, 94103.

Pursuant to *Planning Code* Section 304.5 and general City practice, an IMP generally contains the following information:

1. The nature of the institution, its history of growth, physical changes in the neighborhood that can be identified as having occurred as a result of such growth, the services provided and service population, employment characteristics, the institution's affirmative action program, property owned or leased by the institution throughout the City and County of San Francisco, and any other relevant general information pertaining to the institution and its services;
2. The current physical plant of the institution, including the location and bulk of buildings, land uses on adjacent properties, traffic circulation patterns, and parking in and around the institution;
3. The development plans of the institution for a future period of not less than 10 years, and the physical changes in the institution projected to be needed to achieve those plans. Any plans for physical development during the first five years shall include the site area, ground coverage, building bulk, approximate floor area by function, off-street parking, circulation patterns, areas for land acquisition, and timing for the proposed construction. In addition, with respect to plans of any duration, the submission shall contain a description and analysis of each of the following:
 - a. The conformity of proposed development plans to the Comprehensive Plan (Master Plan) of the City and County of San Francisco, and to any neighborhood plans on file with the Planning Department,
 - b. The anticipated impact of any proposed development by the institution on the surrounding neighborhood, including but not limited to the effect on existing housing units, relocation of housing occupants and commercial and industrial tenants, changes in traffic levels and circulation patterns, transit demand and parking availability, and the character and scale of development in the surrounding neighborhood,
 - c. Any alternatives that might avoid or lessen adverse impacts upon the surrounding neighborhood, including location and configuration alternatives, the alternative of no new development, and the approximate costs and benefits of each alternative,
 - d. The mitigating actions proposed by the institution to lessen adverse impacts upon the surrounding neighborhood,
4. A projection of related services and physical development by others, including but not limited to office space and medical outpatient facilities, which may occur as a result of the implementation of the institution's master plan; and
5. Any other items as may be reasonably required by the Planning Department or Planning Commission.

In summary, the IMP outlines AAU's future growth in terms of institutional and residential uses and student enrollment (including associated faculty and staff), as well as its strategy for accommodating that growth through the change of use of existing buildings.

AAU's 2011 IMP identified the need for approximately 110,000 sf of residential uses to house about 400 students; 625,000 sf of institutional space; and 100,000 sf of recreational and other common area space for its future growth plan. In addition, the 2011 IMP assumed the institutional use of five project sites (PS-1, PS-2, PS-3, PS-5, and PS-6) that had not been included in the September 2010 NOP. AAU's 2013 IMP update noted that the expansion of recreational space would be reduced from the 2011 IMP projection of 100,000 sf to the projected need for 50,000 sf.

In total, the Proposed Project assumes combined program- and project-level AAU growth consisting of 110,000 sf of residential uses, 1,063,207 sf of institutional uses (669,670 sf program-level growth and 393,537 sf project-level growth), and 17,533 sf of recreational uses.

■ Student Housing Legislation

Recent legislation (the "Student Housing Legislation"), effective October 11, 2012, limits the conversion of certain existing residential uses to student housing. This legislation specifically added a definition of student housing to the *Planning Code* (Section 102.36) as:

... a living space for students of accredited post-secondary Educational Institutions that may take the form of dwelling units, group housing, or a SRO, and is owned, operated or otherwise controlled by an accredited post-secondary Educational Institution, as defined in Section 209.3(i) of the *Planning Code*. Unless expressly provided for elsewhere in this Code, the use of Student Housing is permitted where the form of housing is permitted in the underlying zoning District in which it is located. Student Housing may consist of all or part of a building, and Student Housing owned, operated, or controlled by more than one post-secondary Educational Institution may be located in one building.

The change of occupancy from a dwelling unit, group housing, or single-residential occupancy (SRO) unit to student housing after October 11, 2012, is considered a conversion of a residential unit, and *Planning Code* Section 317(f)(1) prohibits the conversion of a residential unit to student housing.

AAU student housing that is in the form of a dwelling unit (defined as a room or a suite of rooms having individual cooking facilities) may continue under the Student Housing Legislation. However, AAU group housing facilities, not legally authorized prior to the effective date of the ordinance are likely prohibited. The Planning Department estimates that approximately 448 to 1,131 beds or 164 to 399 rooms in AAU properties would be displaced as a result of this legislation. AAU has expressed its intent to apply to legalize these existing facilities through a text amendment to the *Planning Code* (see Section 102.36 [Ordinance 188-12]). Such an amendment needs approval from the Board of Supervisors.

3.4 PROJECT CHARACTERISTICS

AAU plans on expanding its facilities and programs to accommodate a projected on-site student enrollment of 17,282 students by 2020, resulting in a total increase of approximately 6,100 students (or five percent a year) as compared to a 2010 on-site student enrollment of 11,182. In addition, AAU

also anticipates an increase of 1,220 faculty and staff, beyond the 2,291 faculty and staff that were employed by AAU in 2010 resulting in 3,511 faculty and staff. In order to accommodate AAU's increased enrollment, AAU plans on expanding its existing facilities and shuttle service.

The Proposed Project consists of AAU's program-level growth through 2020, project-level growth at six project sites that were occupied, identified, or otherwise changed subsequent to publication of the NOP, Legalization Approvals of 28 of AAU's 34 existing sites, and shuttle expansion. Figure 3-4, Study Areas and Project Sites, p. 3-23, illustrates the 12 study areas and six project sites analyzed in this EIR, and Table 3-6, Summary of Existing and Proposed AAU Facilities, summarizes AAU's existing sites, project-level growth, and program-level growth. In total, the Proposed Project would result in 2,741,199 sf of AAU institutional, residential, and recreational uses. The Proposed Project does not include the construction of new buildings, because AAU occupies and generally changes the use of existing buildings. Therefore, this EIR evaluates the change of use at existing buildings.

Table 3-6 Summary of Existing and Proposed AAU Facilities

<i>Use</i>	<i>Existing (sf)</i>	<i>Project Sites (sf)</i>	<i>Proposed AAU Program-Level Growth (sf)^a</i>	<i>Subtotal of Project Sites and AAU Program-Level Growth (sf)</i>	<i>AAU Total Use (sf)</i>
Institutional	1,050,683 ^b	393,537	669,670	1,063,207	2,113,890
Recreational (2225 Jerrold Ave)	—	17,533	—	17,533	17,533
Residential	499,776 ^b	—	110,000 ^a	110,000	609,776
Total	1,550,459	411,070	779,670	1,190,740	2,741,199

SOURCE: AAU (2014); Atkins (2014).

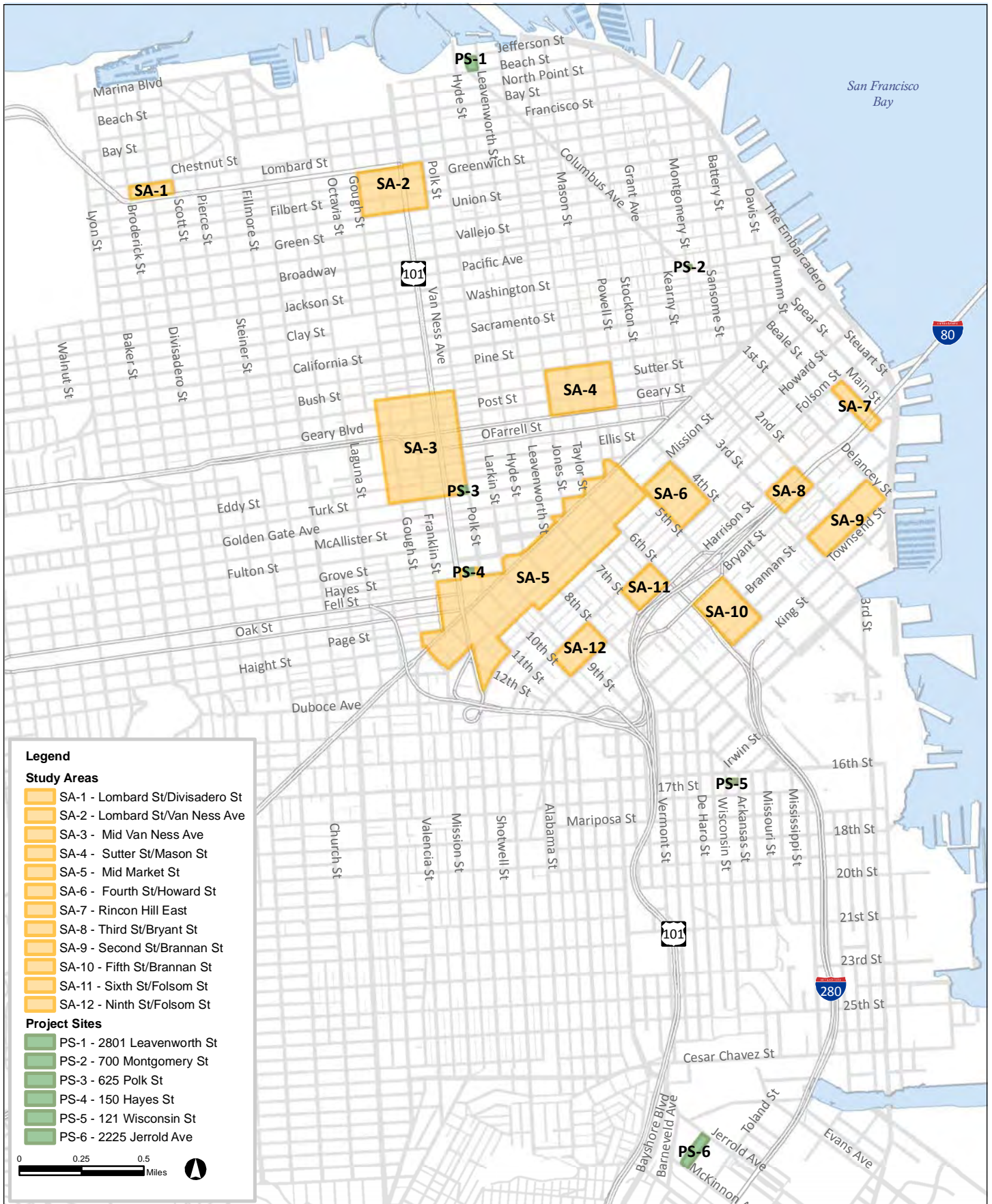
- 110,000 sf of residential uses are proposed, in approximately 220 apartment-style dwelling units (i.e., self-contained units with full-functioning kitchens) that are anticipated to accommodate 400 students.
- Existing institutional and residential facilities include some recreational uses; see Table 3-2, Existing Institutional Facilities, p. 3-9; Table 3-3, Existing Residential Facilities, p. 3-10; and Table 3-4, Existing Athletic Facilities Information, p. 3-11.

The following sections present an overview of institutional, residential, and recreational space expansion envisioned by AAU; the expansion of shuttle service to serve the Proposed Project; program-level growth in the 12 study areas; and project-level growth at the six project sites.

3.4.1 Overview of Institutional, Residential, and Recreational Space Expansion and Population Growth

■ Institutional Space Expansion

Institutional uses include classroom and studio space, as well as administrative offices for various departments such as Admissions, Financial Aid, and Housing. A total of 669,670 sf will be analyzed at a program level in 12 study areas, with an additional 393,537 sf evaluated at a project level at six project sites. As shown in Table 3-6, Summary of Existing and Proposed AAU Facilities, p. 3-22, this EIR analyzes a maximum of 1,063,207 sf of institutional space.



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 3-4: STUDY AREAS AND PROJECT SITES

■ Residential Space Expansion

AAU offers on-site residential housing for new full-time students who desire to live in AAU housing. Given the projected on-site enrollment of approximately 17,282 students by 2020, AAU estimates the need for an additional 220 residential/dormitory rooms to accommodate 400 students, which is equivalent to an additional 110,000 sf of residential space. This growth will be analyzed at a program level.

■ Recreational Space Expansion

Athletics at AAU is an emerging program that includes recreational and club sports activities available to all students at several AAU facilities, as well as other locations in and around San Francisco. AAU sponsors 16 intercollegiate athletic teams, competing at the Division II level of the National Collegiate Athletic Association as a member of Pacific West Conference, as follows:

- Men's and Women's Soccer
- Men's and Women's Basketball
- Women's Volleyball
- Men's and Women's Indoor and Outdoor Track & Field
- Men's and Women's Cross Country
- Men's and Women's Golf
- Baseball
- Softball
- Women's Tennis

AAU also plans to acquire or develop recreational facilities to support AAU's athletic teams. AAU estimates the need for an additional 17,533 sf of recreational space by 2020 to meet this potential expansion. This study assumes that this space could be accommodated in the building at 2225 Jerrold Avenue, which is analyzed at a project level in this EIR. The proposed PS-6, 2225 Jerrold Avenue recreational facility would provide a training facility for the basketball and volleyball teams, as well as a weight room for students, faculty, staff, and all intercollegiate athletes. Intercollegiate games would continue to be held at rented facilities, such as Kezar Pavilion, which is used for basketball and volleyball games.

■ Population Growth Generated

Projected population growth that would be generated by the Proposed Project is presented in Table 3-7, San Francisco Population Growth Generated by the Proposed Project, p. 3-25, which shows a subset of the information presented in Table 4.4-9, San Francisco Population Growth and Housing Demand from the Proposed Project. Population growth is discussed in further detail in EIR Section 4.4, Population, Housing, and Employment.

Table 3-7 San Francisco Population Growth Generated by the Proposed Project			
	<i>Proposed Project Growth</i>	<i>Population Not Moving to San Francisco</i>	<i>Population Who Would Become New San Francisco Residents</i>
Students	6,100	1,891 (31%)	4,209 (69%)
Faculty and Staff	1,220	695 (57%)	525 (43%)
Household Members	—	—	666**
Total	7,320	2,586	5,400

SOURCE: AAU, *Department of Institutional Research* (June 2014).

* The Population Not Moving To San Francisco column includes students, faculty, and staff who already live in San Francisco, as well as those who live in nearby jurisdictions who will commute to San Francisco.

** Household members are those who live in the household of a faculty or staff member, who would be moving along with the rest of their household to San Francisco. This calculation assumes an average household size of 2.27 people, which is derived from 2009 ABAG projections. AAU indicates that students are generally not married and do not have children, and therefore are not projected to bring household members with them to San Francisco.

All population growth from the Proposed Project, including program-level and project-level growth, is analyzed in one combined analysis on the basis of the total population figures provided above in Table 3-7. Additionally, AAU's uses at the six project sites have not not resulted in direct enrollment increases, but rather, these facilities have been used to respond to AAU's need for additional space to accommodate new and expanded academic programs. Over time, it is expected that the six project sites would contribute to AAU's total enrollment growth and associated increase in faculty and staff, which is considered as part of overall program-level growth. Refer to Section 4.4, Population, Housing, and Employment, for a discussion of enrollment growth. For these reasons, the analysis lists all population and employment growth under program-level growth and does not attempt to separate project-site and program-level population and employment growth. To describe how many students, faculty and staff might be present at the project sites on a given weekday, Table 3-8, Summary of Project Site Daytime Population, p. 3-26, provides the projected daytime population for each of the six project sites. The project site daytime populations do not result in increased enrollment or staffing increases beyond the projected increase of about 6,100 students and 1,220 faculty and staff, and the daytime populations represent the daily fluctuation of students and staff that use the project sites throughout the day.

Table 3-8 Summary of Project Site Daytime Population

<i>Project Sites</i>	<i>Proposed Use</i>	<i>Square Feet</i>	<i>Students^a</i>	<i>Faculty/Staff</i>
PS-1, 2801 Leavenworth Street (The Cannery)	Administrative office, classrooms, restaurant, multi-use event space	133,675	1,600	18
PS-2, 700 Montgomery Street	Administrative office, restaurant, classroom	11,455	15	20
PS-3, 625 Polk Street	Classrooms	93,103	1,675	168
PS-4, 150 Hayes Street	Administrative offices	80,330	0	390
PS-5, 121 Wisconsin Street	Shuttle bus storage yard	1,140	0	2
PS-6, 2225 Jerrold Avenue	Recreational center, offices, storage	91,367	110	20

SOURCE: AAU (2012).

a. Figures in this column represent the maximum number of students that could be expected in each facility on a given day and throughout the day, assuming students move from site to site throughout the day for different classes and activities. This number does not represent a total population increase at the site; rather, these populations are part of overall Proposed Project population growth.

3.4.2 AAU Shuttle Service to Accommodate Program-Level and Project-Level Growth

For the Proposed Project, AAU proposes to provide additional shuttle service as needed to meet the demand for transportation to and from buildings that would be occupied by AAU in the 12 study areas and at four of the project sites. Additional shuttle service could include more buses, more frequent service, and new service routes and stops. The Proposed Project, including growth in the study areas and at the project sites, would generate demand for approximately 900 to 950 fixed-route shuttle bus passengers boarding during the PM peak hour over the life of the Proposed Project.²⁰ Of these passengers, approximately two-thirds would be generated by the 12 study areas and approximately one-third would be generated by the project sites. The 900 to 950 additional shuttle bus passengers during the PM peak hour could potentially fill available seats on existing buses and could also require seven to eight additional buses, assuming that all of the study areas could be served by the extension of existing routes, and that seats would be available for all passengers. Some of the study areas could require new shuttle routes or substantial modifications to the existing routes, such as SA-5, Mid Market Street, and SA-7, Rincon Hill East, which are not served by, and are farther away from, existing routes.

For the project sites, specific shuttle stop locations have been identified because the exact shuttle routes and stops are known. However, because future route modifications in the study areas would depend on the location and use of these new buildings, future routes have yet to be determined. As part of the Proposed Project, AAU has established a Shuttle Bus Service Policy and would use it to determine whether shuttle buses would be provided and how service would be designed. Refer to

²⁰ This estimate was generated as part of the Traffic Impact Study by estimating the number of passengers that would be generated by AAU growth in the study areas and at the project sites under various growth distribution scenarios.

Section 4.6, Transportation and Circulation. The Shuttle Bus Service Policy was developed in June 2014, and revised in November 2014 in response to City comments, to define its route structure, bus stop types, operating policy, bus fleet, and management, coordination, and communication. This policy would be used to determine how to most efficiently serve existing and future sites while minimizing any secondary effects to the neighborhoods in which the shuttle operates. Shuttle system operations would be periodically reviewed by AAU, and SFMTA would be kept informed, to ensure compliance with all relevant City operating standards and attempt to eliminate complaints or concerns raised by the public, adjacent neighbors, or other City agencies. The Shuttle Bus Service Policy is contained in the appendices to this EIR.

In general, shuttle bus routing needs would be 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 typically served by a single designated shuttle stop. Shuttle stops would be added to support new AAU 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.

For purposes of analysis, two sets of potential shuttle routes were identified to connect AAU's 2010 routes to the study areas. Proposed future routes are based on 2010 routes, with route extensions to reach new study areas and/or additional buses to shorten headways and increase route capacity. Each of the proposed shuttle route options assumes the maximum overall amount of program-level growth expected by AAU (program-level plus project-level growth). Existing routes and potential route variations are shown on Figure 3-5a, Future Shuttle Route Option 1 (Dispersed Distribution) Shuttle Routes, p. 3-28, through Figure 3-5d, Future Shuttle Route Option 1 (Dispersed Distribution) Shuttle Routes, p. 3-31, and on Figure 3-6a, Future Shuttle Route Option 2 (Transit Corridor Distribution) Shuttle Routes, p. 3-32, through Figure 3-6d, Future Shuttle Route Option 2 (Transit Corridor Distribution) Shuttle Routes, p. 3-35.



SOURCE: AAU, 2013; Atkins 2013.

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FIGURE 3-5a: FUTURE SHUTTLE ROUTE OPTION 1 (DISPERSED DISTRIBUTION) SHUTTLE ROUTES



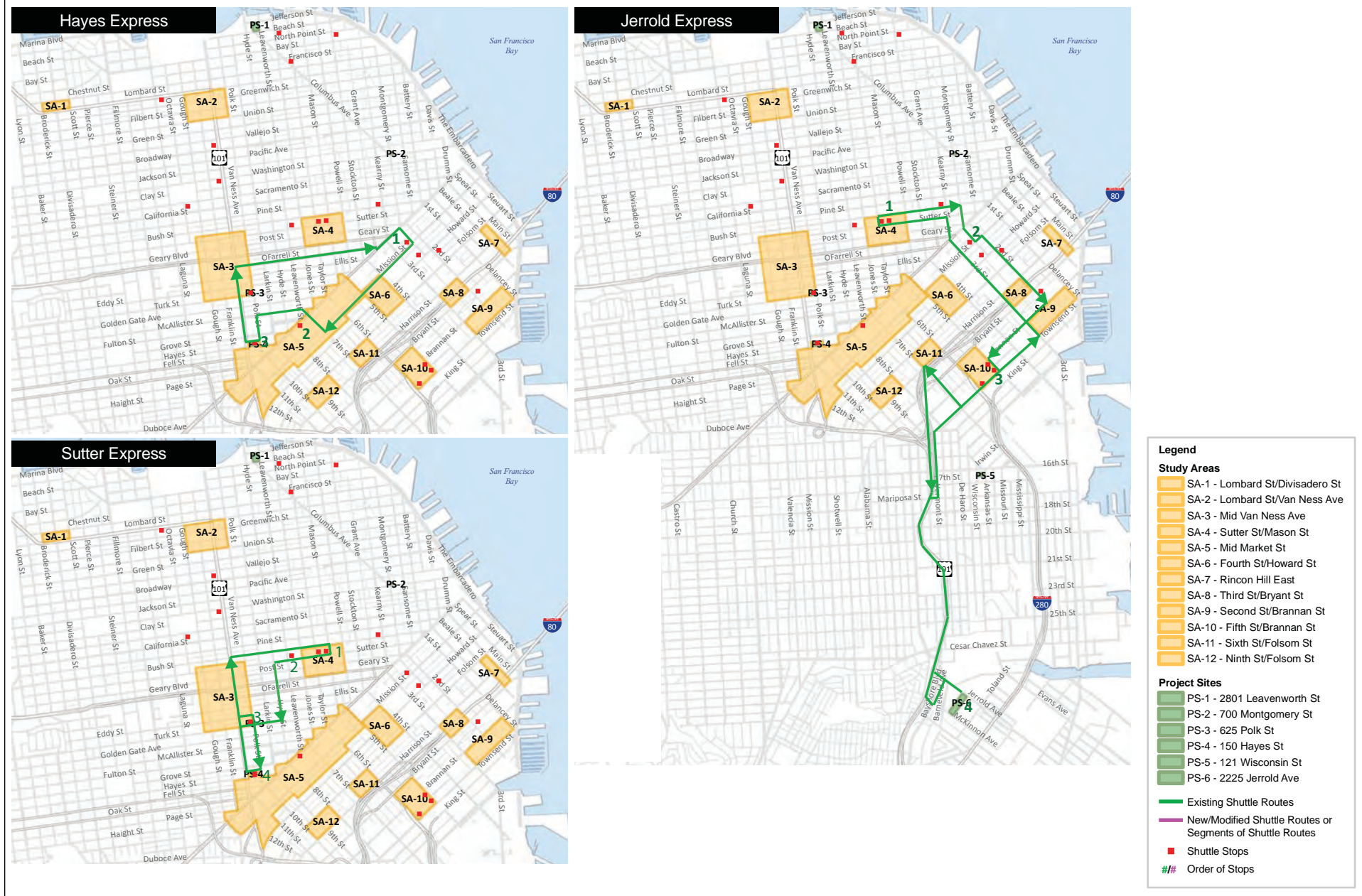
SOURCE: AAU, 2013; Atkins 2013.

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FIGURE 3-5b: FUTURE SHUTTLE ROUTE OPTION 1 (DISPERSED DISTRIBUTION) SHUTTLE ROUTES



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 3-5c: FUTURE SHUTTLE ROUTE OPTION 1 (DISPERSED DISTRIBUTION) SHUTTLE ROUTES



SOURCE: AAU, 2013; Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-5d: FUTURE SHUTTLE ROUTE OPTION 1 (DISPERSED DISTRIBUTION) SHUTTLE ROUTES



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 3-6a: FUTURE SHUTTLE ROUTE OPTION 2 (TRANSIT CORRIDOR DISTRIBUTION) SHUTTLE ROUTES



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 3-6b: FUTURE SHUTTLE ROUTE OPTION 2 (TRANSIT CORRIDOR DISTRIBUTION) SHUTTLE ROUTES



SOURCE: AAU, 2013; Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-6c: FUTURE SHUTTLE ROUTE OPTION 2 (TRANSIT CORRIDOR DISTRIBUTION) SHUTTLE ROUTES



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 3-6d: FUTURE SHUTTLE ROUTE OPTION 2 (TRANSIT CORRIDOR DISTRIBUTION) SHUTTLE ROUTES

Shuttle Route Option 1, Dispersed Distribution, assumes that future study area expansion would be dispersed over the periphery of the 12 study areas, generally south of Folsom Street and closer to Lombard Street. This assumption would give AAU the most flexibility in occupying buildings for program-level growth, but would locate program-level growth further away from core AAU buildings.²¹ This option assumes the most increased usage and expansion of the shuttle system for program-level growth, requiring longer trips between buildings, wider shuttle service, and potentially more driving by commuter students and some faculty/staff. Shuttle Route Option 1 includes growth in SA-1, Lombard Street/Divisadero Street; SA-2, Lombard Street/Van Ness Avenue; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; and SA-10, Fifth Street/Brannan Street. This shuttle route option also includes the six project sites defined previously.

Shuttle Route Option 2, Transit Corridor Distribution, assumes that program-level growth would occur along the major transit corridors of Market Street, Mission Street, Fourth Street, and Van Ness Avenue, to provide better access to local and regional public transit, shorten shuttle routes and discourage private vehicle use. The concentration of transit service along these transit corridors would also provide opportunities for faculty/staff and students to use Muni or BART, as opposed to the AAU shuttle, to travel between AAU buildings, such as from SA-5, Mid Market Street, and PS-4, 150 Hayes Street, to existing buildings at 79 and 180 New Montgomery Street, that are within walking distance of Market Street. Shuttle Route Option 2 includes growth in SA-3, Mid Van Ness Avenue; SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; and SA-12, Ninth Street/Folsom Street. The shuttle route option also includes the six project sites, of which only two (PS-3, 625 Polk Street, and PS-4, 150 Hayes Street) are located along the transit corridor.

While the two shuttle route options represent potential distributions of AAU growth and would account for the likely program-level range of the transportation impacts, they would not necessarily account for all potential distributions or the maximum transportation impacts at the study area level. Therefore, five Sub options (two for Option 1, Dispersed Distribution, and three for Option 2, Transit Corridor Distribution) have been developed to represent Proposed Project growth using other distributions, to ensure that the localized growth potential in every study area is sufficiently represented. For analysis purposes, Option 1, Dispersed Distribution, represents the anticipated worst-case scenario for transportation impacts, specifically traffic impacts, of future expansion because it would locate future growth farther from core AAU buildings, requiring longer trips between buildings, expanded shuttle service, and potentially more driving by commuter students and some staff. Additional detail regarding the differences in impacts resulting from Option 1 and Option 2 (and the various sub-options) is included in Section 4.6, Transportation and Circulation.

²¹ The “core” buildings include 79 and 180 New Montgomery Street, as well as the cluster of buildings along Geary, Sutter, Bush, and Pine Streets.

With respect to shuttle stops, there are no new buildings specifically identified for AAU use in the study areas; accordingly, there are no new shuttle stops identified in connection with program-level growth. For the project sites, specific locations are identified as proposed shuttle stops because the exact routes and stops are known. Existing and potential shuttle routes, along with any existing or currently proposed shuttle stops that would be associated with those routes within study areas and at project sites, are identified in Table 3-9, Existing and Recommended AAU Shuttle Stops in or Adjacent to Study Areas and Sites.

As part of the Proposed Project, AAU plans to gradually convert its diesel- and gasoline-powered bus fleet with maximum capacities of 24 to 44 passengers to a predominantly gasoline-powered bus fleet with maximum capacities of 32 to 33 passengers.²² The buses would continue to be parked overnight at 121 Wisconsin Street, with overflow parking accommodated at 2225 Jerrold Avenue. As is done currently, the buses would be put in service gradually between 6:00 a.m. and 7:45 a.m. and would return between 7:00 p.m. and 11:30 p.m. Maintenance would continue to be done off-site in South San Francisco.

AAU would continue its current practice (for most routes) of relieving drivers from duty at regular stops. To achieve this, AAU uses passenger vans to convey drivers to and from 121 Wisconsin Street, where most of the drivers begin and end their shifts. Exceptions to this practice are the routes that go to North Point (D and E) or Lombard (M), which allow for breaks and layovers at the shuttle stops at 2300 Stockton and 1727 Lombard Streets, respectively.

A detailed discussion of AAU's shuttle service is presented in Section 4.6, Transportation and Circulation.

²² The existing fleet is described in Section 3.3.3, Existing AAU Shuttle System, p. 3-13, in terms of numbers and types of buses/vans and passenger-carrying capacities.

Table 3-9 Existing and Recommended AAU Shuttle Stops in or Adjacent to Study Areas and Sites

<i>Study Area/ Project Site</i>		<i>Shuttle Stops</i>	
		<i>Existing and Potential Routes</i>	<i>Existing and Proposed Stops^a</i>
SA-1	Lombard St/Divisadero St	M	Not yet identified
SA-2	Lombard St/Van Ness Ave	M	1727 Lombard St
SA-3	Mid Van Ness Ave	D, E, and M	625 Polk St
SA-4	Sutter St/Mason St	D, E, G, H, I, and M	620 Sutter St; 680–688 Sutter St; and 860 Sutter St
SA-5	Mid Market St ^c	D, E, G, H, and I	150 Hayes St and Civic Center BART Station
SA-6	Fourth St/Howard St	D, E, H, and I	Not yet identified
SA-7	Rincon Hill East	H, I, and N ^c	Not yet identified
SA-8	Third St/Bryant St	G, H, I, N ^c , Polk/Warehouse Exp, Warehouse Exp, North Point Exp, North Point Exp #1, North Point Exp #2, and Federal Exp	60 Federal St
SA-9	Second St/Brannan St	G, H, I, Polk/Warehouse Exp, Warehouse Exp, North Point Exp #1, North Point Exp #2, and Federal Exp	60 Federal St
SA-10	Fifth St/Brannan St	G, H, I, Polk/Warehouse Exp, Warehouse Exp, North Point Exp #1, North Point Exp #2, Federal Exp, and Jerrold Exp	466 Townsend St and Fifth St/Brannan St
SA-11	Sixth St/Folsom St	G	None
SA-12	Ninth St/Folsom St	G and I	None
PS-1	2801 Leavenworth St (The Cannery)	D and E	Southeast corner on Jones St at Beach St
PS-2	700 Montgomery St	D and E	None
PS-3	625 Polk St	D, E, Federal Exp, Polk/Warehouse Exp, and Sutter Exp	White zone on Polk St/potential replacement white zone on Turk St ^b
PS-4	150 Hayes St	Hayes Exp and Sutter Exp	On-site parking garage
PS-5	121 Wisconsin St	None	None
PS-6	2225 Jerrold Ave	Jerrold Exp	Off-street loading area in front of 2225 Jerrold Ave

SOURCE: Atkins (2013).

- Existing stops include both permitted and unpermitted stops.
- Any proposed on-street white loading/unloading areas are subject to San Francisco Municipal Transportation Agency (SFMTA) review and approval at a public hearing. Specific locations are identified where specific building sites are known. In study areas that are analyzed at a program level and do not identify specific buildings, specific locations for potential shuttle stops are not identified, but the need, if applicable, for a potential white zone would also require SFMTA approval.
- Potential new route under Shuttle Option 1 (Dispersed Distribution).

3.4.3 Study Areas (Program-Level Analysis)

AAU and the Planning Department have identified 12 geographic areas (study areas) where AAU could occupy existing buildings to accommodate program-level growth. Each of the 12 study areas proposes residential uses, institutional uses, or a combination of both, as further reflected in Table 3-10, EIR Program-Level Growth Assumptions, 2011–2020—Study Areas, p. 3-40, and Figure 3-4, Study Areas and Project Sites, p. 3-23. While the specific location(s) of future buildings is not known at this time, it is expected that, consistent with AAU’s 34 existing properties, tourist motels/hotels and other nonresidential occupancies could accommodate the change in use for AAU’s residential uses,²³ while offices, churches, commercial buildings, and/or other institutional uses could accommodate the change in use for AAU’s proposed institutional uses.²⁴ AAU cannot per the Student Housing Legislation, and is not proposing, as part of program-level growth, to convert dwelling units, group housing, residential hotels, or SRO units to student housing to accommodate these residential uses. Additionally, based on representations from the project sponsor and ongoing AAU practice, this EIR assumes that AAU would occupy and change the use of existing buildings within these study areas and would not construct new buildings.

The 12 study areas are identified as a way of evaluating a range of growth that can occur within certain geographic areas of the City on a program-level basis. Many of the study areas are identified as areas with the capacity to accommodate growth in which AAU already has a presence or in which AAU would like to establish a presence. The identification of the study areas does not mean that AAU will seek use of a building in every one of the 12 study areas. Total AAU growth within the study areas cannot exceed the total maximum growth analyzed in this EIR, as identified in Table 3-10, EIR Program-Level Growth Assumptions, 2011–2020—Study Areas, p. 3-40. In addition, maximum growth identified in any one study area cannot be exceeded by AAU without a determination by the City to determine whether additional environmental review pursuant to CEQA is necessary.

²³ The conversion of hotels with more than 100 rooms is prohibited by an adopted *Planning Code* amendment (*Administrative Code* Chapter 41, Added by Ord. 41-08, File No. 071528, App. 3/24/2008 F).

²⁴ The occupation of existing buildings by AAU as part of their program-level growth could potentially not require a change of use permit.

Table 3-10 EIR Program-Level Growth Assumptions, 2011–2020—Study Areas

Study Area Land Use Assumptions	Total Maximum Residential Growth		Total Maximum Institutional Growth(sf)
	(rooms)	(beds/sf)	
Total Maximum Growth Analyzed	220	400/110,000 sf	669,670
Proposed Maximum Growth for Each Study Area Not to Exceed Total Maximum Growth			
SA-1 (Lombard Street/Divisadero Street)	45–55	82–100	—
SA-2 (Lombard Street/Van Ness Avenue)	220	400	—
SA-3 (Mid Van Ness Avenue)	220	400	—
SA-4 (Sutter Street/Mason Street)	220	400	15,000–30,000
SA-5 (Mid Market Street)	220	400	200,000–480,000
SA-6 (Fourth Street/Howard Street)	—	—	100,000–190,000
SA-7 (Rincon Hill East)	—	—	350,000–400,000
SA-8 (Third Street/Bryant Street)	—	—	100,000–150,000
SA-9 (Second Street/Brannan Street)	—	—	30,000–50,000
SA-10 (Fifth Street/Brannan Street)	—	—	70,000–160,000
SA-11 (Sixth Street/Folsom Street)	—	—	30,000–40,000
SA-12 (Ninth Street/Folsom Street)	15–25	27–45	—
SOURCE: AAU (2013); Atkins (2013).			

■ Description of Study Areas

As previously mentioned, the 12 study areas are shown in Figure 3-4, Study Areas and Project Sites, p. 3-23. The following discussion presents each study area, providing specific information related to location and access, size and existing uses, existing study area characteristics, proposed study area uses, and existing AAU shuttle stops. Figure 3-7, Study Area 1 (Lombard Street/Divisadero Street) Location, p. 3-43, through Figure 3-18, Study Area 12 (Ninth Street/Folsom Street) Location, p. 3-76, provide the study area nearby and existing AAU facilities, and existing AAU shuttle stops. Each of the existing AAU facilities identified on these figures uses the same numbering system as provided on Figure 3-2, Existing AAU Campus Sites, p. 3-7, which also provides the physical address of each building.

SA-1, Lombard Street/Divisadero Street

Location and Access

As shown in Figure 3-7, Study Area 1 (Lombard Street/Divisadero Street) Location, p. 3-43, Study Area 1 (SA-1) is bounded by Chestnut Street to the north, Scott Street to the east, U.S. 101/Lombard Street to the south, and Broderick Street to the west in the Marina District. Lombard Street is the Major Arterial²⁵ used to travel to and from the study area to other parts of San Francisco (City), and is part of U.S. 101. Collector Streets such as Scott, Chestnut, and Broderick Streets, and Secondary Arterials such as Divisadero Street are used for local trips and to access the arterials.

Existing Study Area Characteristics

The study area is 5.7 acres, which encompasses two City blocks and includes 45 lots and 22 buildings, and has an elevation of 6 to 8 meters above mean sea level (msl).

There is a mixture of retail, restaurants, and multifamily residential units along Scott and Chestnut Streets in SA-1. Lombard Street has a mixture of various commercial buildings, motels, and parking lots. Along Broderick and Divisadero Streets are largely multifamily residential buildings that are three to four stories tall. Divisadero Street also contains driveway access points to a few of the parking lots located on Lombard Street. Most buildings in SA-1 are two to four stories tall.

SA-1 is bordered to the north, east, and south by retail shops, restaurants, various commercial uses, and multifamily residential units. To the south are also three motels, and to the west are multifamily residential units and an automotive repair garage.

Existing zoning within SA-1 includes Small-Scale Neighborhood Commercial (NC-2), Moderate-Scale Neighborhood Commercial (NC-3), Mixed (Apartments and Houses), Medium Density (RM-3), and Residential Houses, Three Family (RH-3).

SA-1 consists primarily of buildings constructed largely in the 1920s. No designated historic resources, Article 11 Districts, Article 10 Districts, National Historic Districts, or Landmark Properties are located in this study area.²⁶ Further, this study area is not located within any San Francisco Area Plan of the *General Plan*.

Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings of up to 100 beds (or up to 55 rooms) for student housing in SA-1.

²⁵ Streets have been classified according to Table 1 of the City's *General Plan* Transportation Element (e.g., Freeways, Major Arterials, Transit Conflict Streets, Secondary Arterials, Recreational Streets, Collector Streets, and Local Streets).

²⁶ There are three separate levels of designation of historic resources: local, state (California Register), and federal (National Register of Historic Places). More detailed information regarding cultural resources in the study areas and project sites can be found in Section 4.5, Cultural and Paleontological Resources.

Existing AAU Facilities and AAU Shuttle Stops

The nearest AAU existing facility in SA-1 is an 81-bed residential building located approximately seven blocks east at 1727 Lombard Street between Laguna and Octavia Streets.

As shown in Figure 3-7, Study Area 1 (Lombard Street/Divisadero Street) Location, p. 3-43, there were no existing AAU shuttle stops within or in proximity to SA-1 in 2010. The closest shuttle stop to SA-1 in 2010 was a white passenger loading zone (PLZ) at Lombard and Octavia Streets. No additional stops have been added in this area.



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

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FIGURE 3-7: STUDY AREA 1 (LOMBARD STREET/DIVISADERO STREET) LOCATION

SA-2, Lombard Street/Van Ness Avenue

Location and Access

As shown in Figure 3-8, Study Area 2 (Lombard Street/Van Ness Avenue) Location, p. 3-46, Study Area 2 (SA-2) is bounded by Lombard Street to the north, Polk Street to the east, Union Street to the south, and Gough Street to the west in the Marina/Russian Hill Districts. Van Ness Avenue and Lombard Street are Major Arterials within SA-2. Collector Streets such as Polk, Gough, Greenwich, Filbert, and Union Streets are used largely for local trips and to access the arterials. Franklin and Gough Streets are an important couplet of one-way streets that serve a cross-city function as Major Arterials.

Existing Study Area Characteristics

The study area is 29.6 acres, which encompasses nine City blocks and includes 229 lots and 106 buildings, and has an elevation of 11 to 44 meters above msl.

There is a mixture of retail, commercial, hotels, restaurants, and multifamily residential units along Lombard Street, Van Ness Avenue, Polk Street, and Union Street in SA-2. Gough, Franklin, Greenwich, and Filbert Streets include mainly multifamily residential building. Union Street primarily contains commercial and residential uses, although there is an elementary school (Sherman Elementary) located near the corner of Franklin and Union Streets on the south side of the street, just outside of SA-2. The majority of buildings within this study area are three to seven stories tall.

SA-2 is bordered to the north, east, and west by retail shops, restaurants, various commercial uses, and multifamily residential units. To the west are mixed-use (residential buildings with ground-floor retail) and multifamily residential units, and to the south is the elementary school.

Existing zoning within SA-2 includes Small-Scale Neighborhood Commercial (NC-2), Moderate-Scale Neighborhood Commercial (NC-3), Mixed (Apartments and Houses), Medium Density (RM-3), and Residential Houses, Three Family (RH-3).

SA-2 consists of buildings constructed largely during the 1920s through the 1940s. The Blackstone Court Article 10 District is located within SA-2. There are no Article 11 Districts, NRHP Historic Districts, or Article 10 Landmark Properties in SA-2. A portion of this study area is located within the Van Ness Avenue Area Plan of the *General Plan*.

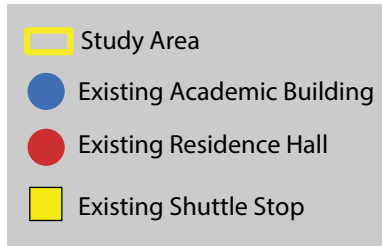
Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings of up to approximately 400 beds (or up to 220 rooms) for student housing in SA-2.

Existing AAU Facilities and AAU Shuttle Stops

AAU's nearest existing facilities in SA-2 are an 81-bed residential building located just over one block west at 1727 Lombard Street and both residential and institutional facilities two to three blocks south of SA-2 on Van Ness Avenue at 2211 Van Ness Avenue, 2209 Van Ness Avenue, and 2151 Van Ness Avenue.

As shown on Figure 3-8, Study Area 2 (Lombard Street/Van Ness Avenue) Location, p. 3-46, while there were no shuttle stops within SA-2 in 2010, there were two AAU white zone shuttle stops in proximity to SA-2: a white passenger-loading zone (white PLZ) on Lombard and Octavia Streets and a shuttle-only stop on Broadway and Van Ness Avenue. No additional stops have been added in this area.



Not to Scale

SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

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FIGURE 3-8: STUDY AREA 2 (LOMBARD STREET/VAN NESS AVENUE) LOCATION

SA-3, Mid Van Ness Avenue

Location and Access

As shown in Figure 3-9, Study Area 3 (Mid Van Ness Avenue) Location, p. 3-49, Study Area 3 (SA-3) is bounded by Fern Street to the north, Polk Street to the east, Turk Street to the south, and Octavia Street to the west in the Van Ness Corridor and Civic Center District. Van Ness Avenue and Franklin, Gough, Geary, Turk, and O'Farrell Streets are Major Arterials used to travel through SA-3, and Collector Streets such as Polk, Post, Cedar, Myrtle, Olive, Ellis, Willow, and Eddy Streets are largely used for local trips and to access the arterials.

Existing Study Area Characteristics

The study area is 83.9 acres, which encompasses approximately 27 City blocks and includes 200 lots and 118 buildings, and has an elevation of 26 to 55 meters above msl.

There is a mixture of retail, commercial, restaurants, and multifamily residential buildings along Polk Street, Post Street, Geary Boulevard, O'Farrell Street, Ellis Street, and Eddy Street in SA-3. Franklin Street primarily consists of multifamily residential and institutional buildings. Van Ness Avenue consists of various commercial uses, such as car sales centers, hotels, a movie theater, and services. The Harvey Milk Children's Center is located on Ellis and Polk Streets. Ellis Street contains two hotels and Eddy Street has three hotels. Eddy Street also contains two above-ground surface parking lots and a branch of San Francisco City College. Turk Street includes a mixture of retail and multifamily residential units. Most buildings in SA-3 are two to ten stories tall.

SA-3 is bordered to the north by retail shops, fitness facility, restaurants, various commercial uses, and multifamily residential buildings; to the east are three churches, a gas station, and multifamily residential buildings; to the west are various institutional uses, retail, commercial, restaurants, and multifamily residential units; and to the south are the Tenderloin Community School, commercial, and multifamily residential buildings.

Existing zoning within SA-3 includes Residential-Commercial Combined High Density (RC-4), Mixed (Apartments and Houses), High Density (RM-4), Moderate Scale Neighborhood Commercial (NC-3), Community Business District (C-2), and Public Use (P).

Residential buildings range from one-story single-family to high-rise multifamily buildings. Multiple-story commercial buildings are intermixed with one- or two-story commercial buildings along Van Ness Avenue. One- and two-story commercial buildings are distributed widely throughout the study area. The buildings date from pre-1906 to the 1950s and later. There are no NRHP Historic Districts, Article 11 Conservation Districts, or Article 10 districts in SA-3. This study area contains Article 10 Landmark Properties and other known historic resources, which are

discussed further in EIR Section 4.5, Cultural and Paleontological Resources.²⁷ SA-3 is located within in the Van Ness Avenue Area Plan of the *General Plan*.

Proposed Study Area Uses

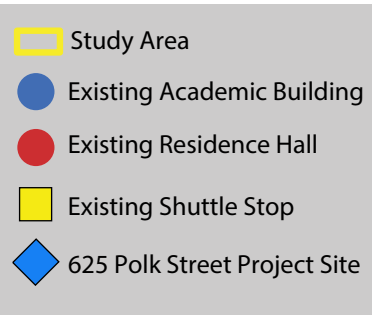
This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 400 beds (or 220 rooms) for student housing in SA-3. In addition, 625 Polk Street, which is located in SA-3, is being evaluated as a project site in this EIR and is further discussed below in Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-9, Study Area 3 (Mid Van Ness Avenue) Location, p. 3-49, four existing AAU residential facilities are located to the east of SA-3, between Frank Norris and Hemlock Streets, along the Leavenworth corridor. These four residential facilities are located at 1153 Bush, 1080 Bush, 860 Sutter, and 817–831 Sutter Streets. Two other existing AAU residential facilities are located to the north: 1916 Octavia Street located five blocks north along Octavia Street and 1900 Jackson Street located eight blocks north on Jackson Street. In addition, there is one existing AAU institutional facility within the center of the study area at 950 Van Ness Avenue and a second existing AAU institutional facility nearby at 1849 Van Ness Avenue, about nine blocks to the north.

As shown on Figure 3-9, in 2010, there were two AAU shuttle stops in proximity to SA-3: a white PLZ at Van Ness Avenue and Clay Street and a white shuttle-only stop at Sutter and Leavenworth Streets. A double-park stop at Sacramento and Octavia Streets was also in operation. Subsequent changes were made to the shuttle system since 2010 and there was one shuttle stop added within SA-3 at Polk and Turk Streets. As of August 2014, AAU received approval from SFMTA to expand the white zone adjoining 625 Polk Street and began using the expanded white zone.

²⁷ "Known historic resources" are resources listed as Category A.1 (Resources listed on or formally determined to be eligible for the California Register) and Category A.2 (Resources listed on adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register) in San Francisco Planning Department, *San Francisco Preservation Bulletin No. 16: CEQA and Historical Resources*, <http://www.sflanning.org/Modules/ShowDocument.aspx?documentid=5339>.



Not to Scale 

SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

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FIGURE 3-9: STUDY AREA 3 (MID VAN NESS AVENUE) LOCATION

Administrative Draft - Subject to Revision

SA-4, Sutter Street/Mason Street

Location and Access

As shown in Figure 3-10, Study Area 4 (Sutter Street/Mason Street) Location, p. 3-52, Study Area 4 (SA-4) is bounded by Bush Street to the north, Powell Street to the east, Geary Street to the south, and Jones Street to the west in the Union Square/Nob Hill/Tenderloin Districts. Bush and Geary Streets are Major Arterials located within SA-4. Other streets within SA-4, such as Post, Taylor, and Mason Streets are Collector Streets used largely for local trips and to access the arterials; Sutter Street is a Transit Conflict Street with a primary transit function.

Existing Study Area Characteristics

The study area is 5.7 acres, which encompasses nine City blocks and includes 161 lots and 66 buildings, and has an elevation of 6 to 8 meters above msl.

In SA-4, Powell Street primarily includes a mixture of hotels, retail shops, restaurants, and public uses. Mason, Sutter, Post, Geary, Bush, Taylor, and Jones Streets have a mixture of restaurants, commercial uses, and multifamily residential buildings. Mason, Sutter, Post, and Geary Streets also contain retail shops and hotels. Many buildings are three to seven stories tall, with taller buildings scattered throughout the study area, but mostly located on Geary, Post, and Sutter Streets.

SA-4 is bordered to the north, east, south, and west by a mixture of retail shops, restaurants, hotels, and various commercial uses. Multifamily residential units occur to the north and west. Directly to the east is Union Square.

Existing zoning within SA-4 includes Downtown-General Commercial (C-3-G), Residential-Commercial Combined High Density (RC-4), and Downtown-Retail (C-3-R).

SA-4 is a mixed area with high-density residential, commercial, hotel, and institutional uses. The buildings generally date from after the 1906 earthquake and fire through the 1930s. Portions of SA-4 are within the boundaries of the Kearny-Market-Mason-Sutter Article 11 Conservation District and the Uptown Tenderloin and Lower Nob Hill Apartment Hotel NRHP historic districts. There are two Article 10 Landmark Properties and other known historical resources located in SA-4. SA-4 is located within the Downtown Area Plan of the *General Plan*.

Proposed Study Area Uses

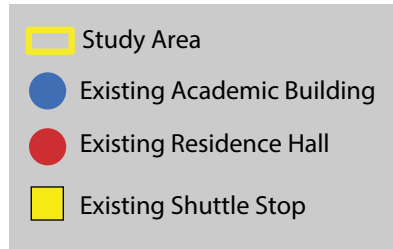
This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 400 beds (or 220 rooms) for student housing and 15,000 sf to 30,000 sf for institutional uses in SA-4.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-10, Study Area 4 (Sutter Street/Mason Street) Location, p. 3-52, SA-4 contains and/or is bordered by several of AAU's existing facilities, consisting of ten residential and six

institutional facilities. Residential facilities located within or on the border of SA-4 include the following: 736 Jones, 1055 Pine, 680–688 Sutter, 620 Sutter, 655 Sutter, and 560 Powell Streets. Institutional facilities within or on the border of SA-4 include 740 Taylor Street, 625–629 Sutter Street, 491 Post Street, and 540 Powell Street.

As shown on Figure 3-10, in 2010, there were two AAU shuttle stops within SA-4. One, a shuttle-only stop, was located at Mason and Sutter Streets, and the other, an unofficial stop, was located at Post and Mason Streets. In addition, there was another shuttle stop (white PLZ) approximately three blocks to the east of the study area at Sutter and Leavenworth Streets. As of 2013, AAU had added two additional shuttle stops in the vicinity of SA-4: one at Taylor and Pine Streets, and another at Mason and O'Farrell Streets.



Not to Scale

SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

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FIGURE 3-10: STUDY AREA 4 (SUTTER STREET/MASON STREET) LOCATION

SA-5, Mid Market Street

Location and Access

As shown in Figure 3-11, Study Area 5 (Mid Market Street) Location, p. 3-55, Study Area 5 (SA-5) is generally bounded by Fifth Street to the east and Gough Street to the west. The northern and southern borders of the study area are varied, but are generally represented by Market Street to the north and Natoma Street to the south. SA-5 is located in the Mid-Market and South of Market (SoMa) Districts. Franklin Street and Fifth through 10th Streets are Major Arterials located within SA-5. Other streets within SA-5, including, but not limited to 11th and 12th Streets, are Collector Streets used largely for local trips and to access arterials. Mission and Market Streets are Transit Conflict Streets with primary transit function.

Existing Study Area Characteristics

The study area is 157.3 acres, which encompasses approximately 28 full and partial City blocks and includes 552 lots and 183 buildings, and has an elevation of 10 meters above msl.

On 12th Street, South Van Ness Avenue, 11th Street, and 10th Street there is a mixture of retail, commercial, mixed-use, and residential uses. From Ninth Street to Fifth Street between Market and Mission Streets, SA-5 is dominated by retail, mixed-use residential, offices, and government buildings. Narrower streets between Mission Street and the southern border of SA-5, such as Minna, Lafayette, Grace, and Washburn Streets, include mixed-use and residential uses. Streets running parallel between Market and Mission Streets, such as Stevenson Street, are defined mainly by mixed-use and residential buildings. Land uses north of Market Street between Franklin and Fell Streets are dominated by mixed-use residential, retail, and office buildings. Buildings range from three to twenty stories tall.

There are offices, mixed-use residential, retail, government offices, the Civic Center, and City Hall to the north. The Westfield San Francisco Centre (an urban shopping center), hotels, retail, and office uses are located to the east. There are commercial, light industrial, mixed-use residential, retail, and hotel uses south of SA-5. The area west of SA-5 is characterized by multifamily residential, retail, and mixed-used residential.

Existing zoning within SA-5 includes Downtown-General Commercial (C-3-G), Downtown-Retail (C-3-R), Downtown Support (C-3-S), Public Use (P), SoMa Neighborhood Commercial Transit (NCT), Neighborhood Commercial Transit-Moderate Scale (NCT-3), Mixed Use General (MUG), Service/Light Industrial/Residential (SLR), South of Market-Residential Enclave (RED), Heavy Commercial (C-M), and Residential House, Three Family (RH-3).

SA-5 is made up of diverse and disparate neighborhoods or districts as they intersect with Market and Mission Streets, between Fifth and 12th Streets. The building types reflect the wide range of neighborhoods or districts in SA-5 and include residential, commercial, and institutional uses with

buildings dating from pre-1906 to the present. Portions of SA-5 are within the Market & Octavia Plan Historic Survey, and SoMa Area Plan Historic Surveys. Additionally, portions of SA-5 are within the boundaries of the Uptown Tenderloin, and Market Street Theater & Loft NRHP historic districts, the Kearny-Market-Mason-Sutter Street Article 11 Conservation District, and the Civic Center Article 10 District. Additionally, Article 10 landmarks and other known historic resources are located in SA-5. Portions of SA-5 are also located within the Downtown, Civic Center, Western SoMa, Market & Octavia, and the East SoMa Neighborhood Area Plans of the *General Plan*.

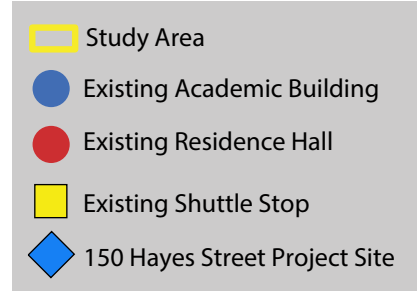
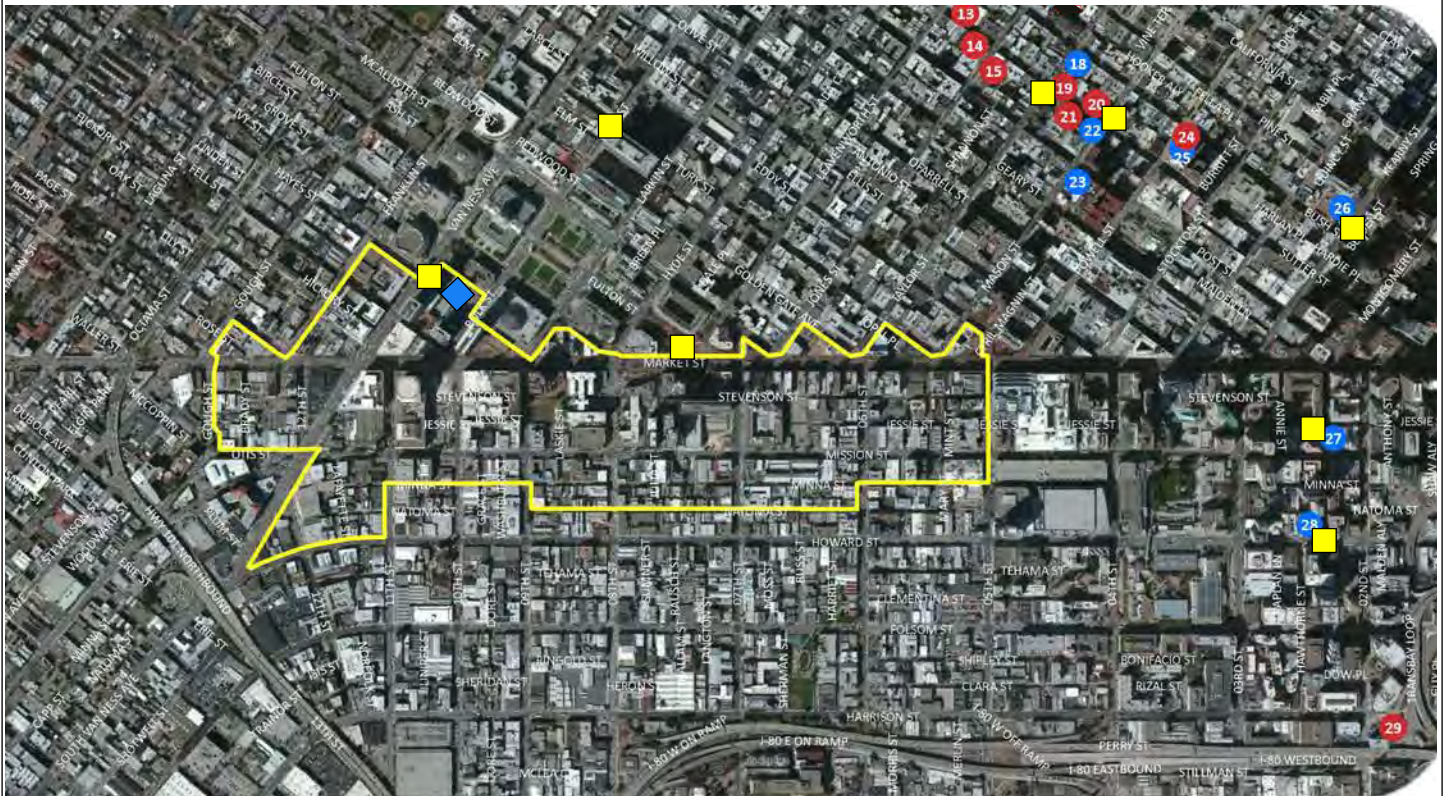
Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 400 beds (or 220 rooms) for student housing and 200,000 sf to 480,000 sf for institutional uses in SA-5. In addition, 150 Hayes Street, which is within SA-5, is being evaluated as a project site in this EIR and is further discussed below in Section 3.4.4, Project Sites (Project-Level Analysis), p. 3-77.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-11, Study Area 5 (Mid Market Street) Location, p. 3-55, existing AAU uses are located to the northeast, east, and southeast of SA-5; however, there are no existing AAU facilities within this study area. The closest existing sites to this study area are the institutional sites located northeast of SA-5 at 79 New Montgomery Street and 180 New Montgomery Street, and the cluster of residential and institutional sites located to the north of SA-5 (north of O'Farrell Street and east of Van Ness Avenue), within and adjacent to SA-4. The addresses of these sites can be found in the legend of Figure 3-2, Existing AAU Campus Sites, p. 3-7.

As shown on Figure 3-11, there were no AAU shuttle stops within SA-5 in 2010. The closest shuttle stops to SA-5 in 2010 were a white shuttle-only zone at New Montgomery and Jessie Streets and an unofficial stop at Mason and Post Streets. As of 2013, AAU had installed shuttle stops at 625 Polk and at 150 Hayes Streets. In August 2014, AAU had moved its 150 Hayes Street shuttle stop into the building's garage; AAU had also received approval from SFMTA to expand the white zone on Polk Street adjoining 625 Polk Street and had begun using the expanded white zone.



Not to Scale

SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-11: STUDY AREA 5 (MID MARKET STREET) LOCATION

SA-6, Fourth Street/Howard Street

Location and Access

As shown in Figure 3-12, Study Area 6 (Fourth Street/Howard Street) Location, p. 3-58, Study Area 6 (SA-6) is bounded by Mission Street to the north, Fourth Street to the east, Folsom Street to the south, and Fifth Street to the west in the SoMa District. In SA-6, Howard, Folsom, Fourth, and Fifth Streets are Major Arterials used to travel outside of the study area to other parts of the City or region. Local Streets such as Minna, Tehama, and Clementina Streets, are used for local trips and to access the arterials.

Existing Study Area Characteristics

The study area is 22.2 acres, which encompasses two City blocks and includes 54 lots and 37 buildings, and has an elevation of 4 to 9 meters above msl.

On Mission Street, there is a public parking garage that runs the length of the south side of the street from Fourth Street to Fifth Street in SA-6. There is a mixture of retail, commercial, and mixed-use residential uses along Fifth and Folsom Streets. Moscone Center West (a large convention center), a hotel, retail shops, and mixed-use residential uses are on Howard Street from Fourth Street to Fifth Street. Fourth Street is comprised of a gas station, retail uses, Olivet University, Moscone Center West, and mixed-use residential uses. Most buildings within this study area are two to ten stories tall.

SA-6 is bordered to the east by Yerba Buena Gardens and the Metreon, which consists of large-scale retail shops (including a Target store), restaurants, and a movie theater. To the north is the Westfield San Francisco Centre. The San Francisco Chronicle building and associated parking lots are located to the west. To the south are live/work lofts, various commercial uses, and office uses.

Existing zoning within SA-6 includes Downtown Support (C-3-S), Residential-Commercial Combined, High Density (RC-4), Residential/Service Mixed-Use (RSD), Light Industrial (M-1), and Public Use (P).

The area generally includes Moscone West and an adjacent mix of one- or two-story commercial building and warehouses. There are also some single-family and multiple-story residential buildings dating from the 1920s and 1930s. There are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, or Article 10 Landmark Properties in SA-6; however, there are known historical resources within SA-6. Additionally, a portion of SA-6 is within the SoMa Area Plan Historic Survey. Portions of SA-6 are within the Downtown and Western SoMa Area Plans of the *General Plan*.

Proposed Study Area Uses

The EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 100,000 sf to 190,000 sf of institutional uses in SA-6.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-12, Study Area 6 (Fourth Street/Howard Street) Location, p. 3-58, there are no existing AAU facilities within SA-6; however, existing AAU facilities are located several blocks north, east, and south of SA-6. The nearest AAU existing facilities are institutional facilities located two blocks east at 79 New Montgomery Street and at 180 New Montgomery Street. A cluster of existing AAU residential and institutional facilities is also located four to six blocks northwest (in the Union Square area) of SA-6 within and adjacent to SA-4. To the south, four additional existing facilities are located within and adjacent to SA-10 Fifth Street/Brannan Street. These include a residential facility at 168 Bluxome Street and institutional facilities at 601 Brannan Street, 460 Townsend Street, and 466 Townsend Street.

As shown on Figure 3-12, while there are no shuttle stops within SA-6 in 2010, there were five AAU shuttle stops in proximity to SA-6: a white passenger loading zone at New Montgomery and Jessie Streets; an unofficial stop at Second and Federal Streets; an unofficial stop at Brannan and Fifth Streets; an unofficial stop at Post and Mason Streets and an unofficial stop at Kearny and Bush Streets. As of 2013, AAU had made the stop at New Montgomery and Jesse Streets an official stop, and added official stops at Second and Howard Streets and at 491 Post Street.



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-12: STUDY AREA 6 (FOURTH STREET/HOWARD STREET) LOCATION

SA-7, Rincon Hill East

Location and Access

As shown in Figure 3-13, Study Area 7 (Rincon Hill East) Location, p. 3-61, Study Area 7 (SA-7) is bounded by Folsom Street to the north, Main Street to the east, Bryant Street to the south, and Beale Street to the west in the SoMa District. Folsom, Harrison, and Bryant Streets are Major Arterials located within SA-7. Main and Beale Streets are classified as Collector Streets and are largely used for local trips and to access the arterials. SA-7 is located adjacent to I-80 with access to and from the freeway provided via on- and off-ramps at Bryant Street.

Existing Study Area Characteristics

The study area is 7.4 acres, which encompasses two City blocks and includes six lots and six buildings, and has an elevation of 3.3 to 4.8 meters above msl.

The north side of SA-7 is comprised of the former Embarcadero Postal Center structure and associated parking lots bordered by Beale, Folsom, Main, and Harrison Streets. To the south are multifamily residential buildings, a commercial building, the Caltrans Bridge Maintenance Center, and the Bay Bridge Pump Station. I-80 traverses above the southern portion of SA-7.

SA-7 is bordered to the east, south, and west by multifamily residential buildings. To the north is the Temporary Transbay Terminal site. To the south there is also a parking lot. Buildings in SA-7 are eight to ten stories tall.

Existing zoning within SA-6 includes Residential–Commercial Combined, High Density (RC-4) and Rincon Hill Downtown Residential Mixed Use (RH DTR).

There are two buildings over the age of 45 years within SA-7 and both have been determined not to be historical resources. No Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, Article 10 Landmark Properties, or known historic resources are within SA-7. SA-7 is within the Rincon Hill Area Plan of the *General Plan*.

Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 350,000 sf to 400,000 sf of institutional uses in SA-7 at a program level.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-13, Study Area 7 (Rincon Hill East) Location, p. 3-61, AAU has one residential facility at 575 Harrison Street, three blocks west of SA-7, and one institutional facility at 58–60 Federal Street. There are no existing AAU facilities within SA-7.

As shown on Figure 3-13 there were no shuttle stops within SA-7 in 2010 and the closest shuttle stops to SA-7 were a white passenger loading zone shuttle stop at 79 New Montgomery and an

unofficial stop at Second and Federal Streets. As of 2013, AAU had added stops at Second and Howard Streets and at 491 Post Street.



- Study Area
- Existing Academic Building
- Existing Residence Hall
- Existing Shuttle Stop

Not to Scale



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-13: STUDY AREA 7 (RINCON HILL EAST) LOCATION

SA-8, Third Street/Bryant Street

Location and Access

As shown in Figure 3-14, Study Area 8 (Third Street/Bryant Street) Location, p. 3-64, Study Area 8 (SA-8) is bounded by Harrison Street to the north, Second Street to the east, Bryant Street to the south, and Third Street to the west in the SoMa District. Harrison, Bryant, and Third Streets are Major Arterials located within SA-8. Second Street is classified as a Collector Street and is largely used to access the arterials. SA-8 is located adjacent to I-80 with access to and from the freeway provided via on- and off-ramps at Fourth Street.

Existing Study Area Characteristics

The study area is 21.9 acres, which encompasses one City block and includes 44 lots and 29 buildings, and has an elevation of 2.7 to 9 meters above msl.

Harrison and Bryant Streets include a mixture of office uses and light industrial uses in SA-8. At the corner of Harrison and Third Streets, there are mixed-use residential units and the Veterans Affairs San Francisco Clinic. Third Street primarily consists of light industrial uses, a public parking lot (under the I-80 freeway), retail shops, and mixed-use. Second Street consists of office uses, light industrial uses, and a public parking lot. Stillman Street consists of a public parking lot on the north side and offices, light industrial uses, and mixed-use residential uses on the south side. Most buildings are three to six stories tall.

SA-8 is bordered to the north, east, south, and west by offices, light industrial uses, and mixed-use residential uses. I-80 runs directly through SA-8 traveling east and west.

Existing zoning within SA-8 includes Service/Secondary Office (SSO), Mixed Use Office (MUO), Light Industrial (M-1), Service/Light Industrial (SLI), and Public Use (P).

There are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, or Article 10 Landmark Properties; however, there are other known historic resources within SA-8. Portions of SA-8 are located within the SoMa Area Plan Historic Survey and East SoMa Neighborhood Plan of the *General Plan*.

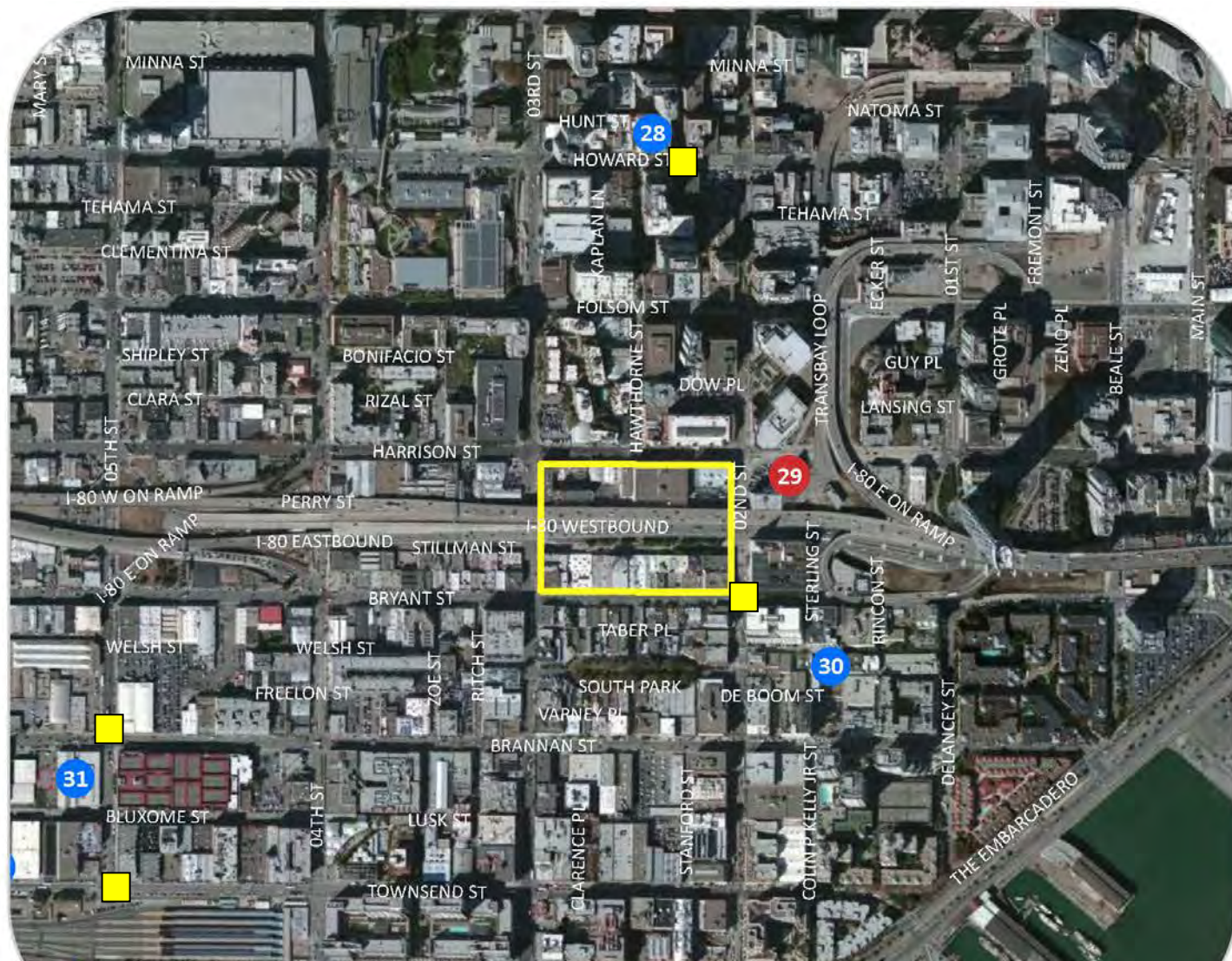
Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 100,000 sf to 150,000 sf of institutional uses in SA-8.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-14, Study Area 8 (Third Street/Bryant Street) Location, p. 3-64, there are no existing AAU facilities within SA-8. AAU currently occupies one residential facility at 575 Harrison Street, to the northeast of the study area. Three institutional facilities in proximity to SA-8 are located to the north, southeast, and southwest, with the closest at 58–60 Federal Street.

As shown on Figure 3-14, while there are no shuttle stops within SA-8 in 2010, there were four AAU shuttle stops in proximity to SA-8: an unofficial stop at Second and Federal Streets; an unofficial stop at Brannan and Fifth Streets; a shuttle-only stop at 466 Townsend (Townsend and Sixth Street) Street; and a white passenger loading zone at 79 New Montgomery. As of 2013, AAU had added an official shuttle stop at Fifth and Bluxome Streets, and made the unofficial stops at Second and Federal Streets and at Brannan and Fifth Streets official stops.



- Study Area
- Existing Academic Building
- Existing Residence Hall
- Existing Shuttle Stop

Not to Scale



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-14: STUDY AREA 8 (THIRD STREET/BRYANT STREET) LOCATION

SA-9, Second Street/Brannan Street

Location and Access

As shown in Figure 3-15, Study Area 9 (Second Street/Brannan Street) Location, p. 3-67, Study Area 9 (SA-9) is bounded by Brannan Street to the north, Delancey Street to the east, Townsend Street to the south, and Third Street to the west in the SoMa District. Third and King Streets are Major Arterials located within SA-9. Second, Brannan, and Townsend Streets are classified as Collector Streets and are largely used to access the arterials.

Existing Study Area Characteristics

The study area is 22.5 acres, which encompasses two City blocks and includes 39 lots and 46 buildings, and has an elevation of 2 meters above msl.

There is a mixture of retail, restaurants, commercial uses, and multifamily residential buildings along Brannan and Townsend Streets in SA-9. Colin P. Kelly Jr. and Delancey Streets are comprised of multifamily residential units. Second, Third, and Stanford Streets mainly consist of various commercial uses. The San Francisco Fire Department headquarters are on the northeast corner of Second and Townsend Streets. Most buildings are three to six stories tall.

SA-9 is bordered to the north and east by retail shops, various commercial uses, and multifamily residential units. To the west are multifamily residential units. AT&T Park is located one block south of SA-9 between Third and Second Streets. To the east is San Francisco Bay.

Existing zoning within SA-9 includes South Beach Downtown Residential (SB DTR), Service/Light Industrial (SLI), Moderate Scale Neighborhood Commercial (NC-3), and Mixed Use Office (MUO).

There are no Article 11 Conservation Districts or NRHP Historic Districts. SA-9 is included within a portion of the Article 10 South End Historic District and includes Article 10 Landmark Properties and other known historic resources. Additionally, portions of SA-9 are within the SoMa Area Plan Historic Survey. Portions of SA-9 are within the East SoMa Area Plan of the *General Plan*.

Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 30,000 sf to 50,000 sf of institutional uses in SA-9.

Existing AAU Facilities and AAU Shuttle Stops

There are no existing AAU facilities within SA-9. As shown in Figure 3-15, Study Area 9 (Second Street/Brannan Street) Location, p. 3-67, AAU currently occupies three institutional facilities and one residential facility just west of the study area along Bluxome Street between Fifth and Sixth Streets. These institutional facilities are located at 601 Brannan, 460 Townsend, and 466 Townsend Streets, and the residential facility is located at 168 Bluxome Street. There is also one institutional facility and

one residential facility just north of SA-9. The institutional facility is located at 58–60 Federal Street and the residential facility is located at 579 Harrison Street.

As shown on Figure 3-15, while there were no shuttle stops within SA-9 in 2010, there were three AAU shuttle stops in proximity to SA-9: an unofficial stop at Brannan and Fifth Streets; a shuttle-only stop at Townsend and Sixth Streets; and an unofficial stop at Second and Federal Streets. As of 2013, AAU had added official shuttle stops at Fifth and Bluxome Streets and at Second and Howard Streets, and had made the unofficial stops at Second and Federal Streets and at Fifth and Brannan Streets official shuttle stops.



- Study Area
- Existing Academic Building
- Existing Residence Hall
- Existing Shuttle Stop

Not to Scale



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-15: STUDY AREA 9 (SECOND STREET/BRANNAN STREET) LOCATION

SA-10, Fifth Street/Brannan Street

Location and Access

As shown in Figure 3-16, Study Area 10 (Fifth Street/Brannan Street) Location, p. 3-70, Study Area 10 (SA-10) is bounded by Bryant Street to the north, Fifth Street to the east, Townsend Street to the south, and Sixth Street and I-280 to the west in the SoMa District. Fifth, Sixth, and Bryant Streets are Major Arterials located within SA-10. Brannan and Townsend Streets are largely Collector Streets used to access the arterials. SA-10 is located adjacent to I-80 with access to and from the freeway provided via on- and off-ramps at Fifth Street.

Existing Study Area Characteristics

The study area is 10.4 acres, which encompasses two City blocks and includes 51 lots and 25 buildings, and has an elevation of 4 meters above msl.

There is a mixture of commercial uses and multifamily residential units along Fifth, Bryant, Brannan, Sixth, and Bluxome Streets in SA-10. The San Francisco Flower Mart (a wholesale flower market) is located on the north side of Brannan Street between Fifth and Sixth Streets. The Caltrain Station and train tracks are located on the south side of Townsend Street. The entrance and exit to I-280 are located on Sixth Street at Brannan Street. Most buildings within SA-10 are two to four stories tall.

To the north there are various commercial uses. I-80 runs parallel and just north of Bryant Street, with an entrance to the freeway at Bryant and Fifth Streets. SA-10 is bordered to the east and west by various commercial uses and multifamily residential units. The San Francisco Tennis Club and associated parking is on the east side of Fifth Street between Brannan and Bluxome Streets. The Caltrain station is located at Fourth and Townsend Streets. Rail lines run parallel to Townsend Street and along the southern border of SA-10.

Existing zoning within SA-10 includes Service/Light Industrial (SLI) and Service/Secondary Office (SSP).

Building dates in SA-7 range from the 1910s to 2000s. SA-7 is within the Western SoMa Plan and SoMa Area Plan Historic Survey. There are no Article 11 Conservation Districts, NRHP Historic Districts, Article 10 Districts or Article 10 Landmark Properties within SA-7; however, there are other known historic resources.

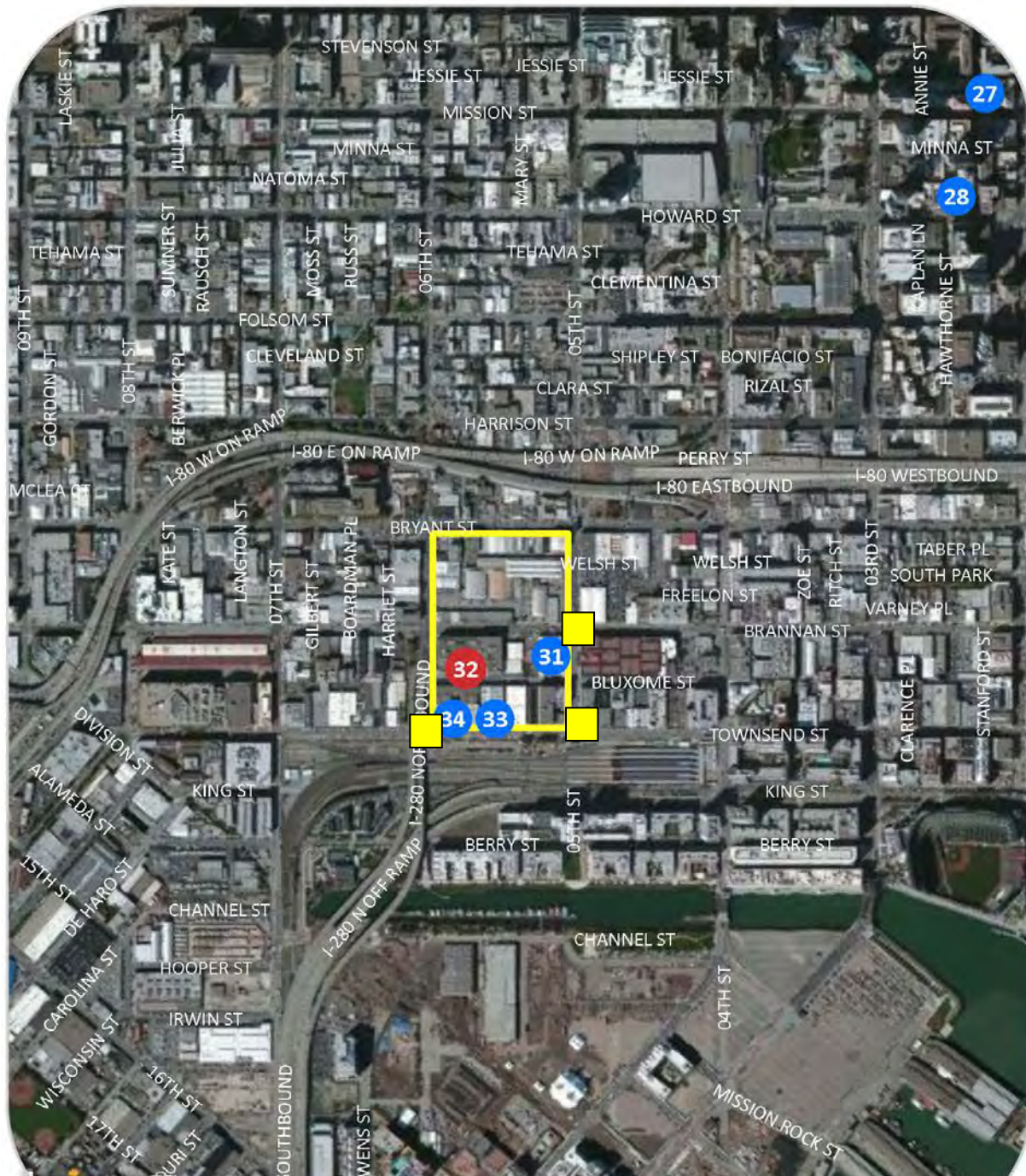
Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 70,000 sf to 160,000 sf institutional uses in SA-10.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-16, Study Area 10 (Fifth Street/Brannan Street) Location, p. 3-70, four existing AAU facilities, consisting of three institutional buildings and one residential building, are located within SA-10. These include the residential facility at 168 Bluxome Street and the institutional facilities at 601 Brannan, 460 Townsend, and 466 Townsend Streets. AAU also occupies two institutional facilities northwest of SA-10 at New Montgomery Street.

As shown on Figure 3-16, in 2010 there was an unofficial shuttle stop within SA-10 at Brannan and Fifth Streets. In proximity to SA-10 there was also shuttle-only stop at Townsend and Sixth Streets and an unofficial stop at Second and Federal Streets. As of 2013, AAU had added an official stop at Fifth and Bluxome Streets and had made the stops at Brannan and Fifth Streets and at Second and Federal Streets official shuttle stops.



- Study Area
- Existing Academic Building
- Existing Residence Hall
- Existing Shuttle Stop

Not to Scale



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-16: STUDY AREA 10 (FIFTH STREET/BRANNAN STREET) LOCATION

SA-11, Sixth Street/Folsom Street

Location and Access

As shown in Figure 3-17, Study Area 11 (Sixth Street/Folsom Street) Location, p. 3-73, is bounded by Folsom Street to the north, Sixth Street to the east, Harrison Street to the south, and Seventh Street to the west in the SoMa District. Folsom, Harrison, Sixth, and Seventh Streets are Major Arterials located within SA-11. Collector Streets include Sherman, Colombia, Harriet, and Cleveland Streets, which are used largely for local trips and to access the arterials. SA-11 is located adjacent to I-80 with access to and from the freeway provided via on- and off-ramps at Seventh Street.

Existing Study Area Characteristics

The study area is 13.2 acres, which encompasses one City block and includes 37 lots and 15 buildings, and has an elevation of 7 to 8 meters above msl.

There is a mixture of retail, restaurants, and multifamily residential units along Folsom and Seventh Streets in SA-11. Sixth and Harrison Streets consist of various commercial uses. Victoria Manalo Draves Park is located between Columbia Square and Sherman Streets. Bessie Carmichael Elementary School is located on the west side of SA-11, on the south side of Cleveland Street. Located at the corner of Cleveland and Seventh Streets is the Ukrainian Orthodox Church. There is a gas station on the northwest corner of Harrison and Sixth Streets. Most buildings within SA-11 are two to four stories tall.

On the northwest corner of Folsom and Sixth Streets is the South of Market Parks and Recreation Center. Also to the north are retail, restaurants, various commercial uses, and multifamily residential units. The area directly east of SA-11 consists of various commercial uses. I-80 runs parallel to Harrison Street along the southern border of SA-11. The area beneath I-80 consists of surface parking lots. To the west are commercial uses and multifamily residential units.

Existing zoning within SA-11 includes Neighborhood Commercial Transit (NCT), Mixed Use General (MUG), and Public Use (P).

Building dates range from the early 1900s to 2000s with the majority constructed between the 1920s and 1950s. There are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, or Article 10 Landmark Properties; however, there are other known historic resources. Additionally, a portion of SA-11 is within the SoMa Area Plan Historic Survey. A portion of SA-11 is within the West SoMa Light Industrial and Residential historic district identified in the SoMa Area Plan Historic Survey. Portions of SA-11 are within the East SoMa Area Plan of the *General Plan*.

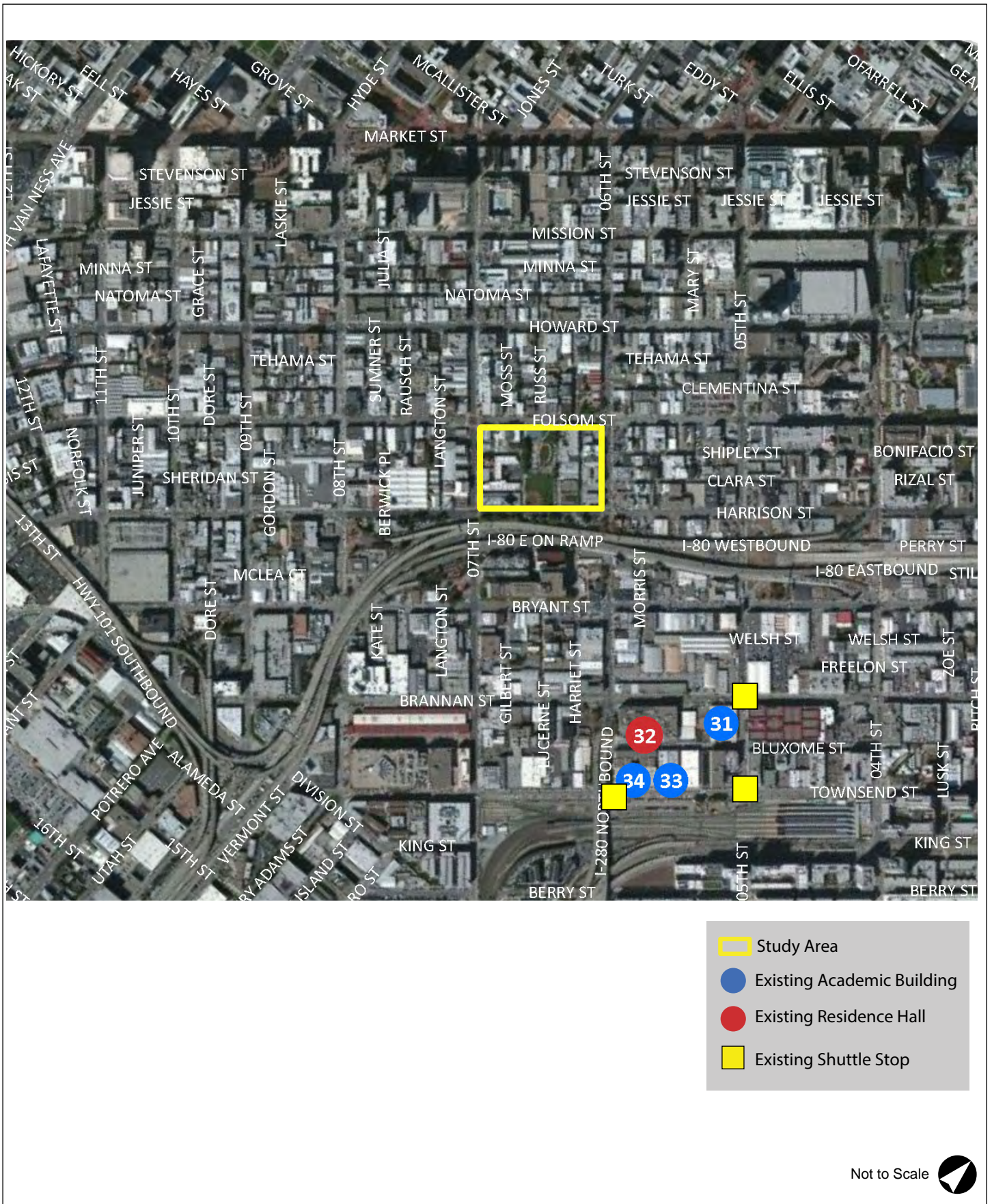
Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 30,000 sf to 40,000 sf of institutional uses in SA-11.

Existing AAU Facilities and AAU Shuttle Stops

There are no existing AAU facilities within SA-11. As shown in Figure 3-17, Study Area 11 (Sixth Street/Folsom Street) Location, p. 3-73, AAU currently occupies three institutional facilities and one residential facility two blocks southeast of SA-11 across I-80 between Brannan and Townsend Streets and between Fifth and Sixth Streets.

As shown on Figure 3-17, while there were no shuttle stops within SA-11 in 2010, there were three AAU shuttle stops in proximity to SA-11: unofficial stops at Second and Federal Streets and at Brannan and Fifth Streets, and a shuttle-only stop at Townsend and Sixth Streets. As of 2013, AAU had added a stop at Fifth and Bluxome Streets, and had made the unofficial stops at Second and Federal Streets, at Brannan and Fifth Streets, and at Townsend and Sixth Streets official shuttle stops.



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-17: STUDY AREA 11 (SIXTH STREET/FOLSOM STREET) LOCATION

SA-12, Ninth Street/Folsom Street

Location and Access

As shown in Figure 3-18, Study Area 12 (Ninth Street/Folsom Street) Location, p. 3-76, is bounded by Folsom Street to the north, Eighth Street to the east, Harrison Street to the south, and 10th Street to the west in the SoMa District. Folsom, Harrison, Eighth, Ninth, and 10th Streets are Major Arterials located within SA-12. Collector Streets include Ringold, Gordon, and Sheridan Streets, which are used largely for local trips and to access the arterials. SA-12 is located adjacent to I-80 with access to and from the freeway provided via on- and off-ramps at Eighth Street.

Existing Study Area Characteristics

The study area is 13.1 acres, which encompasses two City blocks and includes 90 lots and 34 buildings, and has an elevation of 2 to 3.5 meters above msl.

There is a mixture of retail, restaurants, commercial uses, and multifamily residential units along Folsom, Harrison, and 10th Streets in SA-22. Dore Street is mainly multifamily residential. Ninth Street consists of various commercial uses, including two motels. Eighth Street is composed of various commercial uses. The Golden Gate Transit bus yard is located at the corner of Eighth and Harrison Streets. Most buildings within SA-12 are two to four stories tall.

To the north, south, and west are restaurants, retail shops, commercial uses, and multifamily residential buildings. SA-12 is bordered to the east by various commercial uses.

Existing zoning within SA-12 is Service/Light Industrial/Residential (SLR).

Buildings in SA-12 were constructed in the decade after the 1906 earthquake and fire, to the 1920s. SA-12 is in the Western SoMa Plan; a portion of this study area is within the SoMa Area Plan Historic Survey and is largely within the West SoMa Light Industrial and Residential historic district identified in the SoMa Area Plan Historic Survey. There are no Article 11 Conservation Districts, Article 10 Districts, or NRHP Historic Districts; however there is one Article 10 Landmark and there are other known historic resources.

Proposed Study Area Uses

This EIR evaluates, at a program level, the change of use of one or more existing buildings for approximately 27 to 45 beds (or 15 to 25 rooms) for student housing in SA-12.

Existing AAU Facilities and AAU Shuttle Stops

As shown in Figure 3-18, Study Area 12 (Ninth Street/Folsom Street) Location, p. 3-76, there are no existing AAU facilities or shuttle stops within or in close proximity to SA-12. The closest existing AAU facilities to SA-12 are located within SA-10 (Fifth Street/Brannan Street) to the east. These include a residential facility at 168 Bluxome Street and institutional facilities at 601 Brannan, 460 Townsend, and 466 Townsend Streets. The closest shuttle stops to SA-12 in 2010 were an unofficial

stop at Fifth and Brannan Streets and a shuttle-only stop at Sixth and Townsend Streets. As of 2013, AAU had added an official shuttle stop at Fifth and Bluxome Streets and had made the unofficial stops Fifth and Brannan an official shuttle stop.



SOURCE: AAU, 2013; Atkins, 2013; Bing Maps 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-18: STUDY AREA 12 (NINTH STREET/FOLSOM STREET) LOCATION

3.4.4 Project Sites (Project-Level Analysis)

As discussed previously, six locations are being evaluated at a project level in this EIR because they have not yet received all permits from the City and they were either occupied, identified, or otherwise changed by AAU since publication of the September 2010 NOP:

- AAU occupied, in whole or in part: 2801 Leavenworth Street (also known as The Cannery), 625 Polk Street (the former California Culinary Academy), 700 Montgomery Street, and 150 Hayes Street.
- One existing AAU location at 121 Wisconsin Street was discovered to have been omitted from the list of AAU properties provided in the NOP.
- AAU proposed recreational uses at 2225 Jerrold Avenue that were not an existing use at the time of publication of the NOP.

Each of these project sites still needs at least one discretionary approval from the City.

These project sites are identified in Table 3-11, Project Sites. This table provides the address, block, and lot information, as well as amount of space within the building (or, in the case of 121 Wisconsin Street, the trailers) that is occupied by AAU as of 2015.

Table 3-11 Project Sites						
<i>Project Site No.</i>	<i>Address</i>	<i>Square-footage of Project Site Buildings (sf)</i>	<i>AAU Occupation in Project site Building (sf)^f</i>	<i>Proposed AAU Use in Building (sf)^a</i>	<i>Block</i>	<i>Lot</i>
PS-1	2801 Leavenworth Street (The Cannery)	133,675	80,908	133,675	0010	001
PS-2	700 Montgomery Street	11,455	8,159	11,455	0196	028
PS-3	625 Polk Street	93,103	93,103	93,103	0742	002
PS-4	150 Hayes Street	80,330	80,330	80,330	0811	022
PS-5	121 Wisconsin Street	1,140	1,140	1,140 ^b	3953	004
PS-6	2225 Jerrold Avenue	91,367	68,684 ^d	91,367 ^e	5286A	020
Total		411,070	332,324	411,070	—	—

SOURCE: AAU (2013); Atkins (2013).

a. The Proposed Project that is being analyzed in this EIR consists of full occupancy of the project sites by AAU.

b. The lot size of PS-5 is 20,000 sf.

c. As of Fall 2014, non-AAU tenants occupy 56,063 sf of the project site buildings. However, for the purposes of this analysis, it is assumed that baseline conditions at the project sites consisted of zero occupancy.

d. AAU has donated use of storage and related office space to the San Francisco Fire Department Toy Program and does not anticipate ending that arrangement. If the Toy Program were to leave the building, AAU would expect to use the space for similar storage and office uses.

e. The lot size of PS-6 is 125,581 sf.

The following discussion presents each project site, providing specific information related to location and access; project site characteristics as of the date of the NOP unless otherwise specified, representing no AAU occupancy; proposed uses; and AAU shuttle stops utilized since occupancy of

each building. Because the project sites are being evaluated at a project level, the degree of specificity that is provided regarding each use is more detailed than for the program-level analysis of the study areas, where specific buildings have not been identified. All project sites would include interior tenant improvements and a detailed description of potential improvements is listed below in a separate section that relates to all of the project sites.

■ PS-1, 2801 Leavenworth Street (The Cannery)



Location and Access

Project Site 1 (PS-1) is located at 2801 Leavenworth Street (also known as The Cannery) and situated in the Fisherman's Wharf/North Beach area. PS-1 is the east half of the block bounded by Leavenworth Street to the east, Jefferson Street to the north, a pedestrian courtyard to the west, and Beach Street to the south. Leavenworth Street is classified as a Collector Street and Jefferson and Beach Streets are classified as Recreational Streets, but are largely used to access the arterials in the surrounding area, which include North Point and Bay Streets.

Existing Project Site Characteristics

The 133,675 sf building, which was built between 1907 and 1909, is three stories in height (with a mezzanine) and sits on a 66,124 sf project site. The western portion of this site contains an outdoor pedestrian courtyard shared by the neighboring hotel (the Argonaut Hotel or Haslett Warehouse). The site is bisected by an interior courtyard with outdoor walkways and circulation throughout. PS-1 has an elevation of 2.4 to 3 meters above msl.

The building was designated in 1968 as a Structure of Merit according to *Planning Code* Article 10, Section 1011. PS-1 is also part of the Northeastern Waterfront Area Plan.

The 2010 land uses in PS-1 included retail, commercial, and restaurant uses. The legal use of the property is a combination of office and retail uses.

North of the property there are restaurants and San Francisco Bay. PS-1 is bordered to the east and south by retail shops, restaurants, various commercial uses, and multifamily residential units. To the west are the Argonaut Hotel, San Francisco Maritime National Historic Park, and Ghirardelli Square.

The project site is zoned C-2 (Community Business) and is within a 40-X height and bulk district. The C-2 zoning district allows for retail, office, restaurant, residential, institutional, and automotive uses.

The project site is also located within the Northern Waterfront Special Use District. The Northern Waterfront Special Use District promotes industrial and commercial activities related to water borne commerce or navigation.

On-street parking in the vicinity of PS-1 generally consists of time-limited metered and unmetered parking. Metered parking consists of 15 spaces on Leavenworth Street, 12 spaces on Jefferson Street, five spaces on Hyde Street, and six spaces on Beach Streets. Additionally, 18 unmetered spaces are available on Hyde Street, and five unmetered spaces are available on Beach Street.

Passenger loading is provided along Jefferson Street, while commercial loading is provided along most of Leavenworth Street. In addition, Hyde, Beach, and Leavenworth Streets all have loading zones that open for parking after the restricted hours.

Proposed Uses

Use of Building at Publication of the NOP (in 2010)

The project site was not occupied by AAU and was partially vacant, but also included retail, restaurant, and office uses.

Work Previously Completed by AAU

For the purposes of this EIR the environmental impacts from the Proposed Project result from the changes to this site from 2010 NOP baseline to the future full build-out of this project site. Since the impact analysis does not distinguish between work completed since the 2010 NOP and work that has yet to be completed, the timing of these improvements is described for informational purposes. However, work completed after the 2010 baseline will be analyzed in this EIR. There have been no exterior modifications to this building, including signage since it was occupied by AAU in 2011; however, in terms of interior improvements, the building has been painted, ceiling tiles have been replaced, and there were limited concrete repairs in the interior courtyard. AAU upgraded the fire alarm system and installed a security system during the summer of 2013. The only AAU signage is in the interior courtyard (in a window display), as illustrated by Figure 3-28, 2801 Leavenworth Street—Building Façade, p 3-91. PS-1 was occupied in May 2011 by AAU. As of 2015, approximately 52,767 sf is currently being used as office, retail, and restaurant space by non-AAU tenants. AAU also occupies approximately 80,908 sf of this site for office, classroom, retail (gallery), and multiuse/event space, which is used for events (e.g., fashion shows), exhibits, and meetings.

Proposed Improvements (Signage and Tenant Improvements)

The Proposed Project assumes that the building ultimately would be fully (100 percent) occupied with AAU uses, rather than a mix of AAU uses and non-AAU tenants, which is currently the case in

2015. At full occupancy, the site could accommodate 1,600 students and 18 faculty and staff. Proposed uses for AAU would include classrooms (60,982 sf accommodating approximately 14 classrooms), office space (1,250 sf), a restaurant (2,574 sf), multiuse/event space (22,619 sf), and other space (including circulation, storage, trash/recycle facilities, and building mechanical/electrical facilities, totaling 46,250 sf). This would convert 52,767 sf of office, retail, and restaurant space that is currently used by non-AAU tenants to AAU uses on the first, second, and third floors of the building; the mezzanine level would remain unchanged.

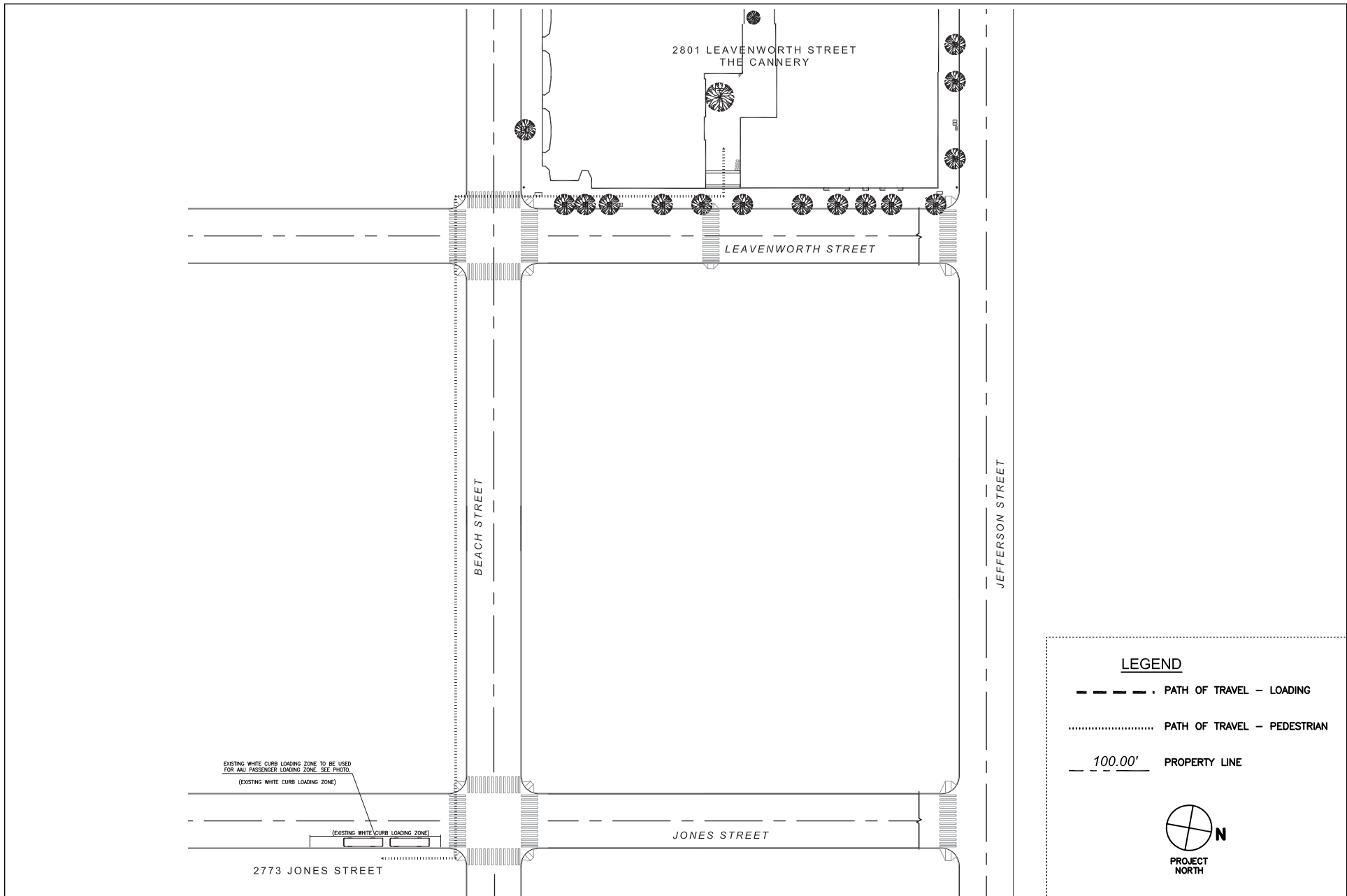
Proposed site plans, floor plans, and elevations are provided by Figure 3-19, 2801 Leavenworth Street—Proposed Site Plan, p. 3-82, through Figure 3-27, 2801 Leavenworth Street—Proposed Exterior Courtyard Elevation, p. 3-90. Figure 3-28, 2801 Leavenworth Street—Building Façade, p. 3-91, provides photographs of the existing building façade and interior courtyards from a variety of perspectives.

As shown in Figure 3-24, 2801 Leavenworth Street—Proposed Leavenworth Street Elevation, p. 3-87; Figure 3-25, 2801 Leavenworth Street—Proposed Beach and Jefferson Streets Elevation, p. 3-88; Figure 3-26, 2801 Leavenworth Street—Proposed Interior Courtyard Elevation, p. 3-89; and Figure 3-27, 2801 Leavenworth Street—Proposed Exterior Courtyard Elevation, p. 3-90, AAU proposes one larger sign on the Leavenworth Street side of the building (in place of the existing “Charley Brown’s” sign), as shown on Figure 3-19, 2801 Leavenworth Street—Proposed Site Plan, p. 3-82, as well as smaller signs above doorways on the Leavenworth Street, Jefferson Street, and Beach Street sides of the building. Smaller signs are also proposed within the interior and exterior courtyards.

AAU Shuttle Stops

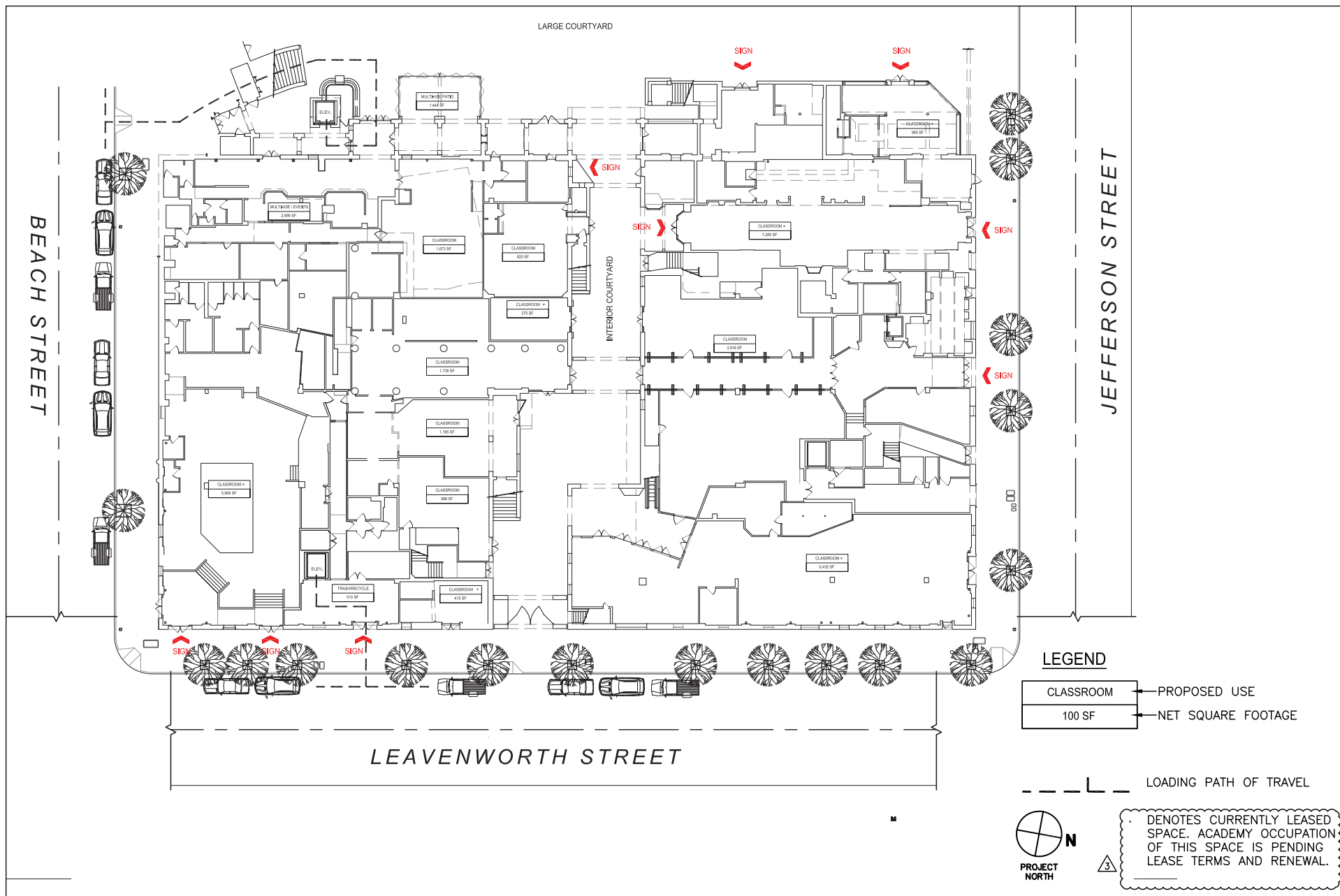
In 2010, the closest shuttle stop to PS-1 was a white PLZ at 1300 Columbus Street. Because existing D and E shuttle routes operate on Beach Street next to 2801 Leavenworth Street, shuttle service to PS-1 was added with AAU occupation in 2011, with the shuttle stopping at the existing 80-foot white zone located near 2700 Jones Street between North Point and Beach Streets (see Figure 3-19, 2801 Leavenworth Street—Proposed Site Plan, p. 3-82).²⁸ This white zone is designated for tour buses. The white zone accommodates two vehicles. The D and E routes that serve The Cannery stop at this zone approximately four times per hour between 7:00 a.m. and midnight. No new white zone is proposed with full build-out of PS-1.

²⁸ This shuttle stop is part of the Proposed Project and is still subject to SFMTA approval.



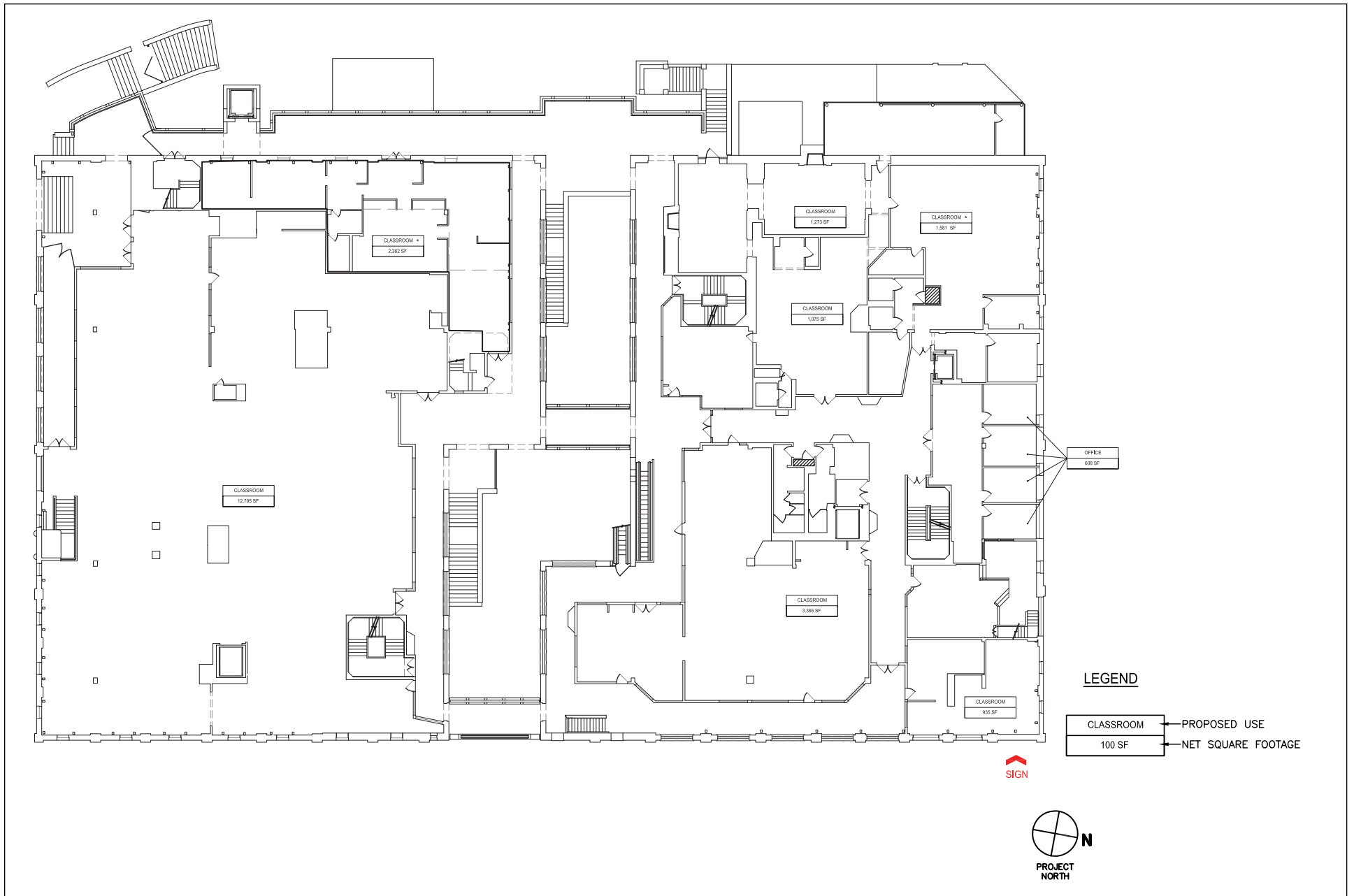
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-19: 2801 LEAVENWORTH STREET - PROPOSED SITE PLAN



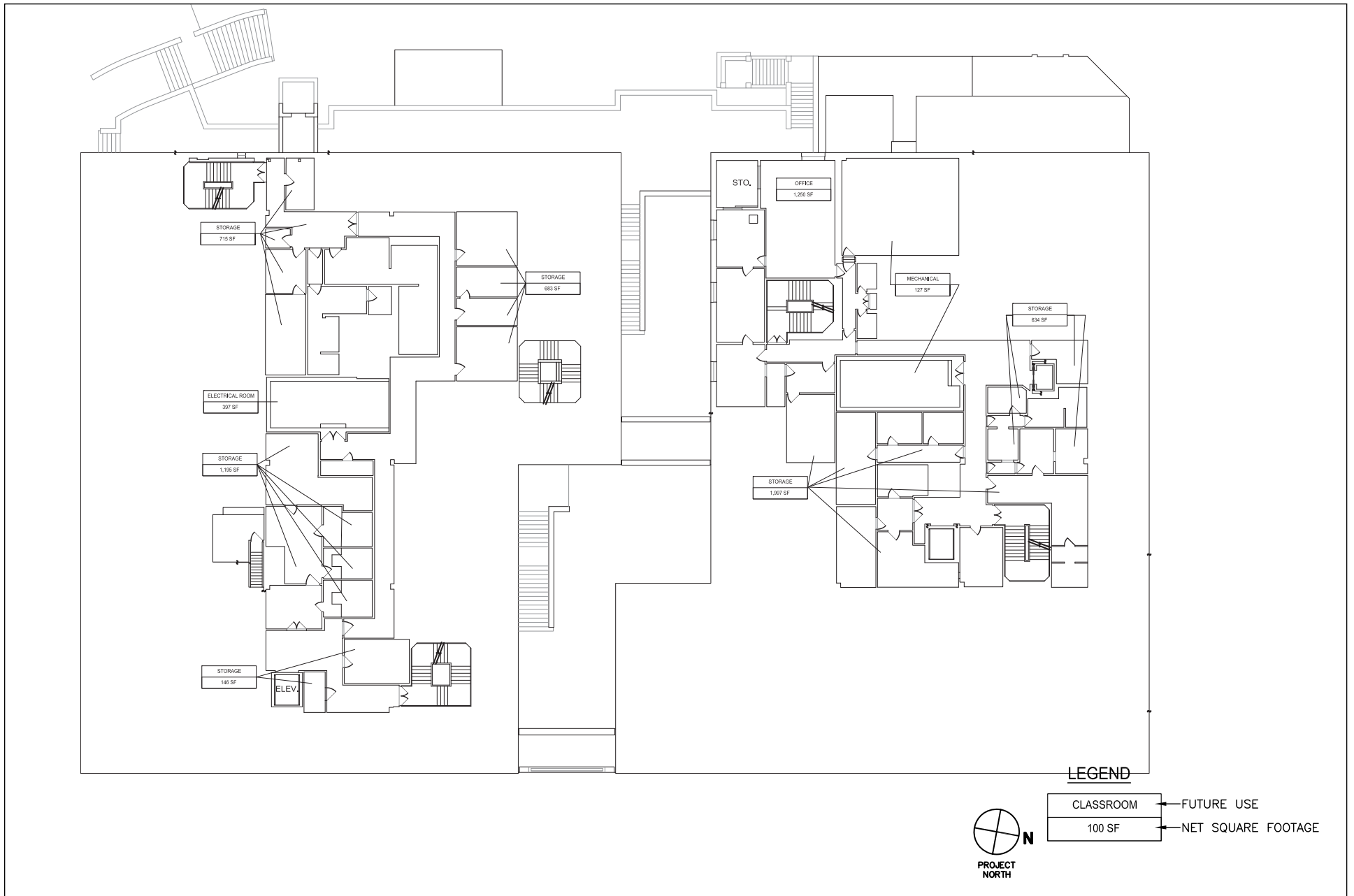
ACADEMY OF ART UNIVERSITY EIR

FIGURE 3-20: 2801 LEAVENWORTH STREET - PROPOSED FIRST FLOOR PLAN



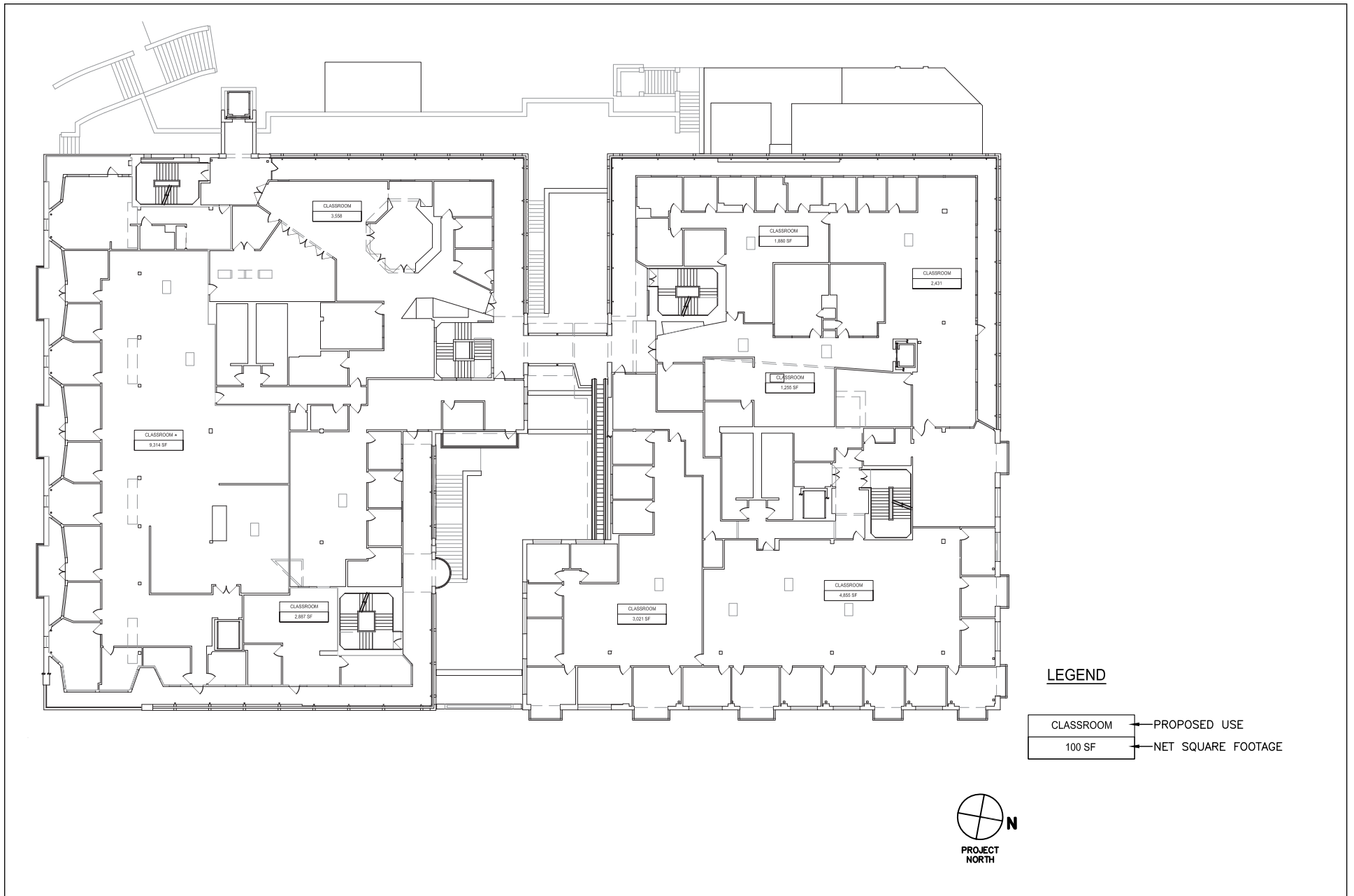
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-21: 2801 LEAVENWORTH STREET - PROPOSED SECOND FLOOR PLAN



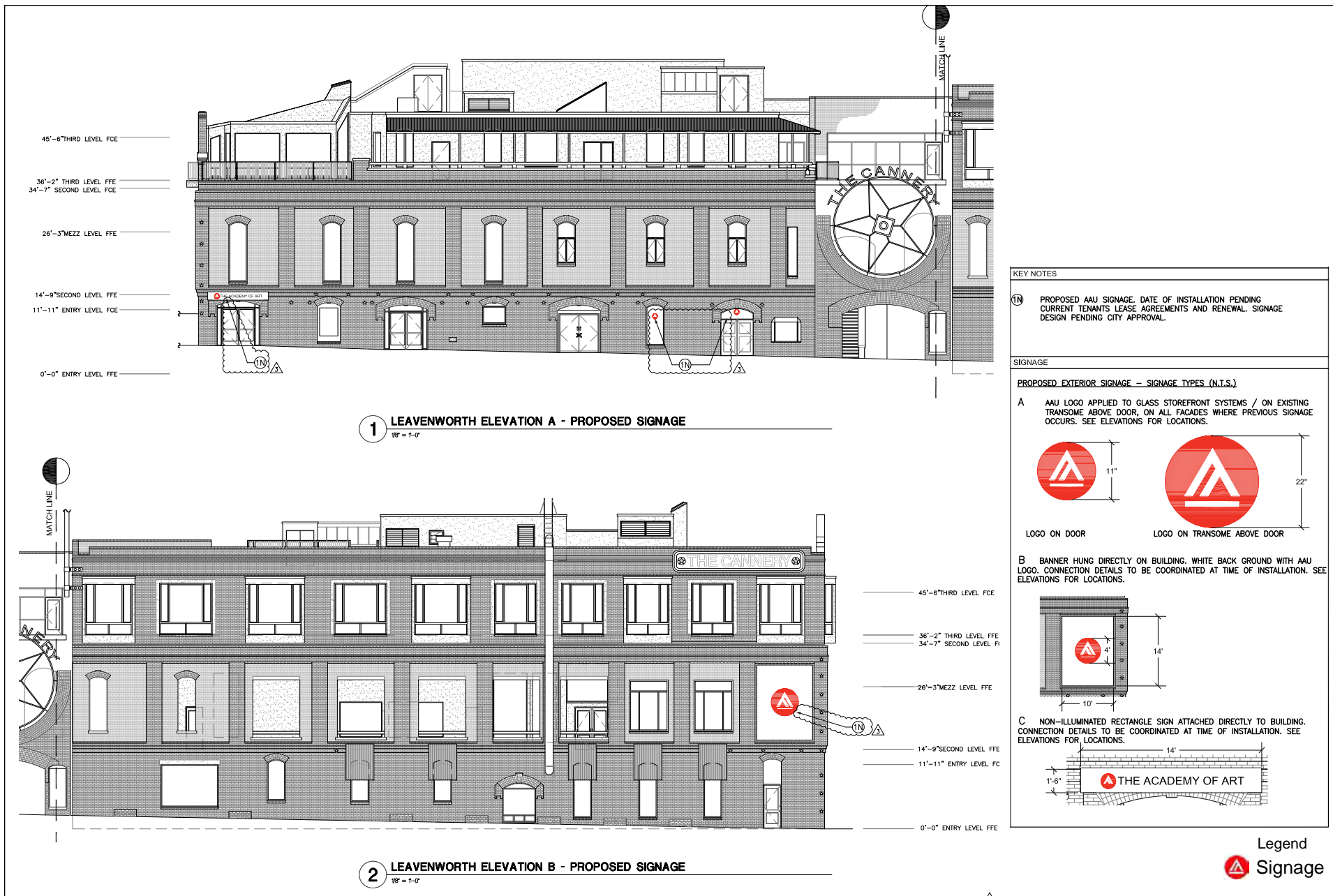
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-22: 2801 LEAVENWORTH STREET - PROPOSED MEZZANINE FLOOR PLAN



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-23: 2801 LEAVENWORTH STREET - PROPOSED THIRD FLOOR PLAN



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-24: 2801 LEAVENWORTH STREET - PROPOSED LEAVENWORTH STREET ELEVATION



SOURCE: Tom Eliot Fisch, 2013.

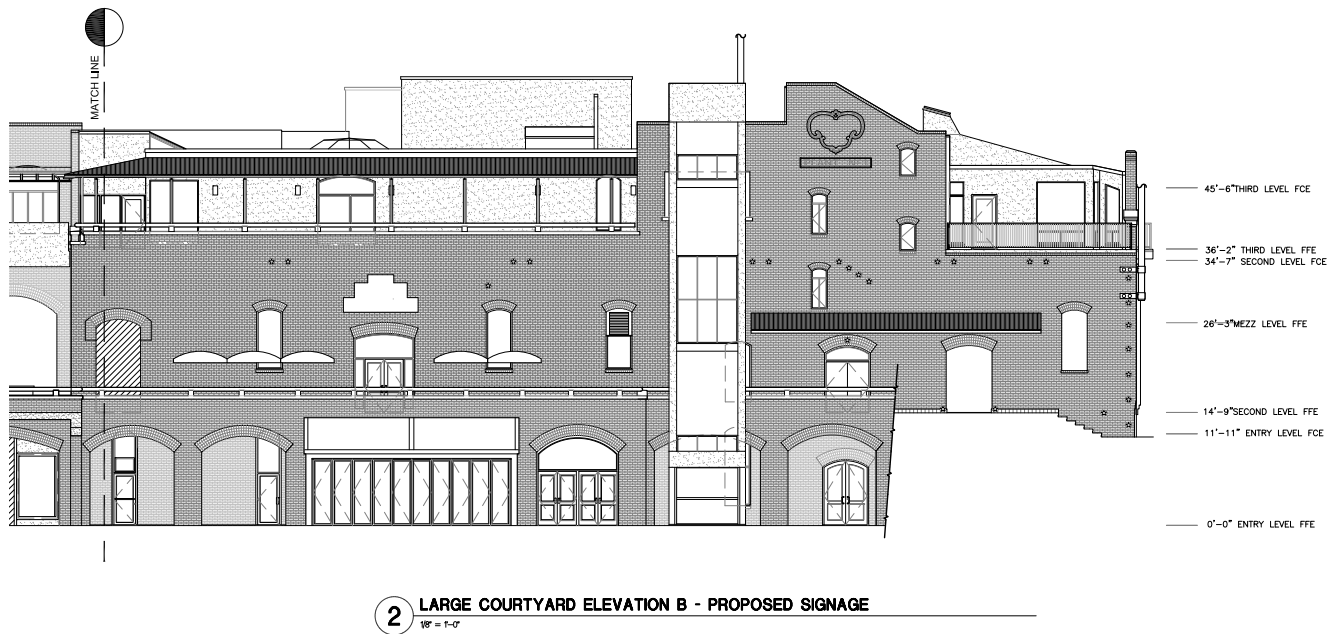
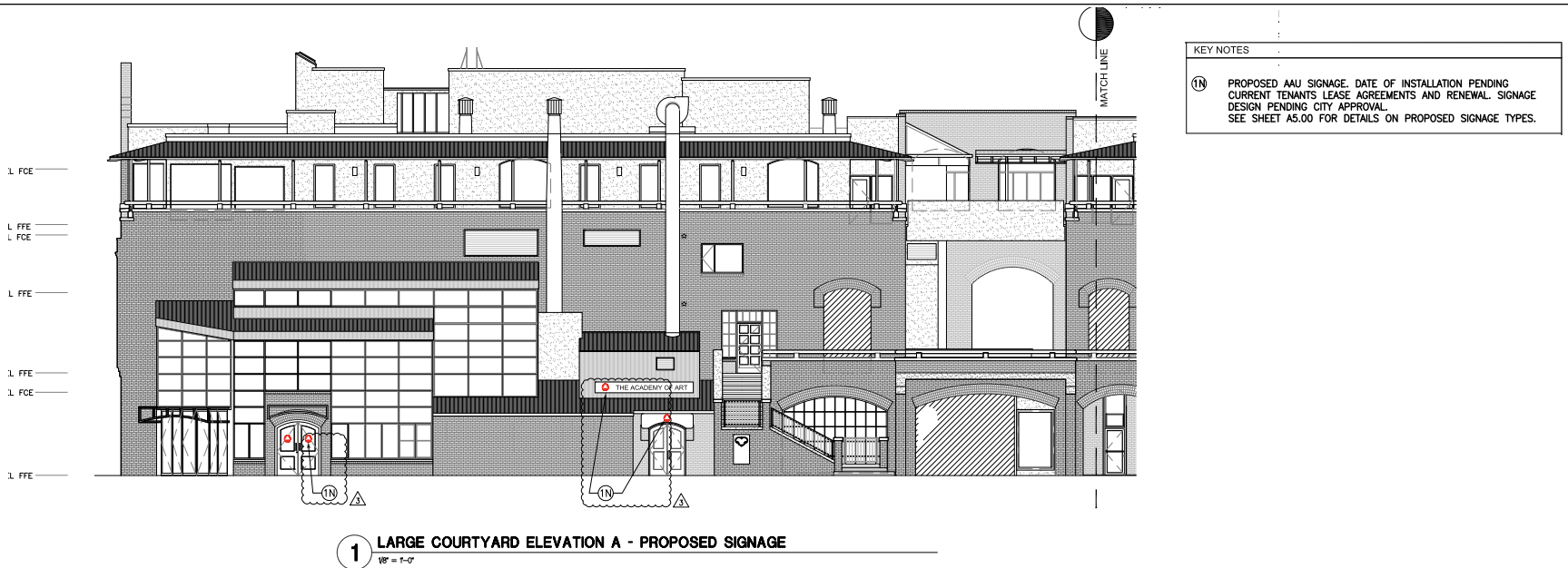
ACADEMY OF ART UNIVERSITY EIR

FIGURE 3-25: 2801 LEAVENWORTH STREET - PROPOSED BEACH AND JEFFERSON STREETS ELEVATION



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-26: 2801 LEAVENWORTH STREET - PROPOSED INTERIOR COURTYARD ELEVATION



Legend
Signage

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-27: 2801 LEAVENWORTH STREET - PROPOSED EXTERIOR COURTYARD ELEVATION



VIEW NORTH (ALONG LEAVENWORTH STREET)



VIEW NORTH (ALONG LEAVENWORTH STREET)



VIEW NORTH (ALONG LEAVENWORTH STREET)



VIEW EAST (ALONG BEACH STREET)



VIEW EAST (ALONG BEACH STREET)



VIEW WEST (ALONG JEFFERSON STREET)



INTERIOR COURTYARD



INTERIOR COURTYARD

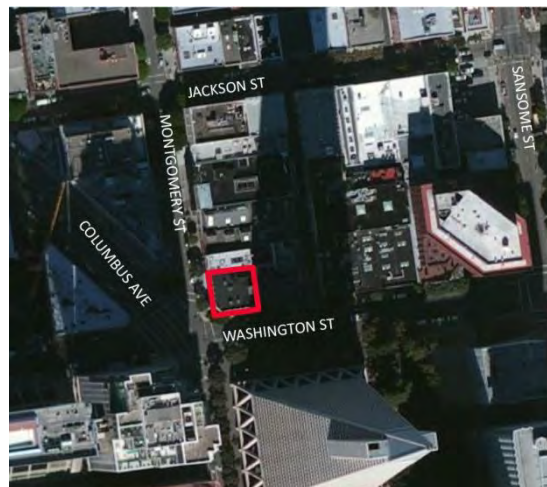


WEST COURTYARD

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-28: 2801 LEAVENWORTH STREET - BUILDING FACADE

■ PS-2, 700 Montgomery Street



Location and Access

Project Site 2 (PS-2), 700 Montgomery Street, is located at the northeast corner of Washington and Montgomery Streets, between North Beach and the Financial District. The site is bordered by Washington Street to the south, Montgomery Street to the west, Jackson Street to the north, and Hotaling Place to the east. Washington Street is the nearest Major Arterial, and Jackson and Montgomery Streets are Collector Streets. Hotaling Place is a Local Street located mid-block on Washington Street.

Existing Project Site Characteristics

The 11,455 sf building, which was built in 1905, contains three stories and a basement. This site has an elevation of 1.5 meters above msl.

This building is designated according to *Planning Code* Article 10 as City Landmark No. 212 and is a part of the Jackson Square Historic District. In 2010, land uses in PS-2 included office and restaurant uses, and the legal use of the property is a combination of office and retail uses. AAU currently provides office space for 20 staff of the Academic Online Directors and Coordinators and the Athletic Department in this building. Other tenants in the building include a law firm (2,418 sf) on the third floor and a café (878 sf) on the first floor.

The areas north and east of PS-2 have similar retail and commercial uses, while the area south of PS-2 is dominated by downtown office uses. The Transamerica building is directly south of PS-2. The new City College of San Francisco Chinatown/North Beach Campus is west of PS-2.

The project site is zoned C-2 and is within a 65-A height and bulk district. The project site is also located within the Commercial Business, Jackson Square Special Use District. The C-2 zoning district allows for retail, office, restaurant, residential, institutional, and automotive uses. The Jackson Square Special Use District protects and enhances the unique retail character of the district. It seeks

to maintain ground floor commercial uses, prevent the displacement of existing retail uses and discourages uses that greatly intensify the density of employment.

On-street parking in the vicinity of PS-2, 700 Montgomery Street, generally consists of time-limited metered parking. Parking is metered on Sansome, Jackson, Montgomery, and Washington Streets. In addition, both the north and south sides of Washington Street have metered motorcycle parking. There is no parking available on Hotaling Place between Washington and Jackson Streets. On-street metered parking consists of eight metered spaces on Sansome Street, 34 metered spaces on Jackson Street, 14 metered spaces on Montgomery Street, and 19 metered spaces on Washington Street. Additionally, 14 unmetered spaces are available on Montgomery Street.

There is a commercial loading zone in front of the building on Washington Street.

Proposed Uses

Use of Building at Publication of the NOP (in 2010)

The project site was not occupied by AAU at the time of the NOP, as noted, but was occupied by a restaurant (that still occupies a portion of the building) and law offices.

Work Previously Completed by AAU

For the purposes of this EIR the environmental impacts from the Proposed Project result from the changes to this site from 2010 NOP baseline to the future full build-out of this project site. Since the impact analysis does not distinguish between work completed since the 2010 NOP and work that has yet to be completed, the timing of these improvements is described for informational purposes. However, work completed after the 2010 baseline will be analyzed in this EIR. PS-2 was occupied in February 2011 by AAU. AAU occupies approximately 8,159 sf of office space and storage, while 3,296 sf are used as restaurant, office, and storage space for non-AAU tenants. There are no AAU signs on the building. There have been no exterior, structural changes to this building since it was occupied by AAU; however, it has been painted (both interior and exterior) and a new security system was installed.

Proposed Improvements (Signage and Tenant Improvements)

The Proposed Project assumes that the building ultimately would be fully (100 percent) occupied with AAU uses, rather than a mix of AAU uses and non-AAU tenants. At full occupancy, the space could accommodate 15 students and 20 faculty and staff. Proposed uses for AAU would include 11,455 sf of institutional space. The 4,623 sf basement floor would be used as AAU's office and storage space (for its sports department), as well as mechanical space. The first-floor restaurant space (878 sf) occupied by a non-AAU tenant would ultimately be used as a restaurant space by AAU. The second and third floor offices (2,418 sf) would convert to classroom and office space for AAU. AAU uses on the first through third floors would ultimately consist of 2,343 sf of classroom

space; 898 sf of offices; 878 sf of restaurant space; 664 sf for the lobby and a lounge; and 2,569 sf for circulation, restrooms, storage, and other uses.

Proposed site plans are provided by Figure 3-29, 700 Montgomery Street—Proposed Site Plan, p. 3-95, through Figure 3-34, 700 Montgomery Street—Proposed Washington and Montgomery Streets Elevation, p. 3-100. Figure 3-35, 700 Montgomery Street—Building Facade, p. 3-101, provides photographs of the existing building façade from a variety of perspectives.

As shown on Figure 3-34, AAU proposes signs above the entry doorways on Washington and Montgomery Streets and a sign and an awning on Washington Street.

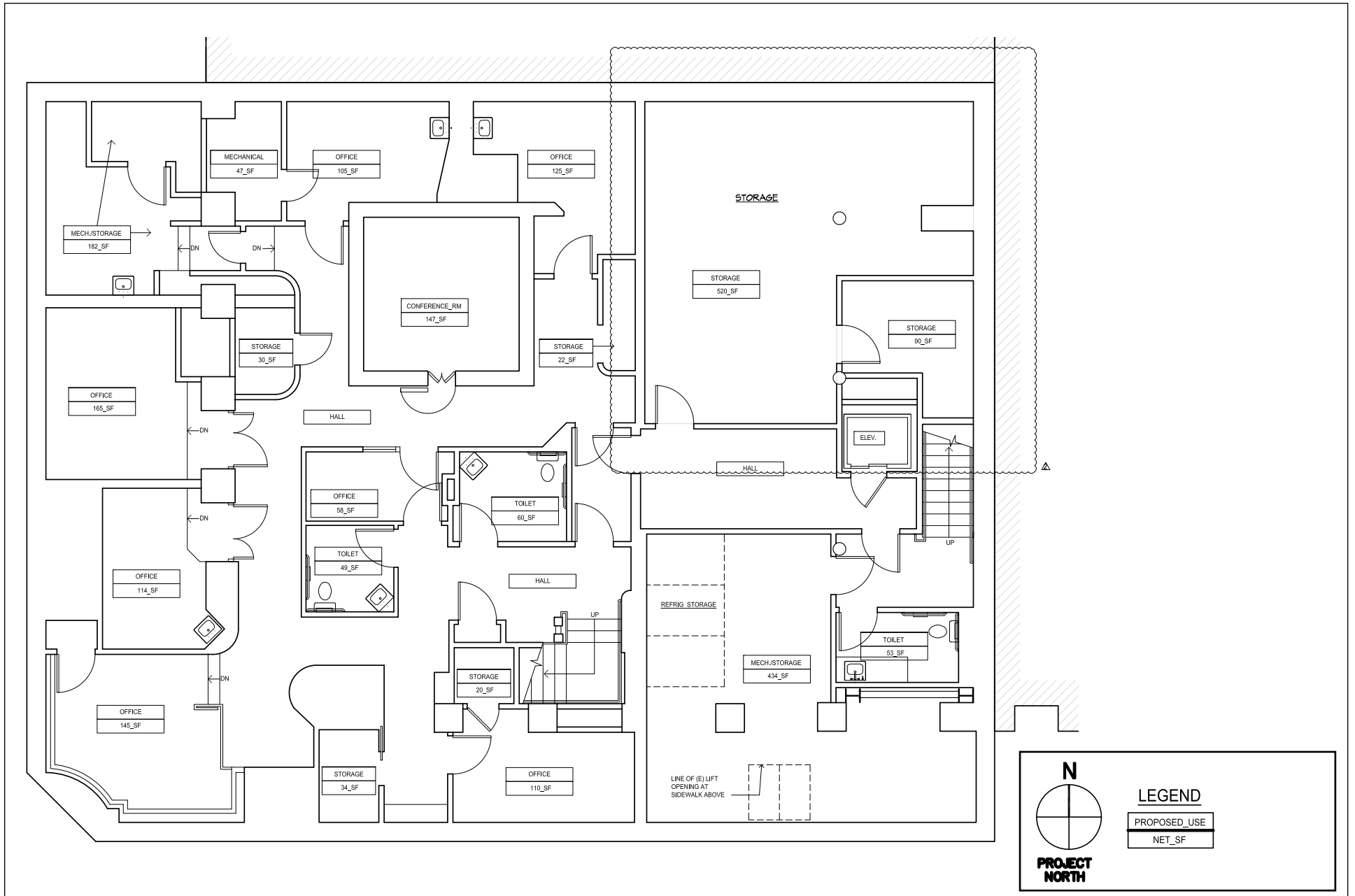
AAU Shuttle Stops

There is no existing or proposed AAU shuttle service to 700 Montgomery Street. In 2010 the closest shuttle stop to PS-1 was an unofficial stop located at 410 Bush Street.



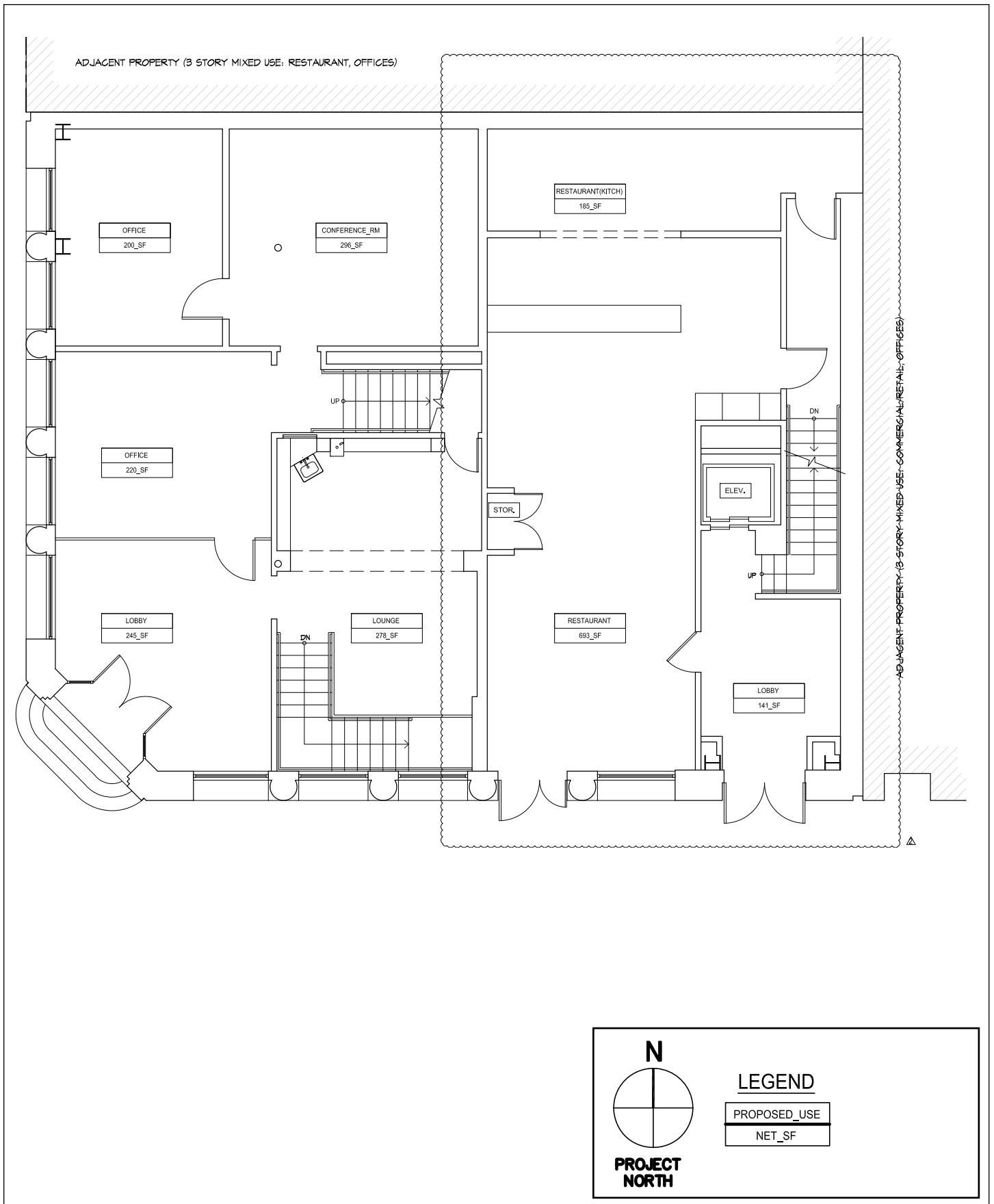
ACADEMY OF ART UNIVERSITY EIR

FIGURE 3-29: 700 MONTGOMERY STREET - PROPOSED SITE PLAN



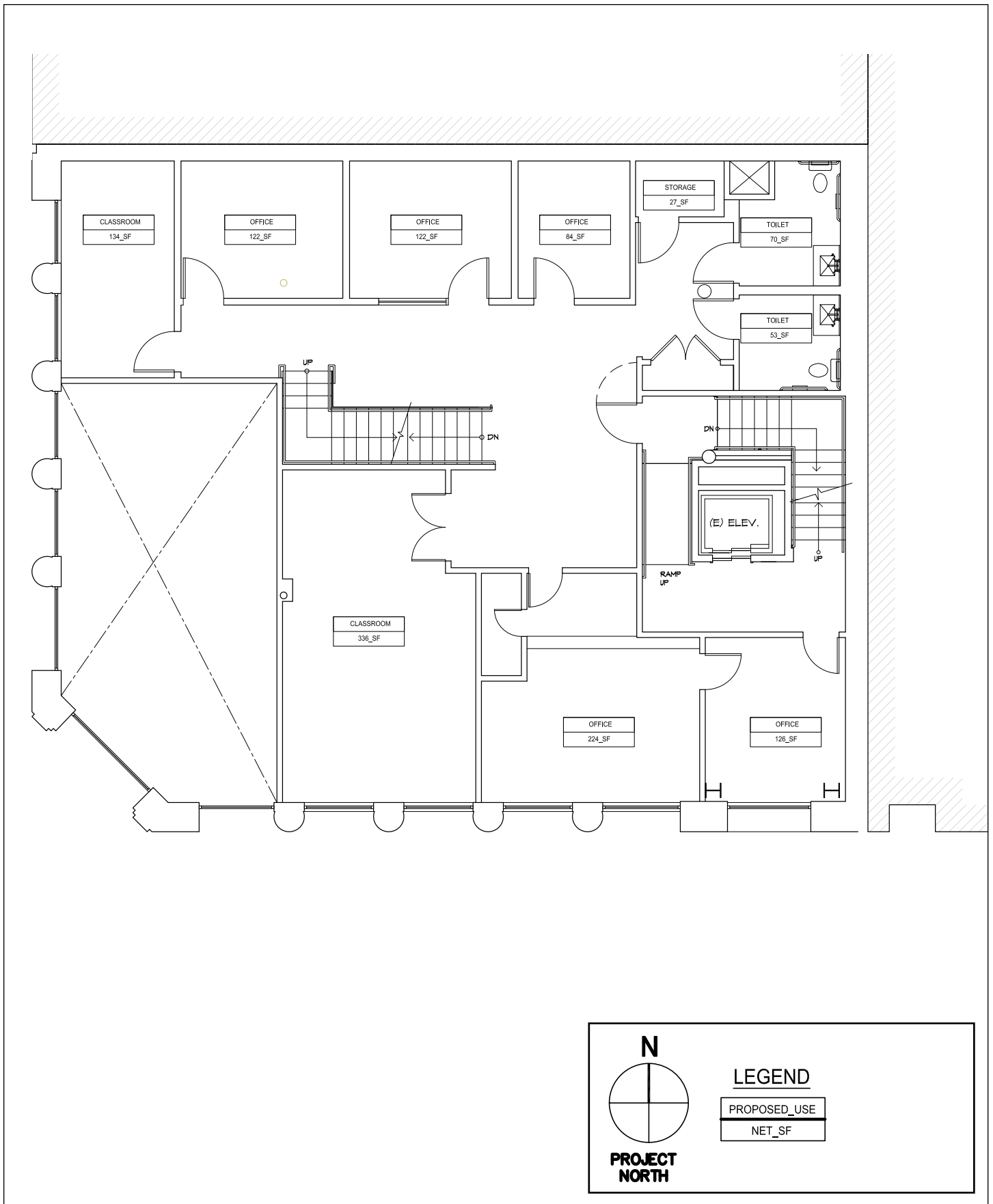
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-30: 700 MONTGOMERY STREET - PROPOSED BASEMENT LEVEL PLAN



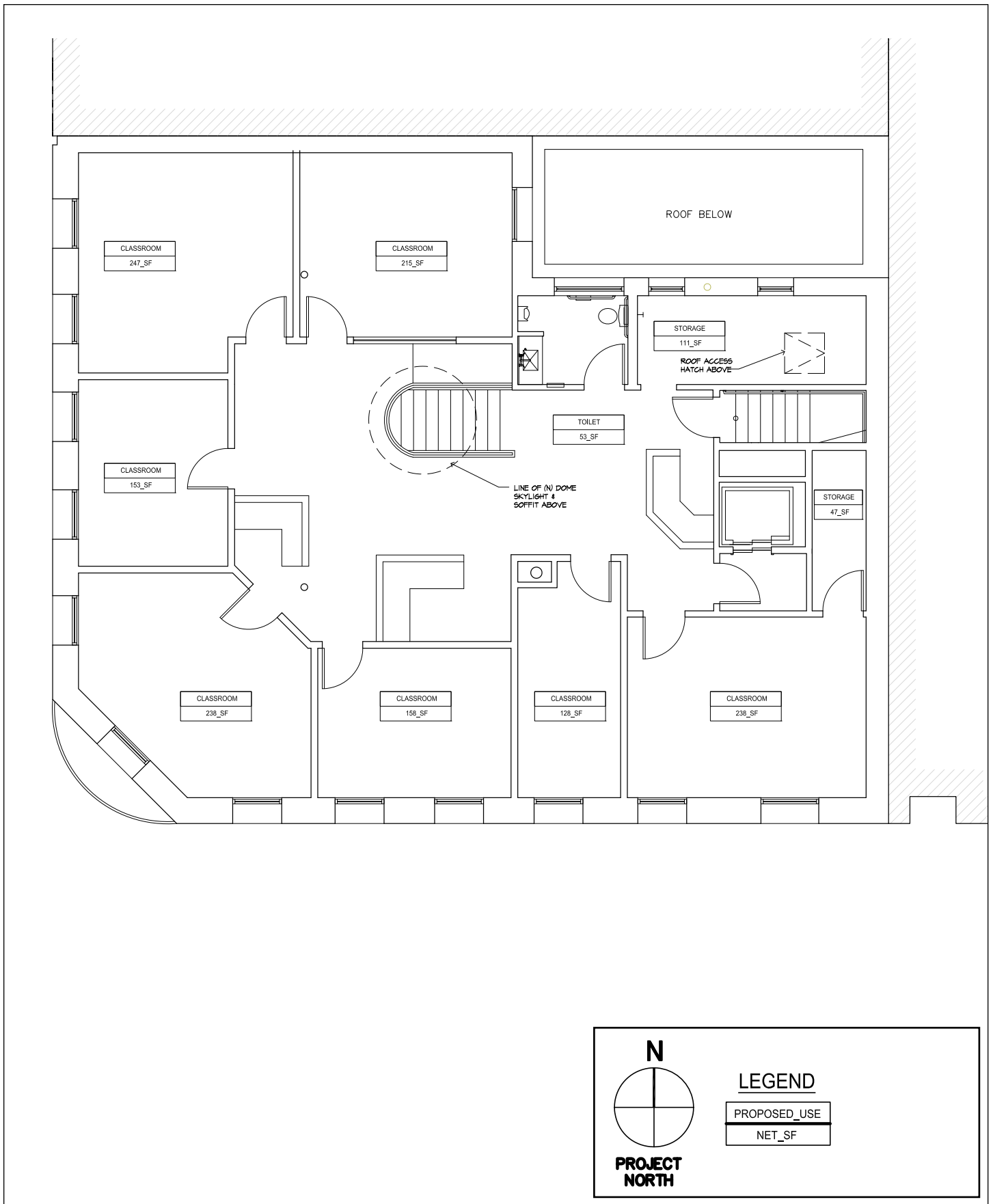
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-31: 700 MONTGOMERY STREET - PROPOSED FIRST FLOOR PLAN



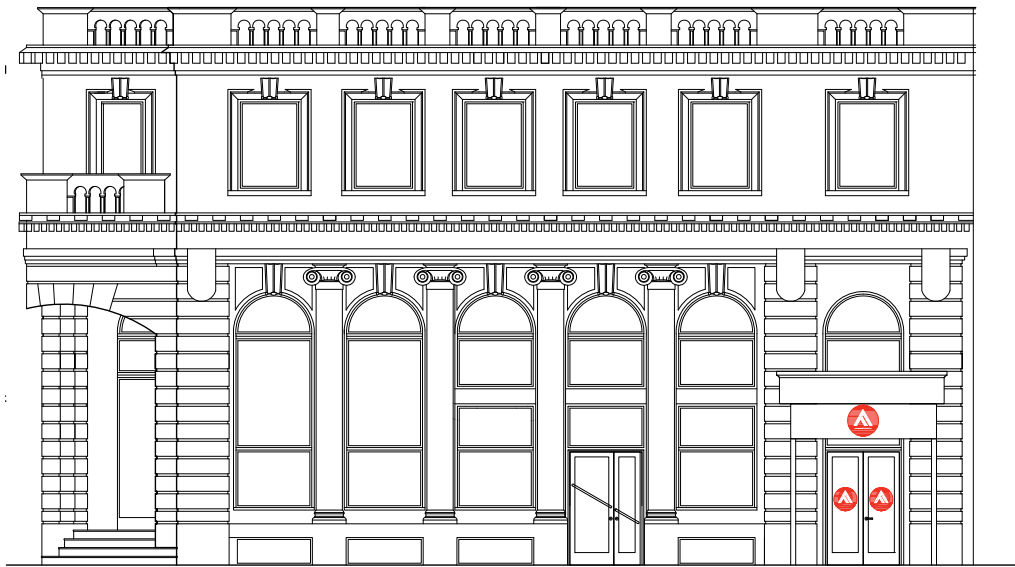
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-32: 700 MONTGOMERY STREET - PROPOSED SECOND FLOOR PLAN

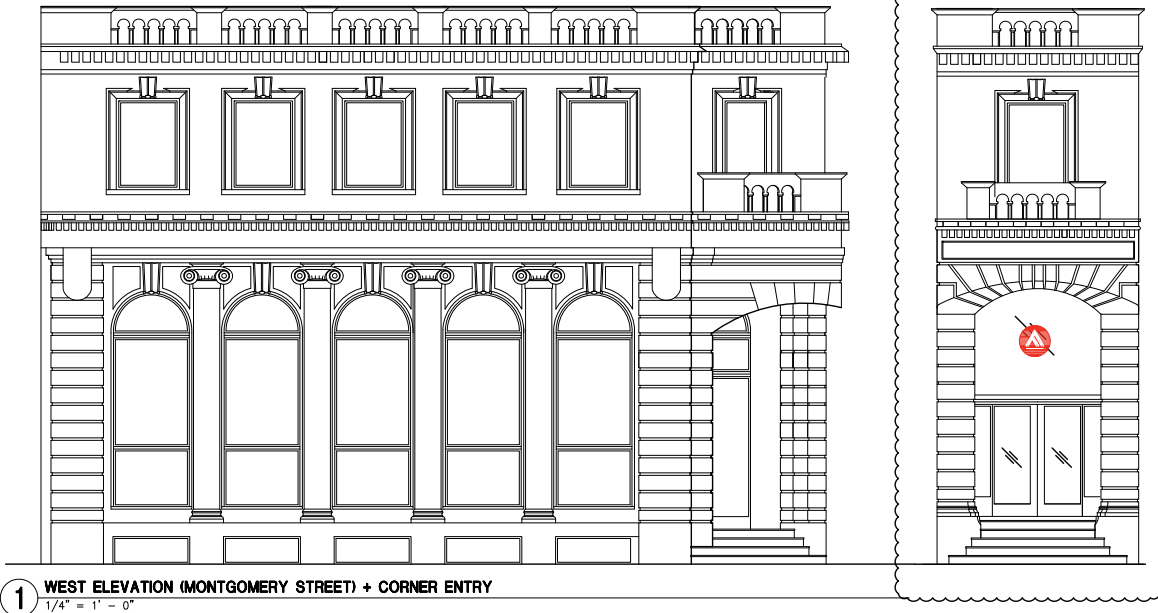


SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-33: 700 MONTGOMERY STREET - PROPOSED THIRD FLOOR PLAN



1 SOUTH ELEVATION (WASHINGTON STREET)
1/4" = 1' - 0"



1 WEST ELEVATION (MONTGOMERY STREET) + CORNER ENTRY
1/4" = 1' - 0"

PROPOSED:


1. AAU LOGO APPLIED TO GLASS STOREFRONT AT POINTS OF ENTRY, AS SHOWN IN ELEVATION.
2. REPLACE EXISTING AWNING WITH IDENTICAL AWNING DISPLAYING AAU LOGO, AS REPRESENTED IN ELEVATION.



LOGO ON DOOR



LOGO ON AWNING ABOVE DOOR

Legend
 Signage

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-34: 700 MONTGOMERY STREET - PROPOSED WASHINGTON AND MONTGOMERY STREETS ELEVATION



VIEW EAST (ALONG WASHINGTON STREET)



VIEW NORTH (WASHINGTON STREET FACADE)



VIEW EAST (FROM MONTGOMERY STREET)



VIEW NORTHEAST (ENTRY ELEVATION)

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-35: 700 MONTGOMERY STREET - BUILDING FACADE

■ PS-3, 625 Polk Street



Location and Access

Project Site 3 (PS-3), 625 Polk Street (former California Culinary Academy), is located at the northeast corner of Polk and Turk Streets. The site is bordered by Turk Street to the south, Eddy Street to the north, Van Ness Avenue to the west, and Polk Street to the east. Van Ness Avenue and Turk Streets are Major Arterials used to access PS-3, while Collector Streets, such as Polk and Eddy Streets, are used to access the arterials.

Existing Project Site Characteristics

The 93,103 sf building, which was built in 1912, consists of a basement, five stories, and a mezzanine level. The legal use of the property is institutional.

The building was built in 1912 and is designated according to *Planning Code* Article 10 as City Landmark No. 174. PS-3 is also part of the Van Ness Avenue Area Plan.

The site has an elevation of 22.5 to 24 meters above msl.

Polk Street provides a mixture of retail, commercial, restaurants, and multifamily residential uses. Turk Street includes a mixture of retail uses and multifamily residential buildings. The site is bordered to the north and east by multifamily residential buildings and retail. To the north are hotels and to the east are restaurants. The Tenderloin Community School is south of PS-3. Directly west of the site are multifamily residential uses.

The project site is zoned NC-3 (Neighborhood Commercial) and is within a 130-E height and bulk district. NC-3 zoning districts allow for retail, residential, and other institutional uses.

On-street parking in the vicinity of PS-3, 625 Polk Street, generally consists of time-limited metered and unmetered parking. While parking on most surrounding streets is metered, some unmetered

handicap parking is available, and two-hour unmetered parking is available in areas under the Residential Parking Permit (RPP) permit program.

There are a total of 94 on-street parking spaces on the eastern border of PS-3, on Polk Street. There is a total of 40 on-street parking spaces on the northern border of PS-3, on Fern Street, which includes approximately 15 unmetered, permit G parking spaces. On the western border of PS-3, there are 138 on-street parking spaces on Gough Street. There are 117 on-street parking spaces on the southern border of PS-3, on Turk Street.

Along Polk Street, there are two yellow commercial loading zones, two white passenger loading zones, and a single red no-parking zone. Along Turk Street, there are two yellow commercial loading zones and two white passenger loading zones. Along Van Ness Avenue, there is one yellow commercial loading zone and two red no-parking zones. Along Eddy Street, there are two yellow commercial loading zones, three white passenger loading zones, and a red no-parking zone.

Proposed Uses

Use of Building at Publication of the NOP (in 2010)

The project site was used for institutional use by the California Culinary Academy.

Work Previously Completed by AAU

For the purposes of this EIR the environmental impacts from the Proposed Project result from the changes to this site from 2010 NOP baseline to the future full build-out of this project site. Since the impact analysis does not distinguish between work completed since the 2010 NOP and work that has yet to be completed, the timing of these improvements is described for informational purposes. However, work completed after the 2010 baseline will be analyzed in this EIR. AAU has occupied the entirety of the 93,103 sf project site since 2011. AAU's School of Fashion is housed here, and the building includes classrooms, offices, fashion labs, and a café.²⁹ No exterior AAU signs were installed on the building after AAU's occupancy in 2011. The exterior modifications to this building include a partial roof replacement, painting and the installation of new, short-armed lighting that was installed flush to the building. The new lighting replaced the long-armed lighting that existed when AAU occupied the building. In addition, in terms of interior improvements, the building was painted and a new security system was installed. A Certificate of Appropriateness application was filed in January 2013 for the installation of exterior light fixtures and signs.

Proposed Improvements (Signage and Tenant Improvements)

The Proposed Project at full occupancy could accommodate 1,675 students and 168 faculty and staff and would include additional signage and lighting. Proposed uses would include 93,103 sf of

²⁹ The café is operated by Sodexo exclusively for use by AAU students, faculty, and staff; it is not a public café.

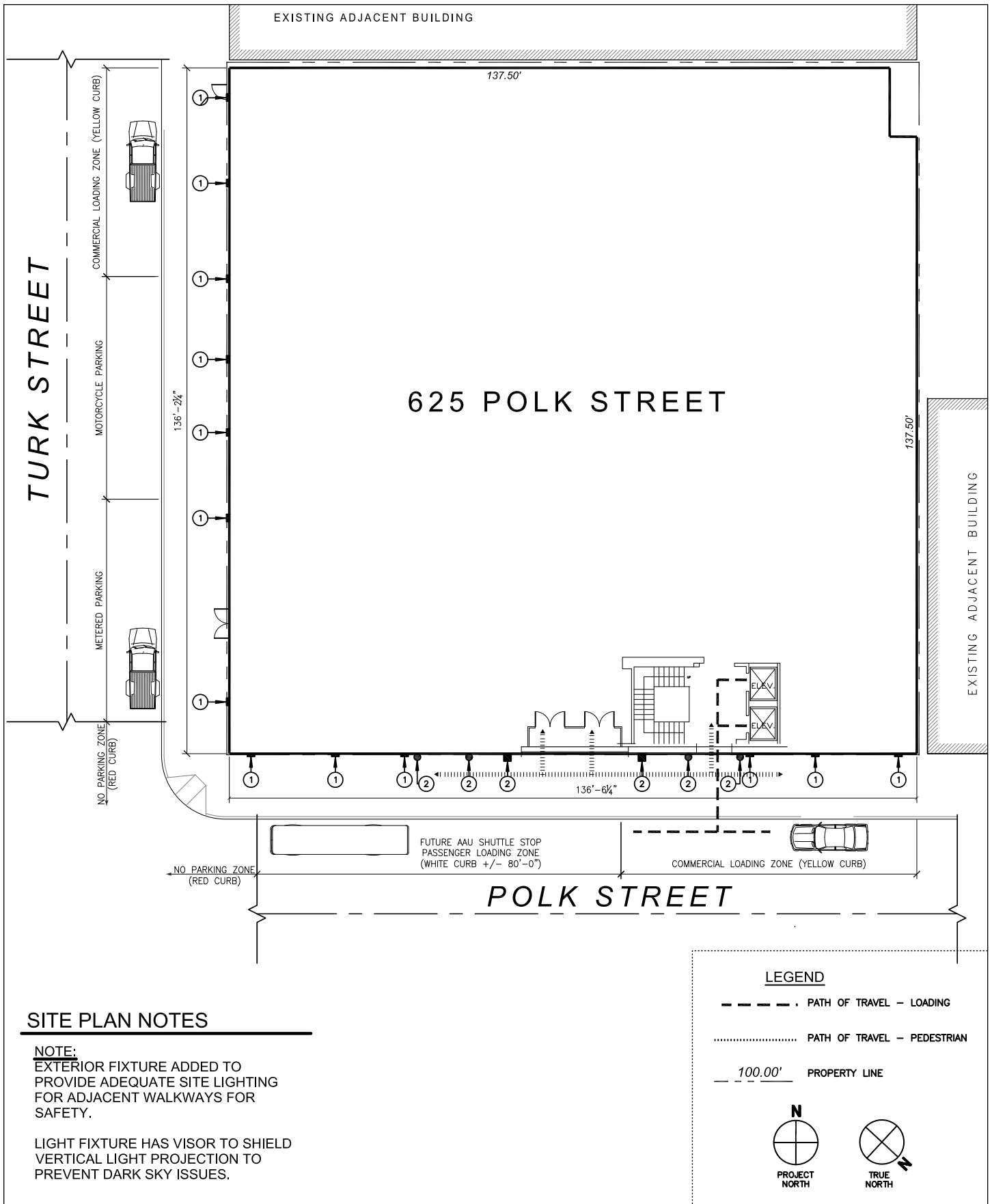
institutional space for AAU, primarily converting offices and fashion labs (or studios) to classroom space.

A proposed site plan is provided by Figure 3-36, 625 Polk Street—Proposed Site Plan, p. 3-105, through Figure 3-45, 625 Polk Street—Proposed Turk Street Elevation, p. 3-114. Figure 3-46, 625 Polk Street—Building Façade, p. 3-115, provides photographs of the existing building façade from a variety of perspectives.

As shown on Figure 3-44, 625 Polk Street—Proposed Polk Street Elevation, p. 3-113, and Figure 3-45, AAU proposes signs on the individual doors of the major four-door entry on Polk Street, as well as on the two-door entry on Turk Street.

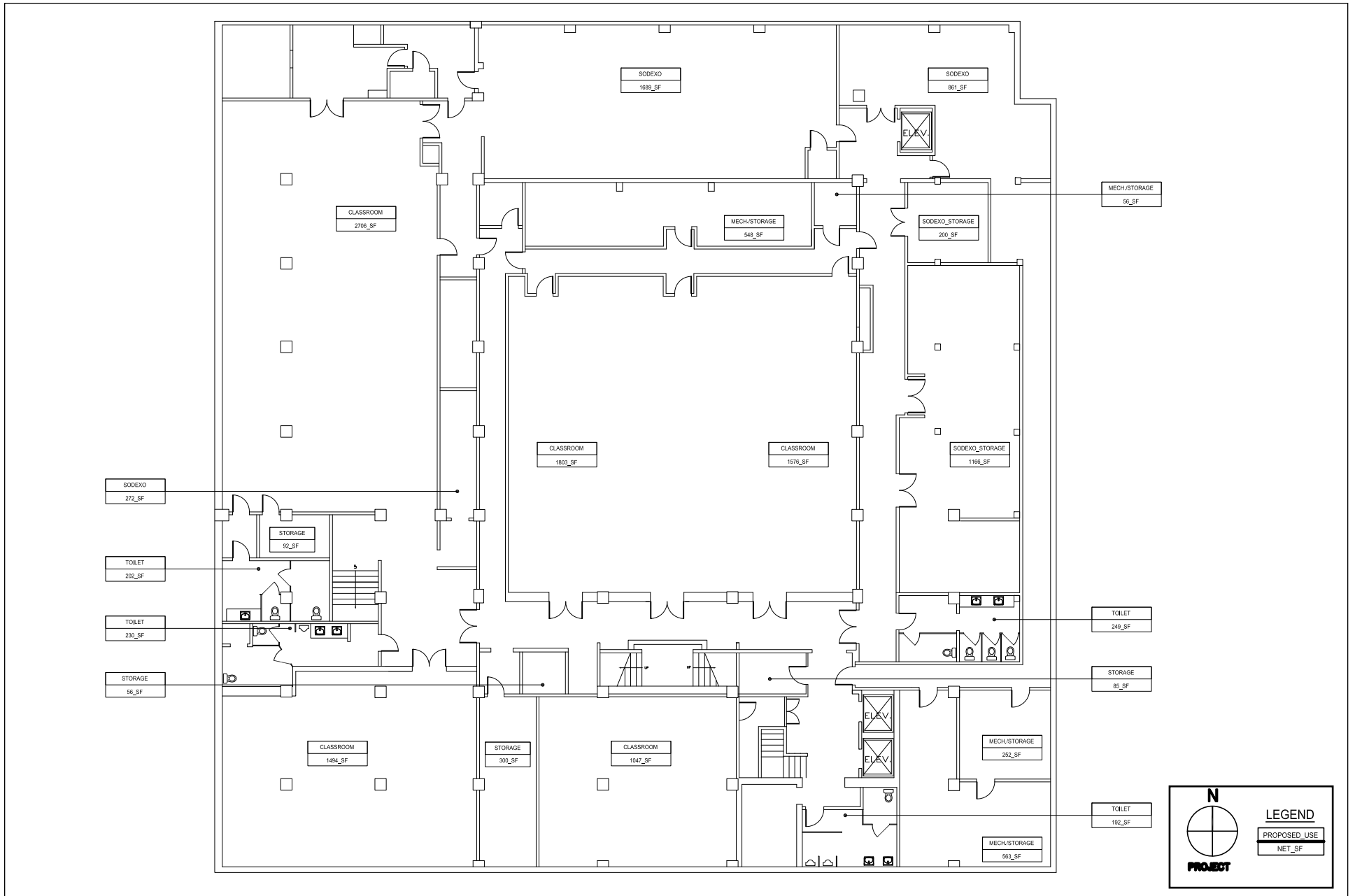
AAU Shuttle Stops

In 2010 there was no AAU shuttle stop serving PS-3. As of 2013, AAU had an existing shuttle stop on Polk Street, just east of Turk Street. Until recently, because the loading zone was too small for buses, the shuttle often double-parked on Turk Street just west of Polk Street. In 2014, AAU applied for and obtained an expansion of the white zone so that it is currently large enough for the shuttle buses and double-parking can be avoided. SFMTA has advised that when bicycle lanes are added to Polk Street, the white zone will likely be eliminated and a substitute white zone will be created around the corner on Turk Street. The building is served by the D and E routes, which have 33- to 34-minute headways between 7:00 a.m. and midnight. It is also served by the Sutter Express with 25-minute headways between 8:00 a.m. and 4:00 p.m., as well as one run each by the Warehouse Express around 11:00 a.m. and the Federal and Polk/Warehouse expresses around 3:00 p.m.



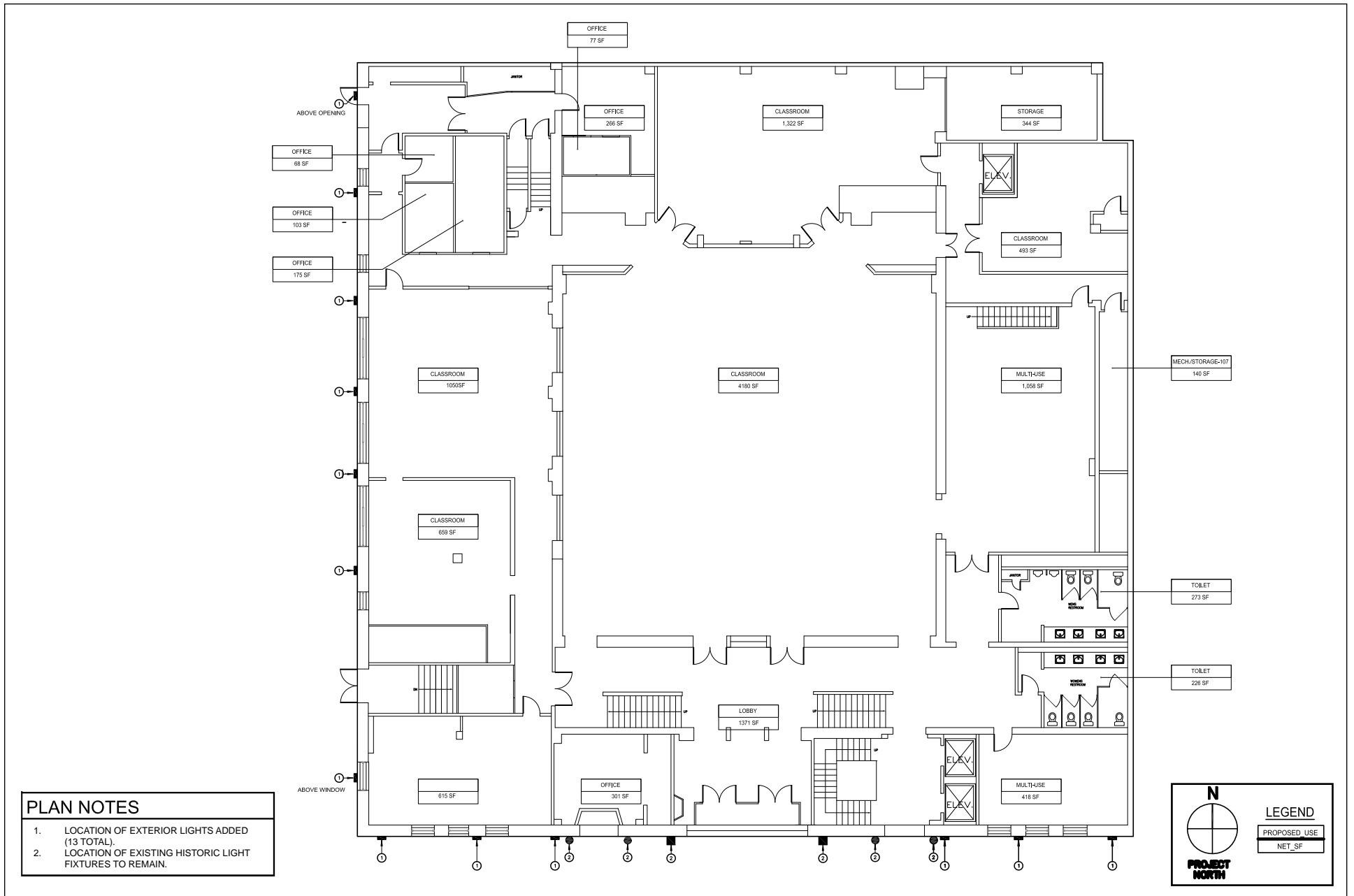
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-36: 625 POLK STREET - PROPOSED SITE PLAN



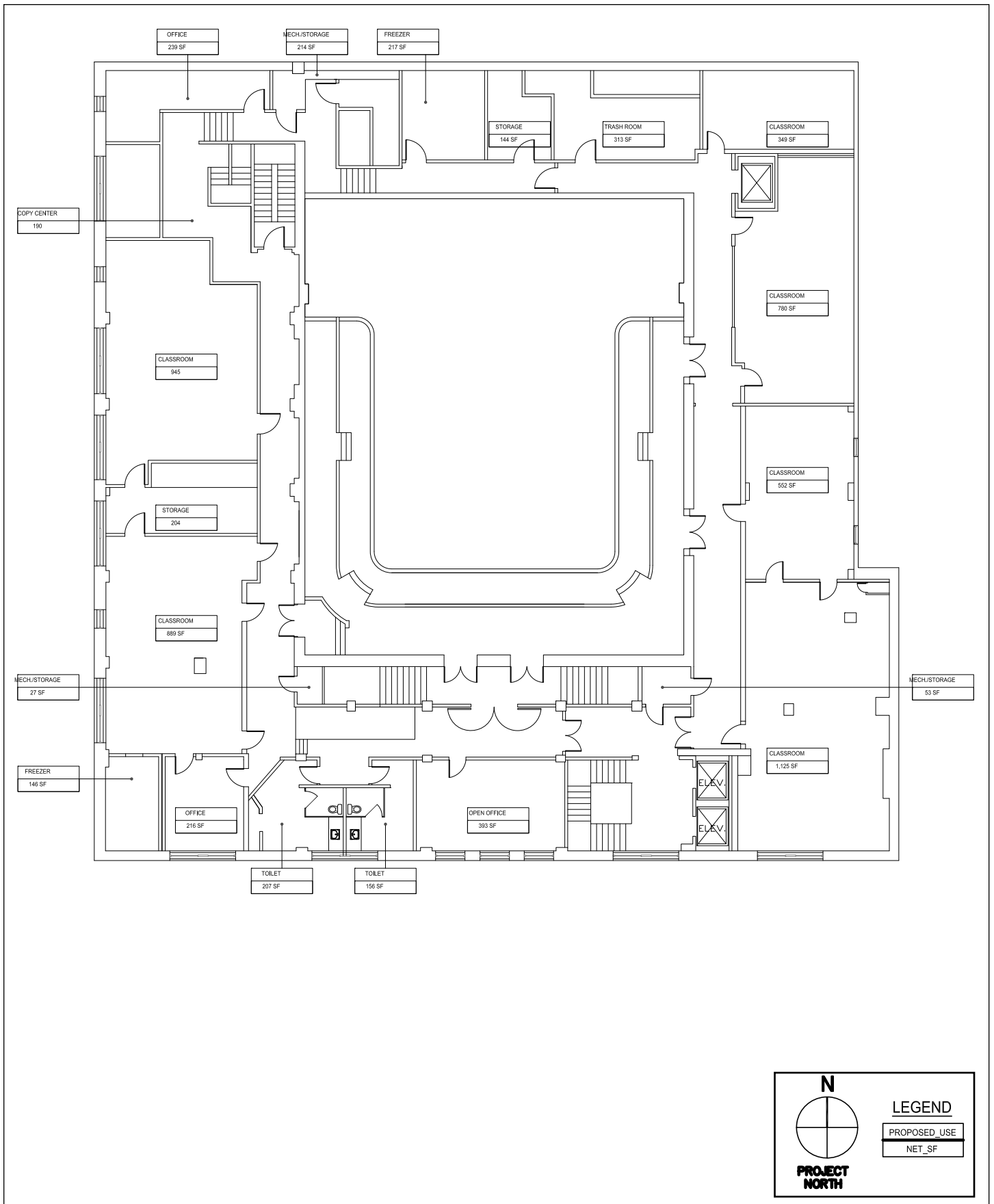
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-37: 625 POLK STREET - PROPOSED BASEMENT LEVEL PLAN



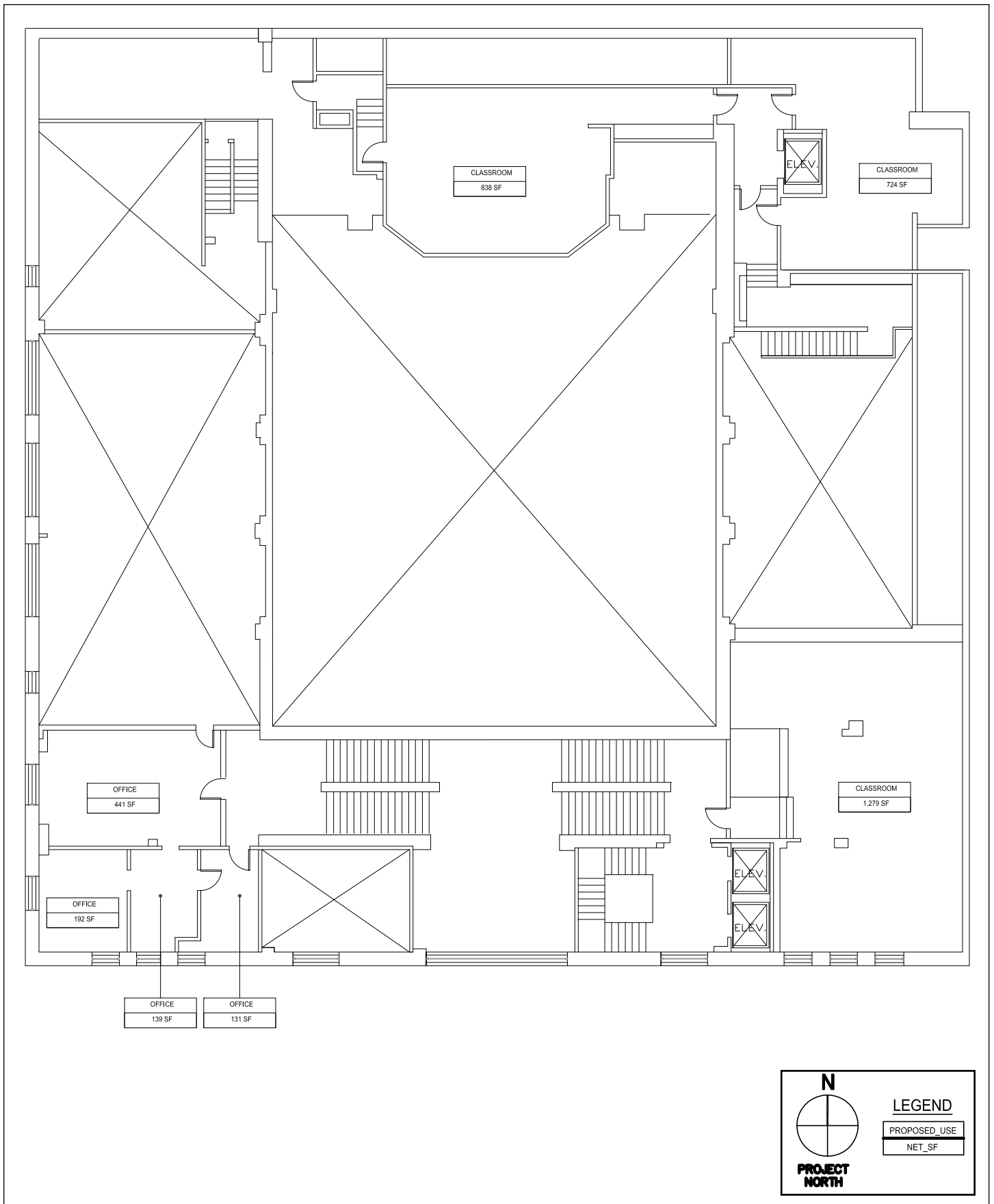
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-38: 625 POLK STREET - PROPOSED FIRST FLOOR PLAN



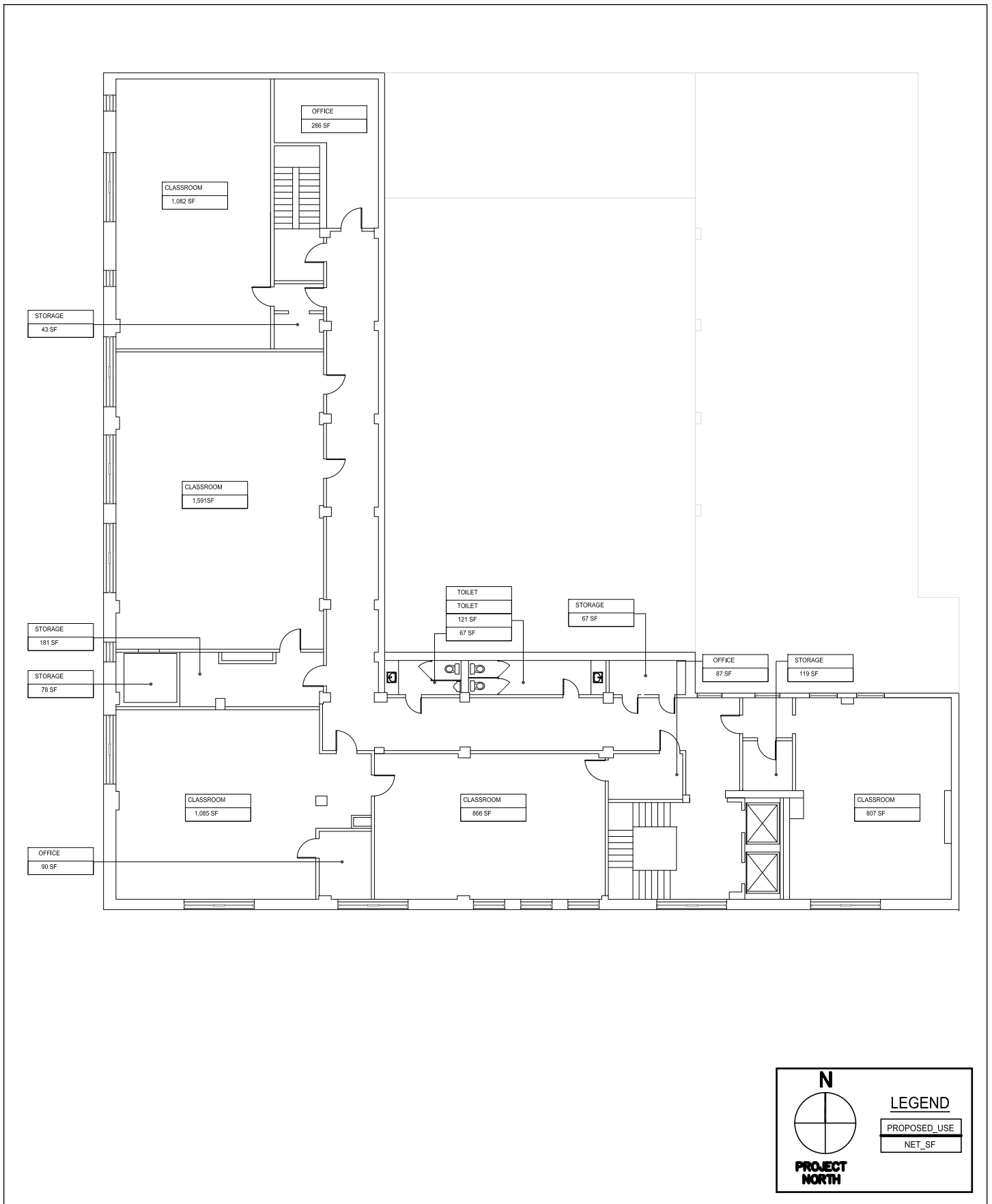
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-39: 625 POLK STREET - PROPOSED SECOND FLOOR PLAN



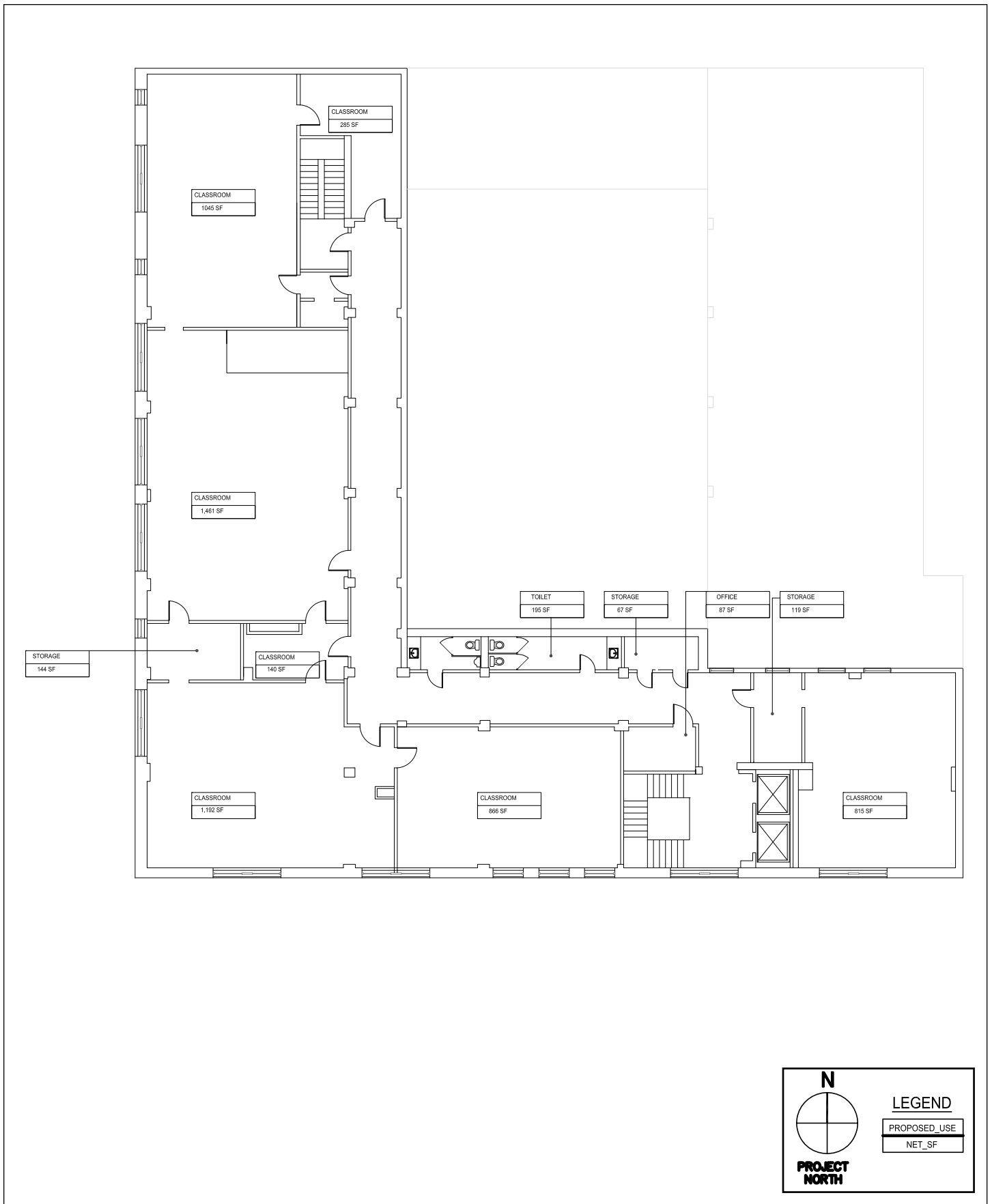
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-40: 625 POLK STREET - PROPOSED MEZZANINE FLOOR PLAN



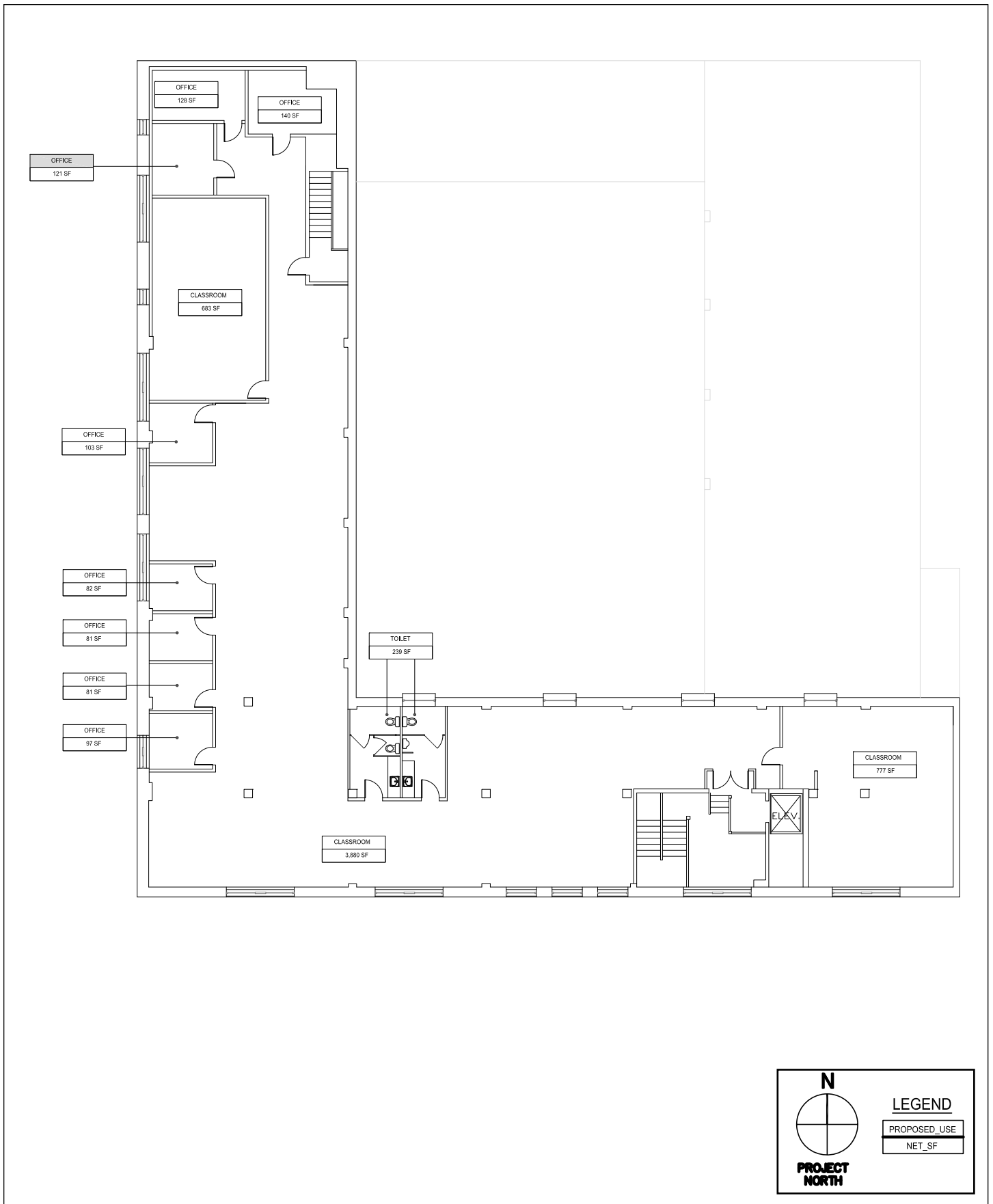
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-41: 625 POLK STREET - PROPOSED THIRD FLOOR PLAN



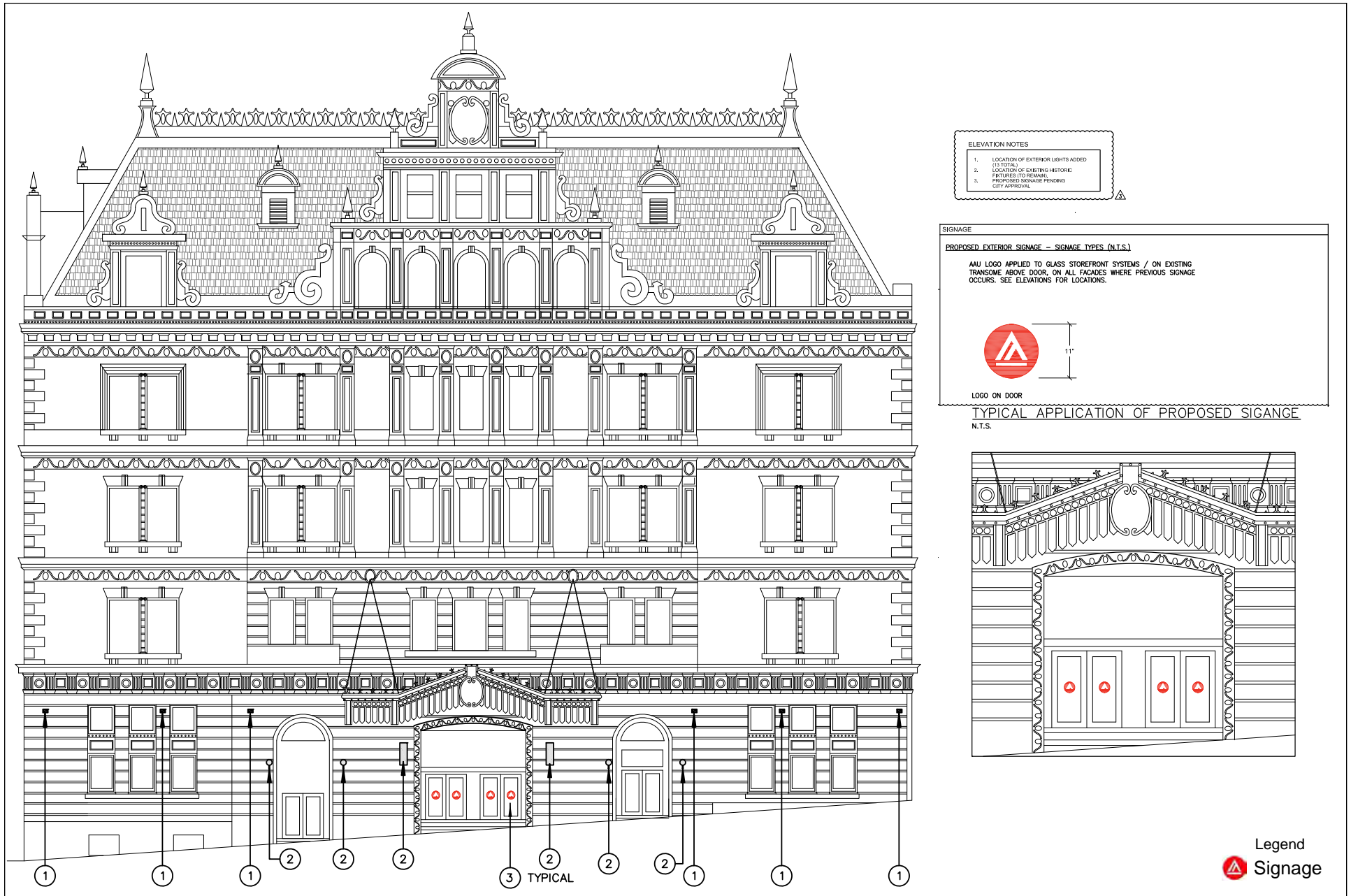
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-42: 625 POLK STREET - PROPOSED FOURTH FLOOR PLAN



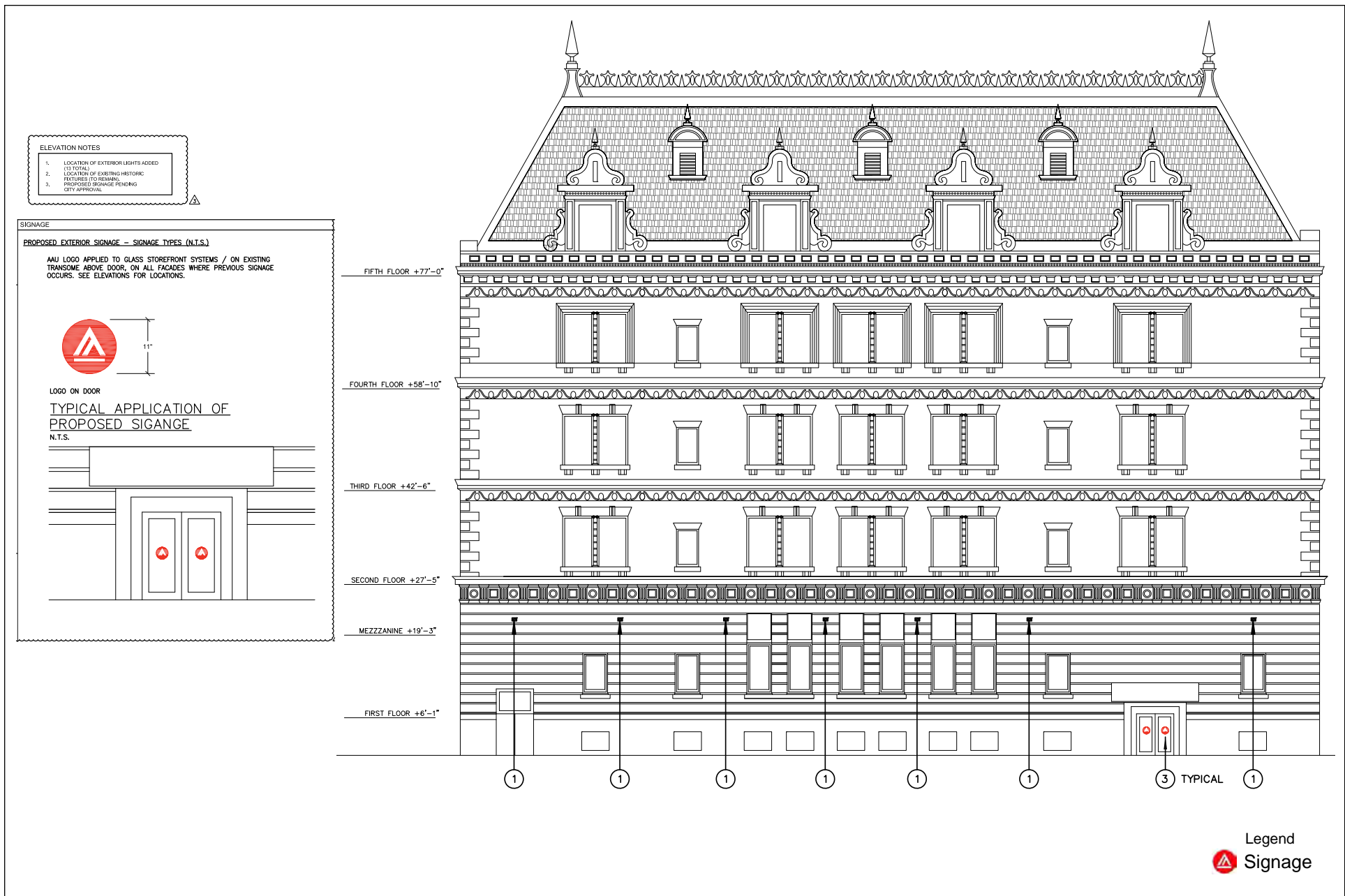
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-43: 625 POLK STREET - PROPOSED FIFTH FLOOR PLAN



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-44: 625 POLK STREET - PROPOSED POLK STREET ELEVATION



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-45: 625 POLK STREET - PROPOSED TURK STREET ELEVATION



VIEW FROM POLK/TURK STREET INTERSECTION



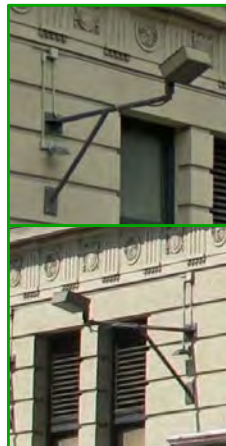
VIEW DOWN POLK STREET (SOUTH)



VIEW DOWN TURK STREET (EAST)



PRE-EXISTING FIXTURES AT TURK STREET FACADE



ENLARGED PRE-EXISTING
POST MOUNTED UPLIGHT

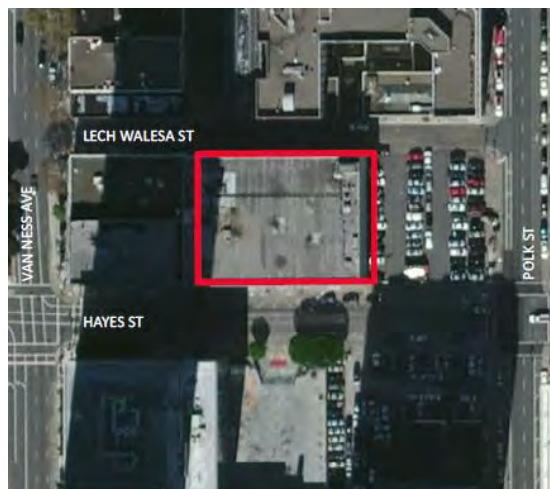
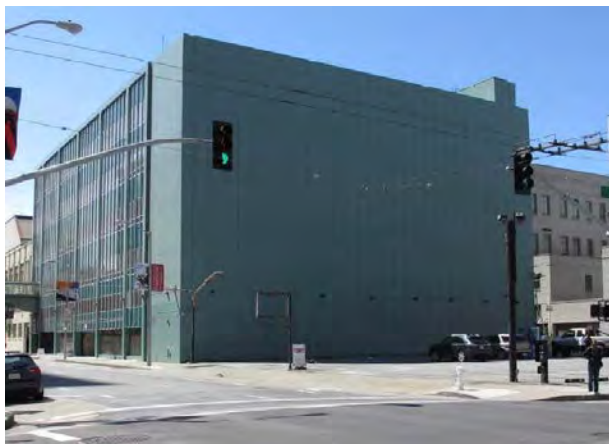


VIEW OF ENTRY FACADE (POLK STREET)

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-46: 625 POLK STREET - BUILDING FACADE

■ PS-4, 150 Hayes Street



Location and Access

Project Site 4 (PS-4), 150 Hayes Street (the former American Automobile Association [AAA]) building is in the mid-portion of the block bounded by Ivy (Lech Walesa) Street to the north, Polk Street to the east, Hayes Street to the south, and Van Ness Avenue to the west. Hayes Street and Van Ness Avenue are Major Arterials located within PS-4. Collector Streets/Local Streets such as Polk, Grove, and Lech Walesa Streets within PS-4 travel one way.

Existing Project Site Characteristics

The six-story building was built in 1959. The legal use of the property is office with public parking and an auto diagnostics clinic. The site has an elevation of 15 meters above msl. PS-4 is included in the Civic Center and Downtown Area Plans.

The building is not a locally, state, or federally designated historic resource.

In addition, there is a separately operated independent parking garage in the basement and lower two floors of the building that totals approximately 49,482 sf (208 spaces) of parking. The space is operated by ACE Public Parking.

The area around PS-4 includes a mixture of offices, off-street parking lots, entertainment uses (auditorium, symphony hall), government offices, the Civic Center plaza, and civic uses. There is a mixed-use residential building being constructed adjoining³⁰ the building directly to the east and another surface lot across Hayes Street to the south. City Hall and the Civic Center Plaza are located one block to the north. The Bill Graham Civic Auditorium is located one block to the east. The Davies Symphony Hall is located one block to the west and office uses dominate the area south of PS-4. Buildings in the area generally range from four stories to above 20 stories.

³⁰ Case No. 2011.0702 (101 Polk Street Project).

While there is an existing sky bridge connecting PS-4 to 100 Van Ness Avenue, it is closed to the public and is not used to travel between the two buildings.

The project site is zoned C-3-G (Downtown General Commercial) and is within a 120-X height and bulk district. C-3-G zoning districts allow for office, retail, hotel, entertainment, residential, and institutional uses.

On-street parking surrounding PS-4 generally consists of time-limited metered parking. Parking is metered on Hayes Street, Grove Street, Polk Street, Lech Walesa Street, and Van Ness Avenue.

There are a total of 18 on-street parking spaces on the eastern border of PS-4, on Polk Street, including one commercial vehicle loading meter that is available after 6:00 p.m. There are also white and yellow loading zones behind the building, along Lech Walesa Street.

Proposed Uses

Use of Building at Publication of the NOP (in 2010)

The site was vacant when purchased by AAU, although it was previously occupied by AAA and other office spaces.

Work Previously Completed by AAU

For the purposes of this EIR the environmental impacts from the Proposed Project result from the changes to this site from 2010 NOP baseline to the future full build-out of this project site. Since the impact analysis does not distinguish between work completed since the 2010 NOP and work that has yet to be completed, the timing of these improvements is described for informational purposes. However, work completed after the 2010 baseline will be analyzed in this EIR. AAU has occupied 80,330 sf of this site since 2010. The building consists of 80,330 sf of space occupied by AAU, including 78,037 sf of office space on the upper four floors, as well as approximately 2,257 sf of mechanical space throughout the rest of the building. There are no exterior AAU signs on the building. There are no exterior AAU signs on the building. The ACE Public Parking is not included as part of AAU's existing space. There have been no exterior modifications to this building since it was occupied by AAU; however, in terms of interior improvements, the building was painted, carpeting was installed, and a new security system was added.

Proposed Improvements (Signage and Tenant Improvements)

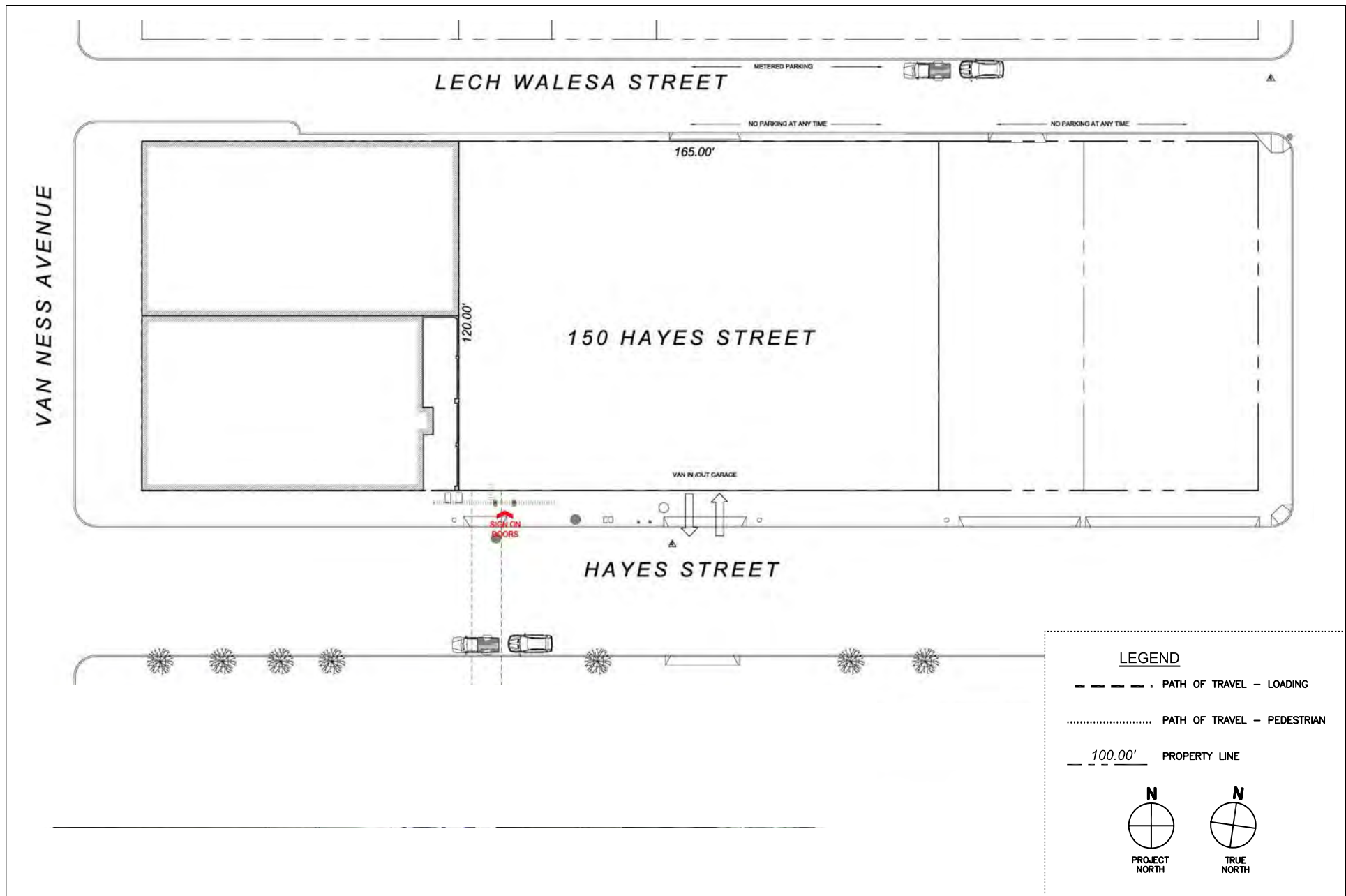
Proposed uses would include 80,330 sf of office space for AAU classified as institutional under the *Planning Code*. Additionally, 49,482 sf of parking would continue to be operated by an independent parking vendor. This site does not currently contain classroom space, but, in the future, classroom space could be accommodated with the required level of environmental review, as necessary. Parking would continue to be managed by a commercial operator as an independent operation.

Existing and proposed site plans, floor plans, and elevations are provided by Figure 3-47, 150 Hayes Street—Proposed Site Plan, p. 3-119, through Figure 3-57, 150 Hayes Street—Proposed West Elevations, p. 3-129. Figure 3-58, 150 Hayes Street—Building Façade, p. 3-130, provides photographs of the existing building façade from a variety of perspectives.

As shown on Figure 3-55, 150 Hayes Street—Proposed North Elevations, p. 3-127, AAU proposes signs on the two-door entry on Hayes Street.

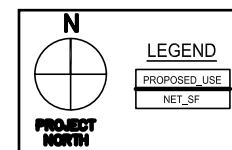
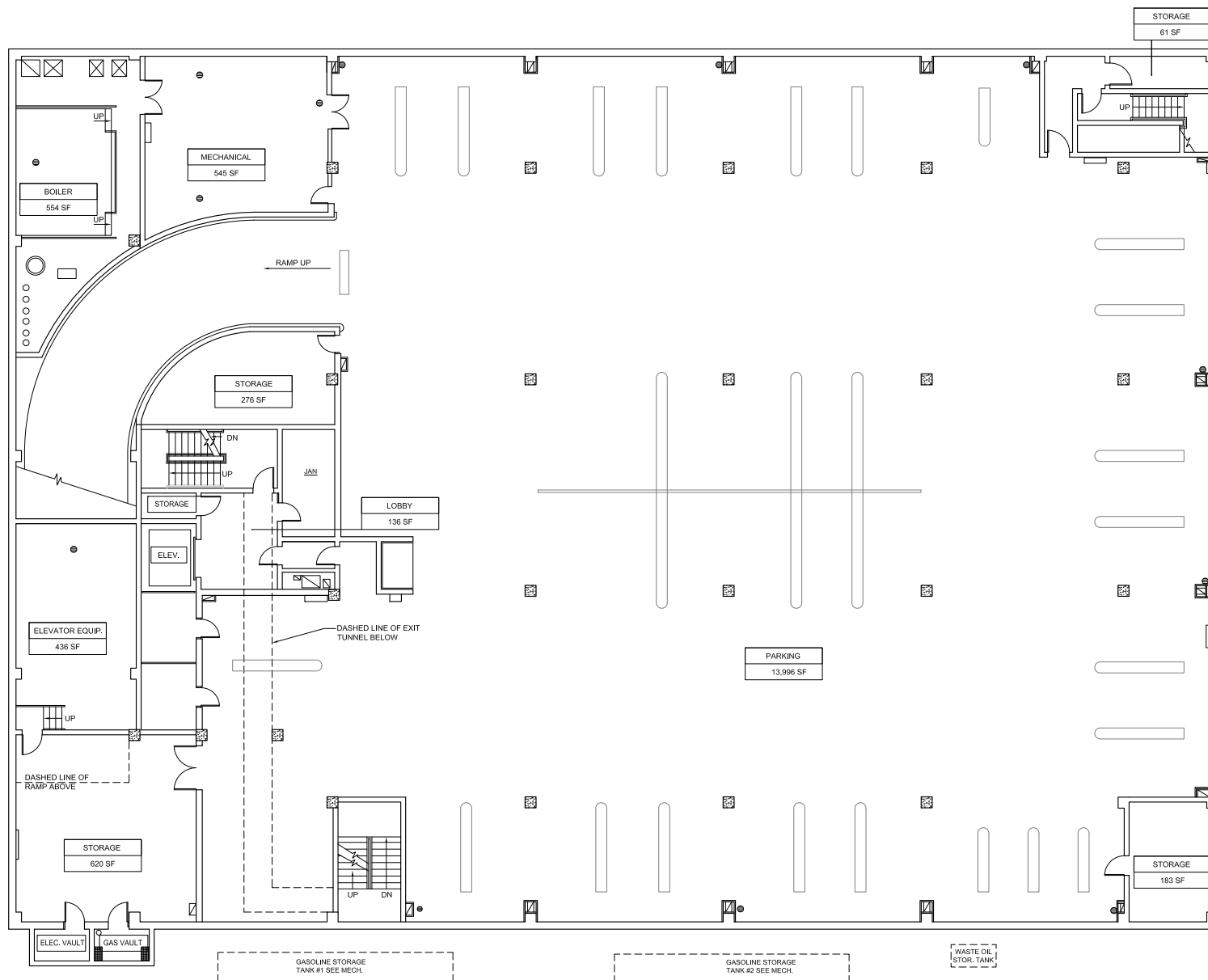
AAU Shuttle Stops

In 2010, there was no AAU shuttle stop serving PS-4. As of 2014, the site is served by two shuttle routes, the Hayes Express, with 14-minute headways between 7:00 a.m. and 7:00 p.m., and the Sutter Express, with 25-minute headways between 8:00 a.m. and 4:00 p.m. The Proposed Project would use a portion of the existing garage as a shuttle stop for these shuttle routes.



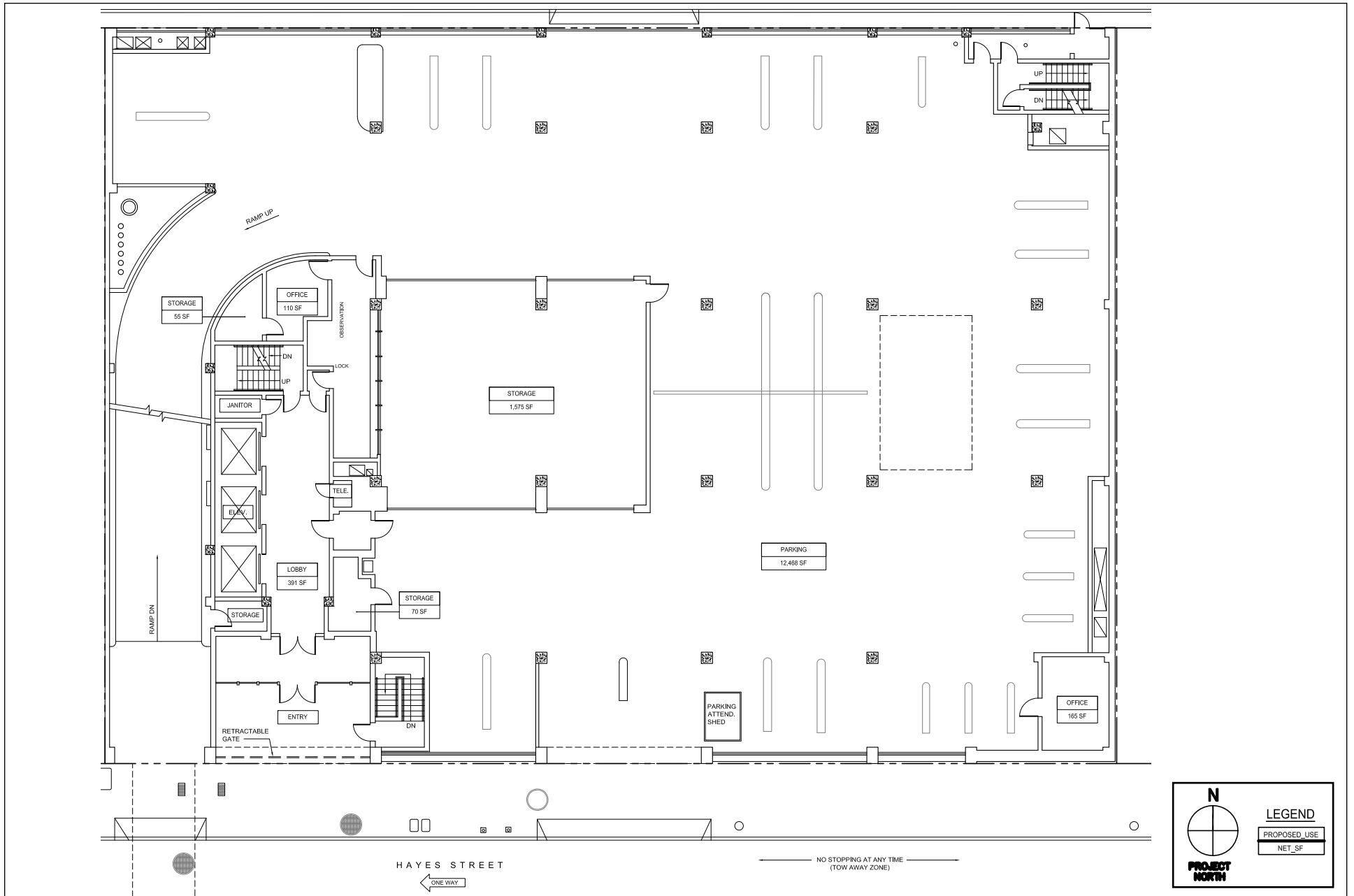
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-47: 150 HAYES STREET - PROPOSED SITE PLAN



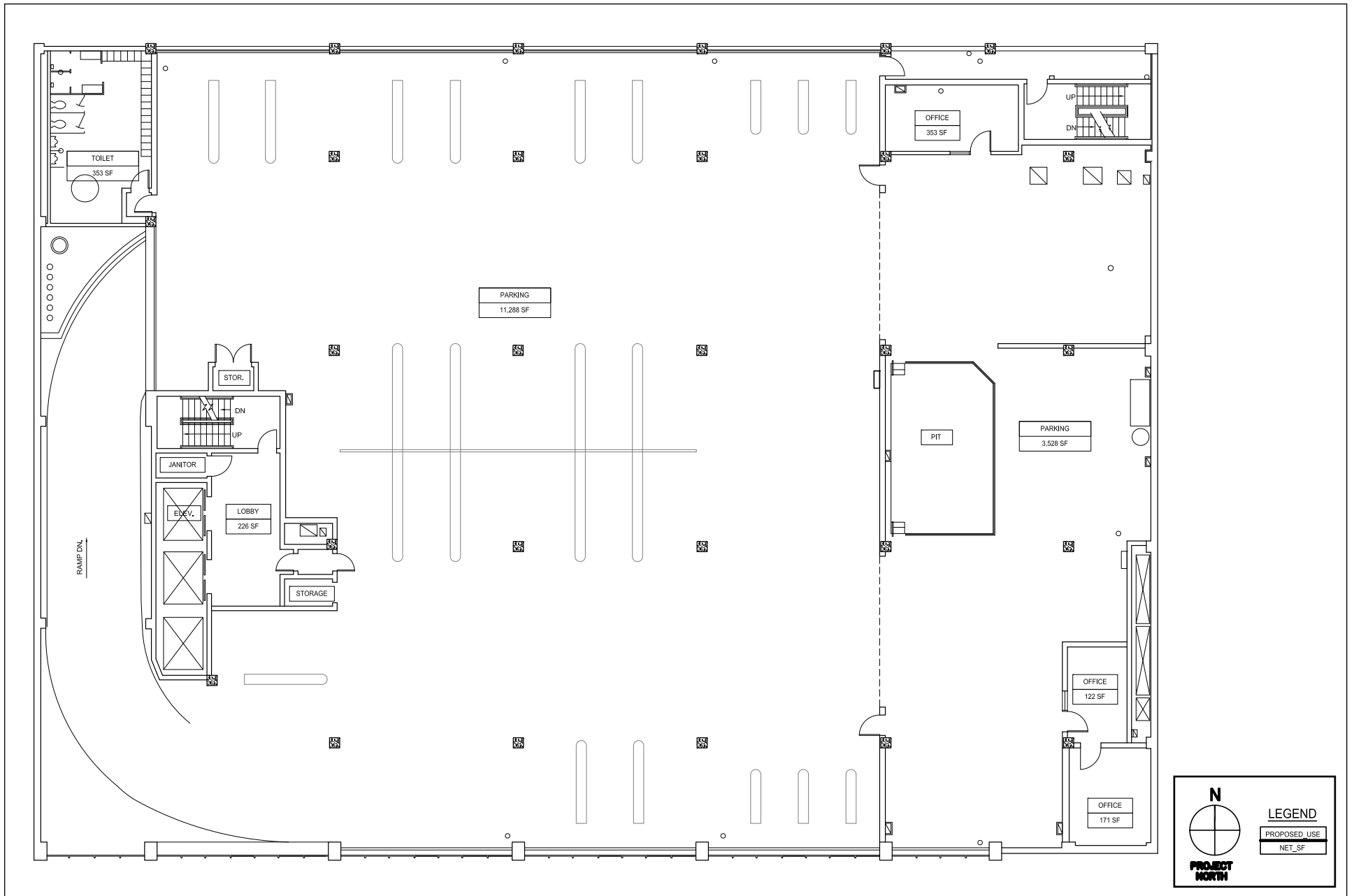
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-48: 150 HAYES STREET - PROPOSED BASEMENT LEVEL PLAN



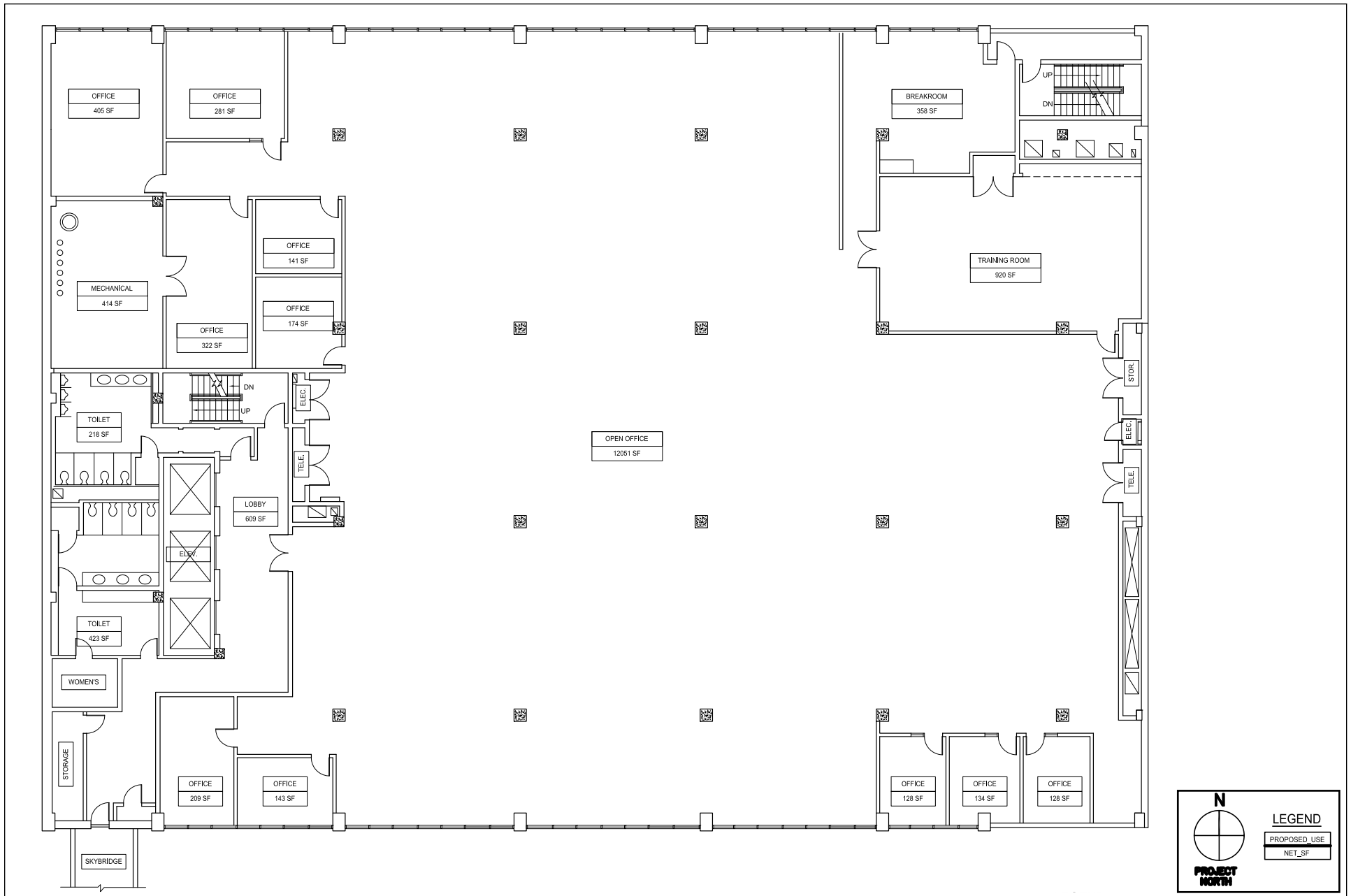
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-49: 150 HAYES STREET - PROPOSED FIRST FLOOR PLAN



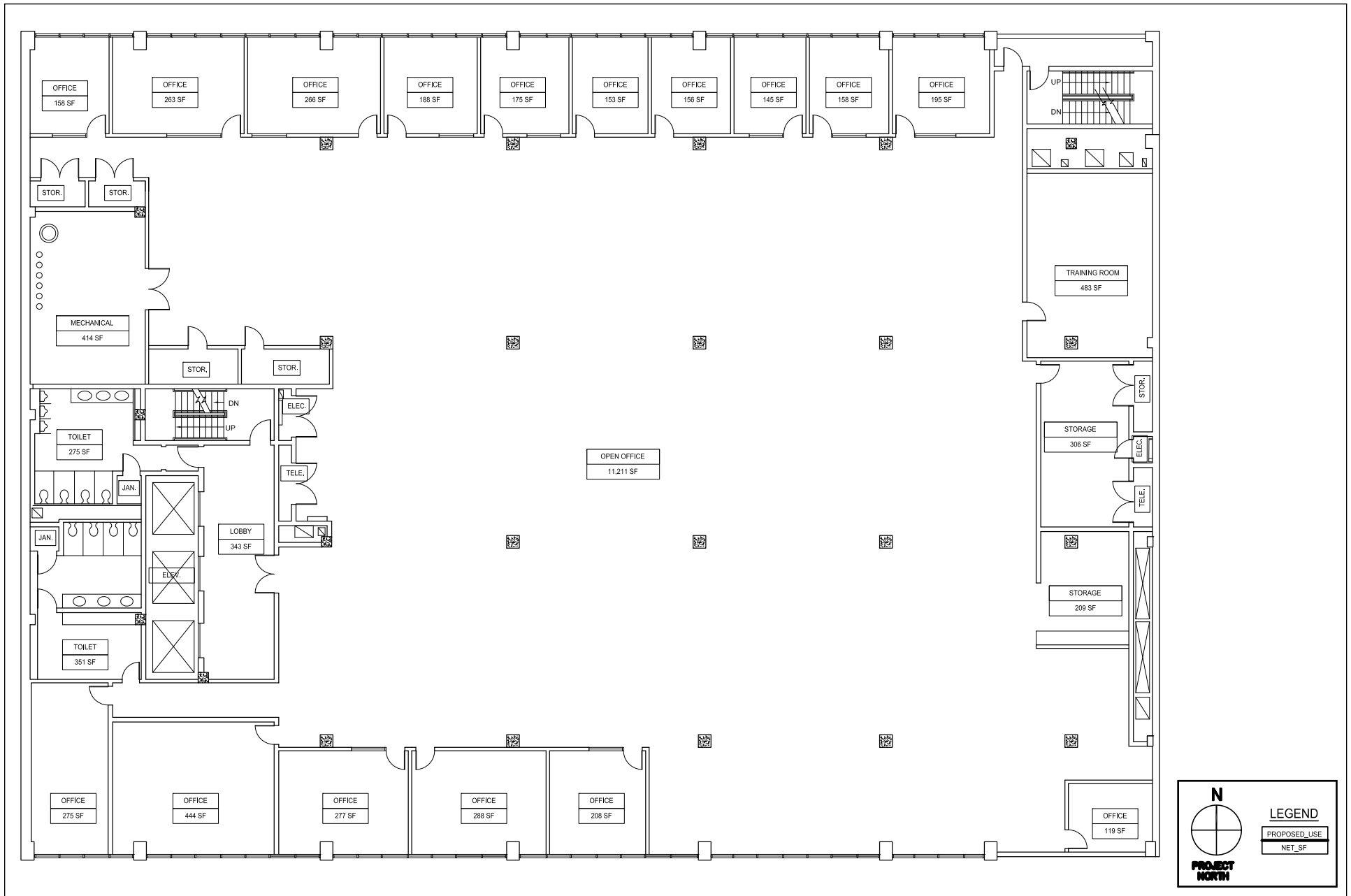
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-50: 150 HAYES STREET - PROPOSED SECOND FLOOR PLAN



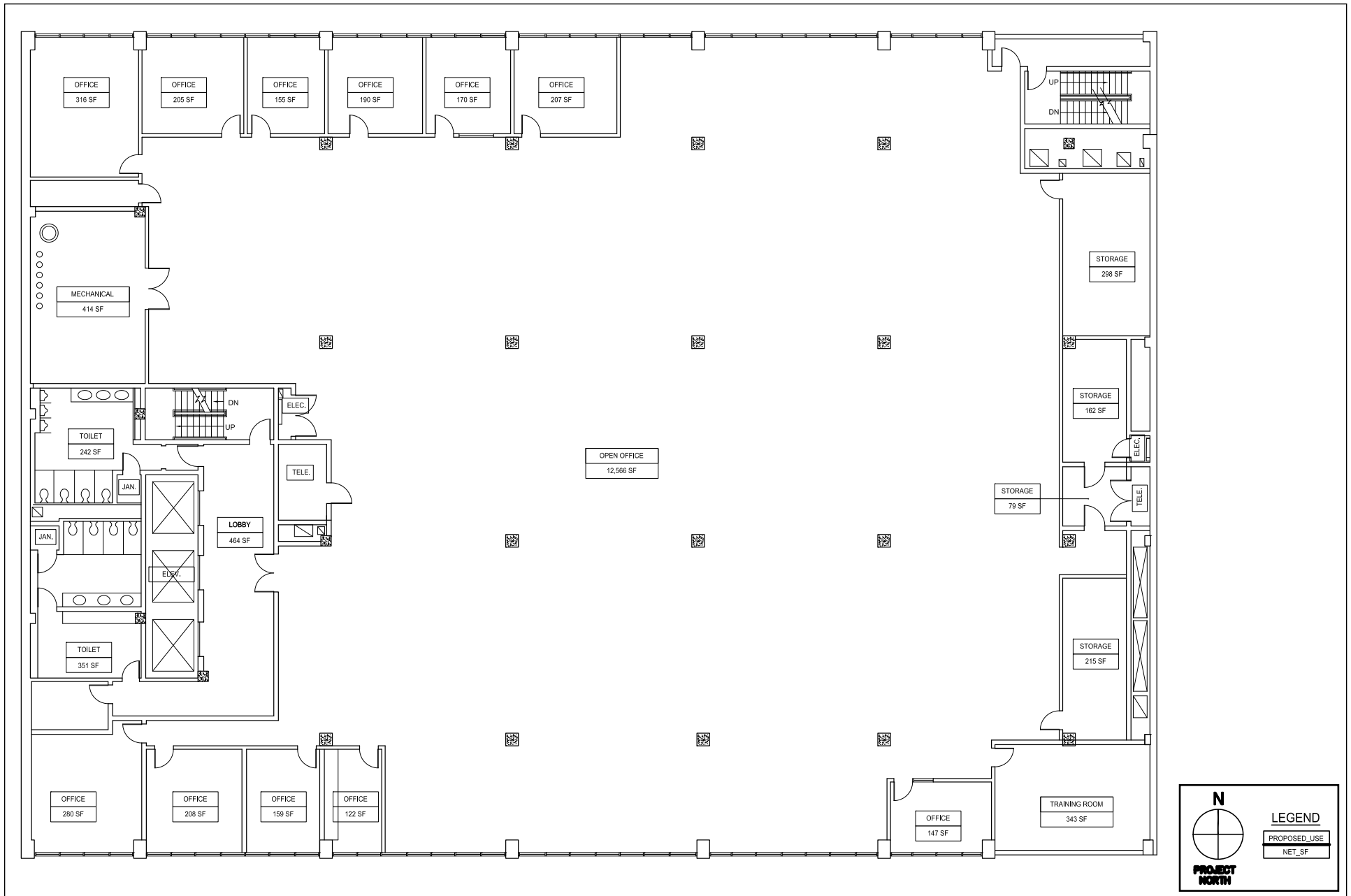
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-51: 150 HAYES STREET - PROPOSED MEZZANINE FLOOR PLAN



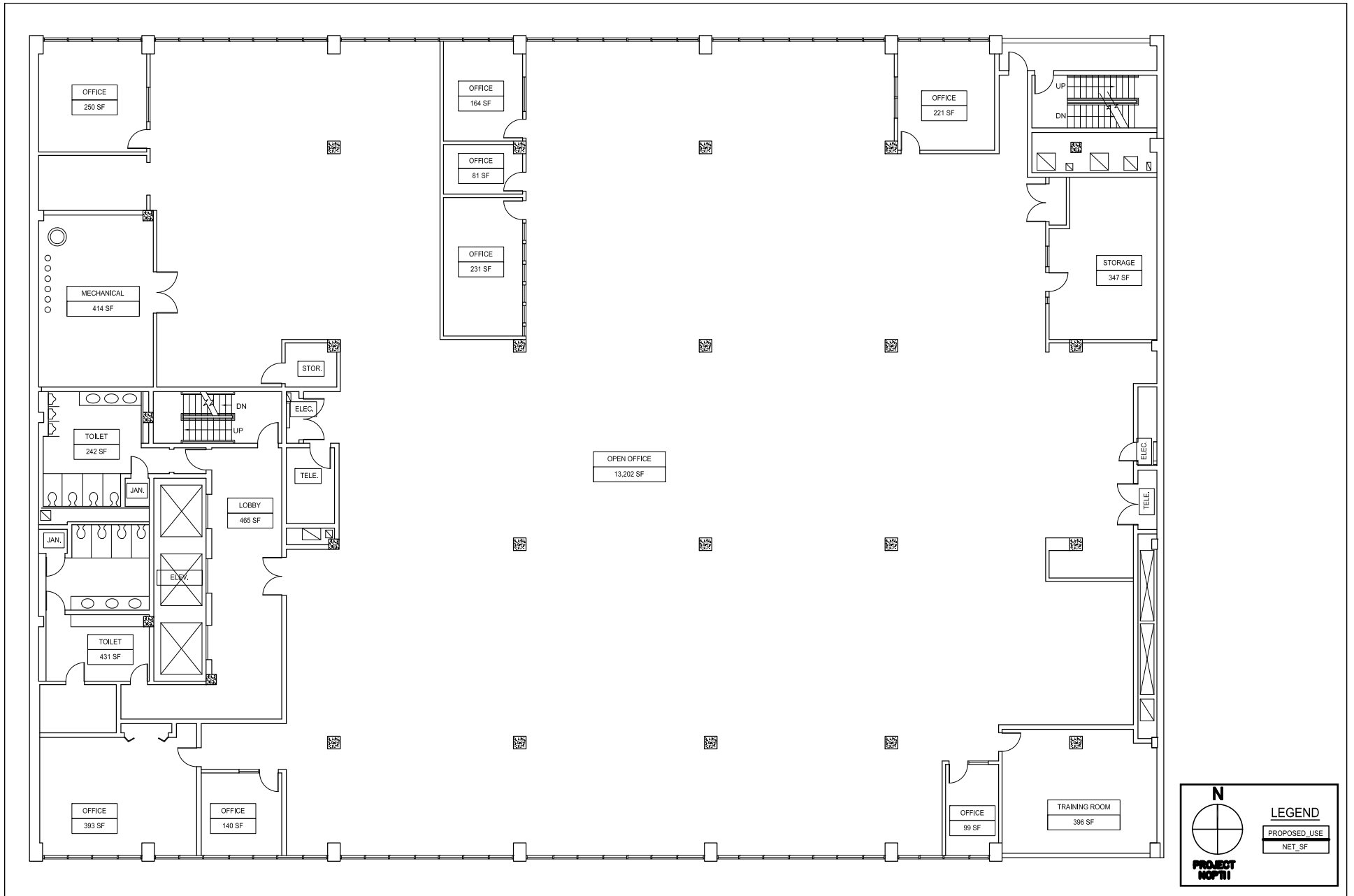
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-52: 150 HAYES STREET - PROPOSED FOURTH FLOOR PLAN



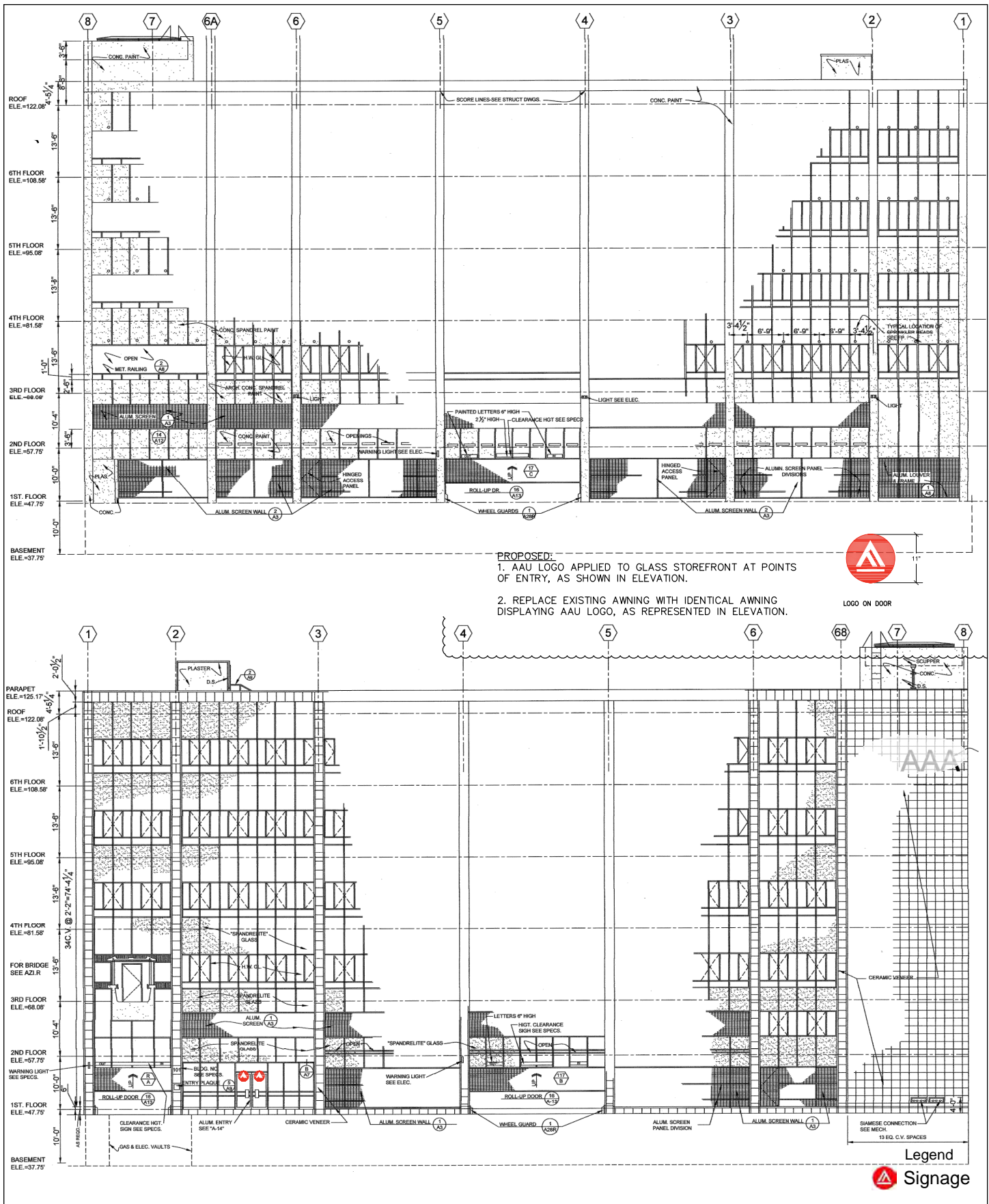
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-53: 150 HAYES STREET - PROPOSED FIFTH FLOOR PLAN



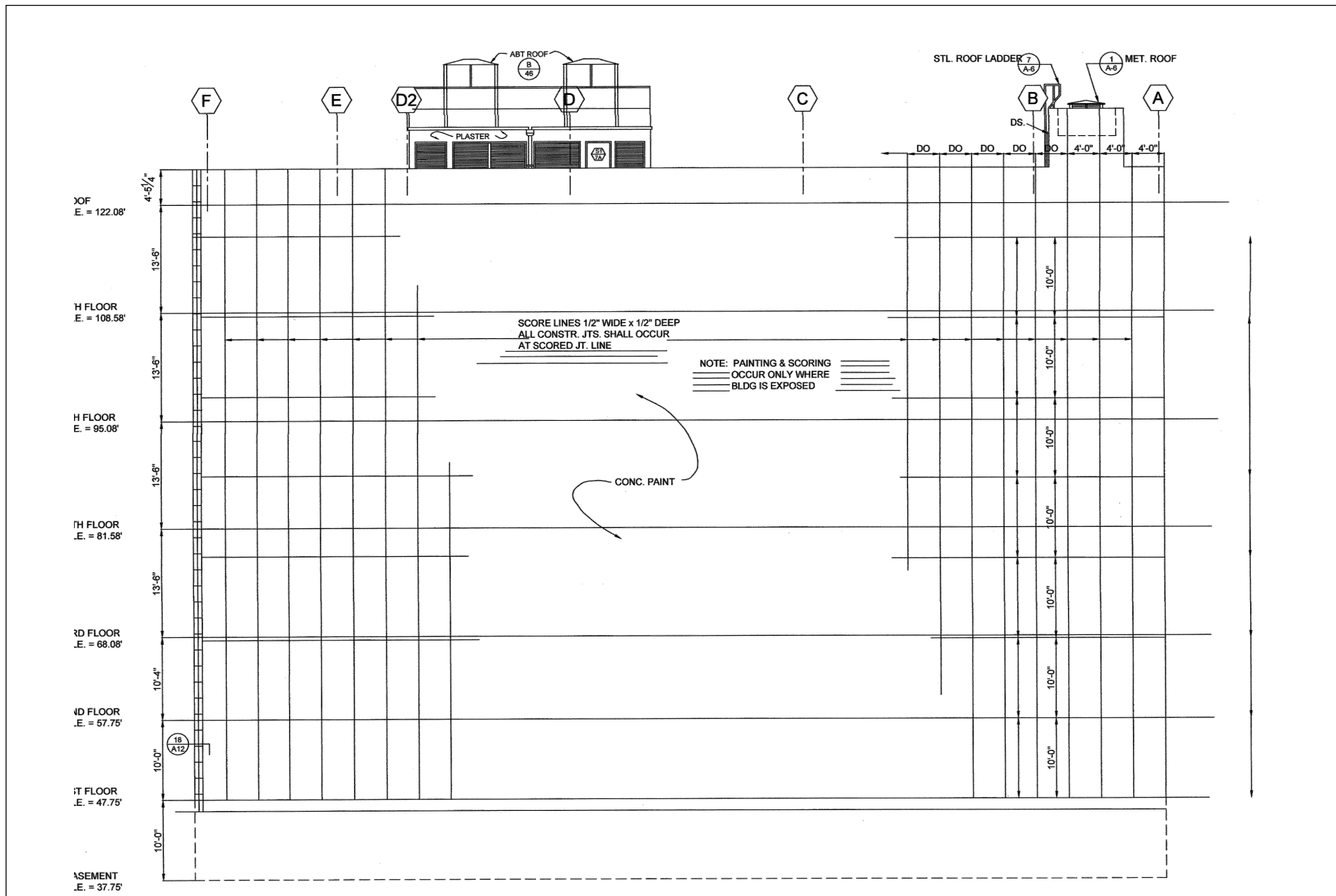
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-54: 150 HAYES STREET - PROPOSED SIXTH FLOOR PLAN



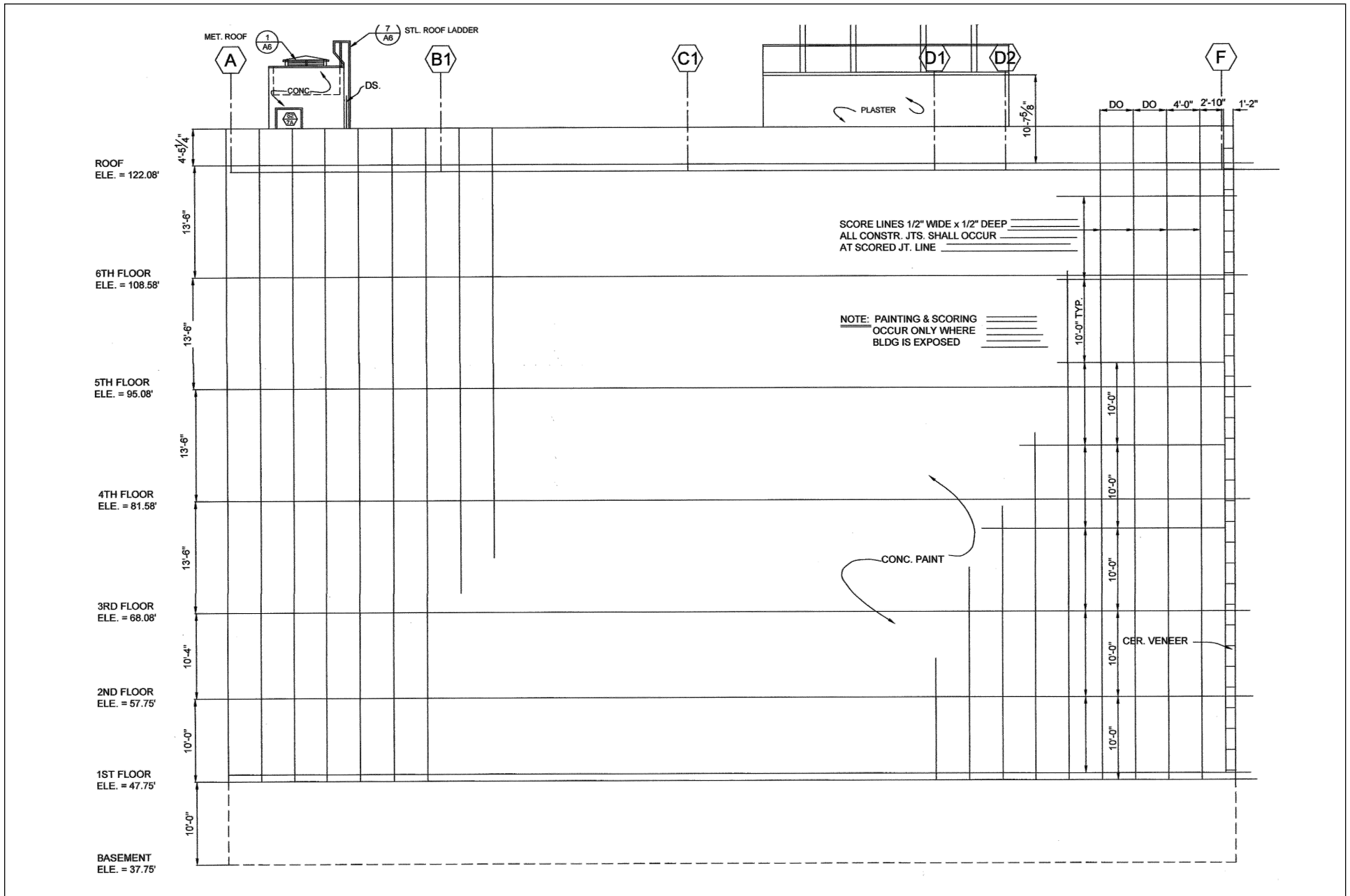
SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-55: 150 HAYES STREET - PROPOSED NORTH ELEVATIONS



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-56: 150 HAYES STREET - PROPOSED SOUTH ELEVATION



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-57: 150 HAYES STREET - PROPOSED WEST ELEVATIONS



VIEW SOUTHEAST
(ALONG IVY STREET)



VIEW SOUTHWEST
(ALONG IVY STREET)



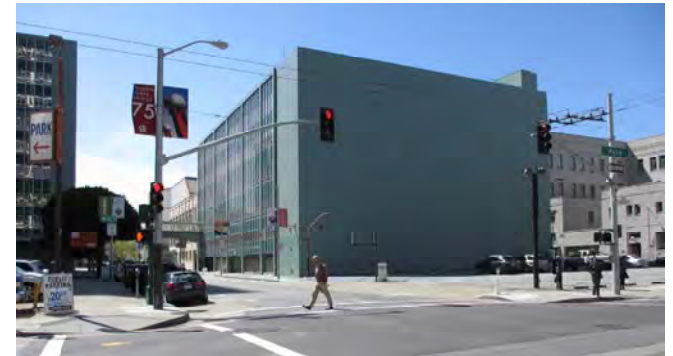
PANORAMIC AT NORTH ELEVATION (IVY STREET - GARAGE LEVEL) ELEVATION (HAYES STREET)



VIEW NORTHEAST (ALONG HAYES STREET)



SOUTH ELEVATION (HAYES STREET)



VIEW NORTHWEST (ALONG HAYES STREET)

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-58: 150 HAYES STREET - BUILDING FACADE

■ PS-5, 121 Wisconsin Street



Location and Access

Project Site 5 (PS-5), 121 Wisconsin Street, is in the center portion of the block bounded by 16th Street to the north, Arkansas Street to the east, 17th Street to the south, and Wisconsin Street to the west, in the eastern portion of San Francisco between the Showplace Square and Potrero Hill neighborhoods. There are no streets identified as Major Arterials within the project area of PS-5. The nearest Secondary Arterial is 16th Street, north of PS-5. Other nearby streets, such as 17th, Wisconsin, and Arkansas Streets, are Collector Streets used largely for local trips and to access the arterials.

Existing Project Site Characteristics

There are two trailers and a small shed totaling 1,140 sf at the east end of this 20,000 sf lot, which provide lounge space, office space, restrooms, and storage for AAU purposes. The legal nonconforming use³¹ of the property is bus storage.

The trailers and shed are not locally, state, or federally designated as historic resources. There are no exterior AAU signs on the building or along the perimeter fencing. The site has an elevation of 1.5 to 3 meters above msl.

PS-5 is bounded by commercial and industrial uses to the north, east, south, and west. Jackson Playground and residential uses are located at the end of Wisconsin Street.

The project site is zoned UMU (Urban Mixed Use) and is within a 68-X height and bulk district and within the Showplace Square/Potrero Area Plan area. UMU districts allow for production, distribution, and repair uses, such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail, educational

³¹ Legal Non-Conforming refers to uses that were begun when the law allowed for them but have since become noncompliant due to a change in legislation.

facilities, and nighttime entertainment. Housing is also permitted, but is subject to affordability requirements. The floor area ratio in this zone is 5:1.

On-street parking in the vicinity of PS-5 generally consists of unmetered parking, on Arkansas, 16th, Wisconsin, and 17th Streets. Unmetered parking includes 59 spaces on Arkansas Street, 20 spaces on 16th Street, 40 spaces on Wisconsin Street, and 17 spaces on 17th Street.

There are no loading zones on Wisconsin Street; however, there is one located on the south side of 16th Street, which would potentially serve the site.

Proposed Uses

Use of Building at Publication of the NOP (in 2010)

PS-5 was used as a bus yard by AAU prior to and at publication of the 2010 NOP.

Work Previously Completed by AAU

For the purposes of this EIR the environmental impacts from the Proposed Project result from the changes to this site from 2010 NOP baseline to the future full build-out of this project site. Since the impact analysis does not distinguish between work completed since the 2010 NOP and work that has yet to be completed, the timing of these improvements is described for informational purposes. However, work completed after the 2010 baseline will be analyzed in this EIR. This site was inadvertently omitted from the NOP for the Project, and its use by AAU has been ongoing and prior to publication of the NOP. No other work has been completed since 2010.

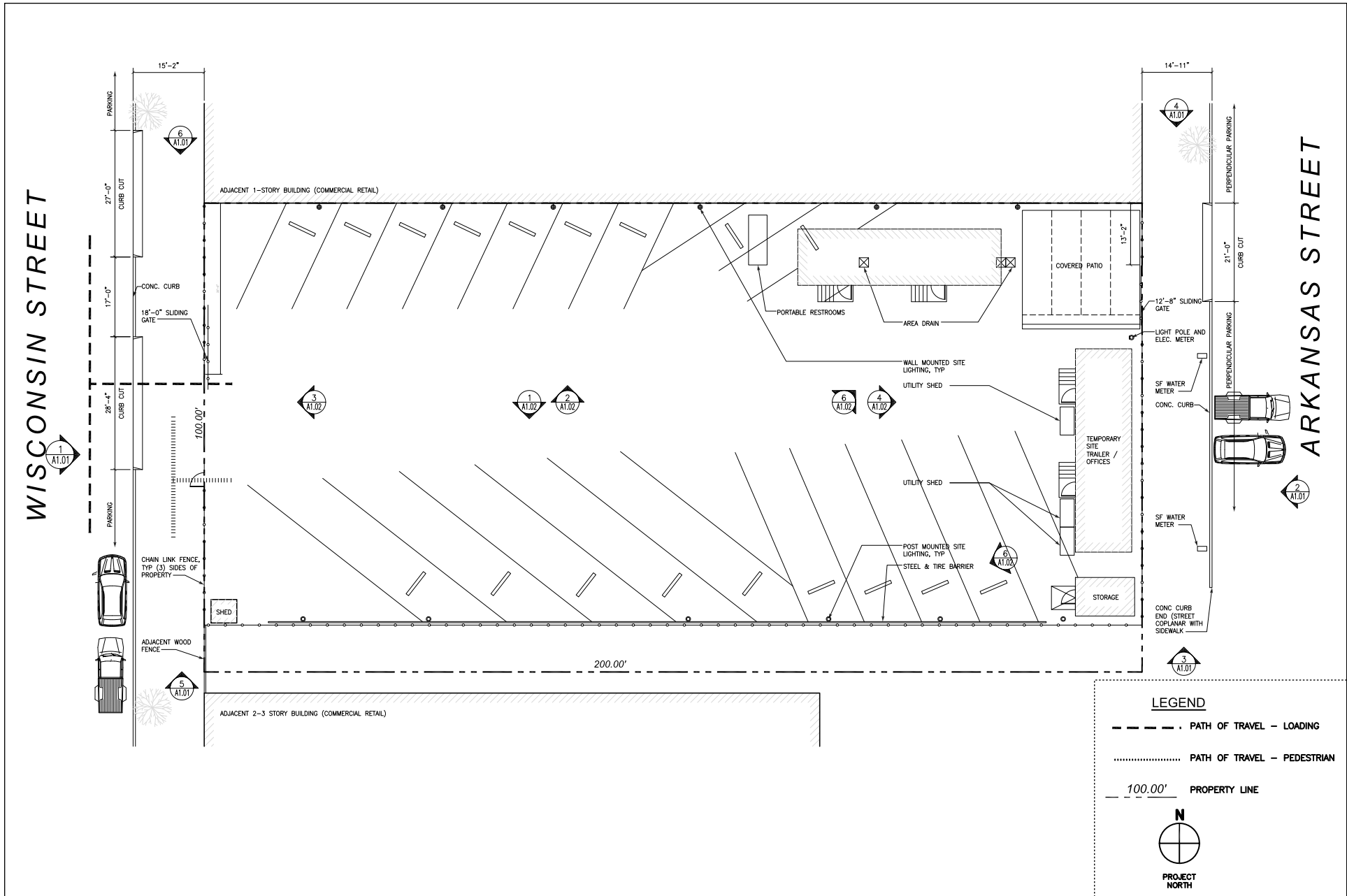
Proposed Improvements (Signage and Tenant Improvements)

The Proposed Project at PS-5 would include the use of the site as a bus storage yard, along with lounge, office, restroom, and storage space. At full occupancy, the site would accommodate approximately two staff in the trailers and 30 shuttle buses.

Existing and proposed site plans, elevations, and views are illustrated by Figure 3-59, 121 Wisconsin Street—Proposed Site Plan, p. 3-133, through Figure 3-62, 121 Wisconsin Street—Proposed Interior View of Eastern Trailer, p. 3-136. Each of these figures illustrates that there are no exterior changes proposed for PS-5, with the exception of the addition of AAU signage on the eastern elevation, which is separately illustrated by Figure 3-63, 121 Wisconsin Street—Proposed East Elevation, p. 3-137. The Proposed Project would also include parking area repaving.

AAU Shuttle Stops

There is no existing shuttle service to this location, and none is proposed.



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-59: 121 WISCONSIN STREET - PROPOSED SITE PLAN



VIEW SOUTH (ALONG EAST SIDEWALK)



VIEW NORTH (ALONG EAST SIDEWALK)



VIEW SOUTH (ALONG WEST SIDEWALK)



VIEW NORTH (ALONG WEST SIDEWALK)



WEST ELEVATION (VIEW FROM ARKANSAS STREET)

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-60: 121 WISCONSIN STREET - PROPOSED WEST ELEVATION AND NORTH/SOUTH VIEWS



INTERIOR: VIEW WEST (ALONG SOUTH PROPERTY LINE)



INTERIOR ELEVATION: VIEW TO WEST (WISCONSIN STREET ENTRY)



INTERIOR: NORTHERN TRAILER AND ADJACENT COVERED PATIO



INTERIOR ELEVATION: VIEW TO NORTH



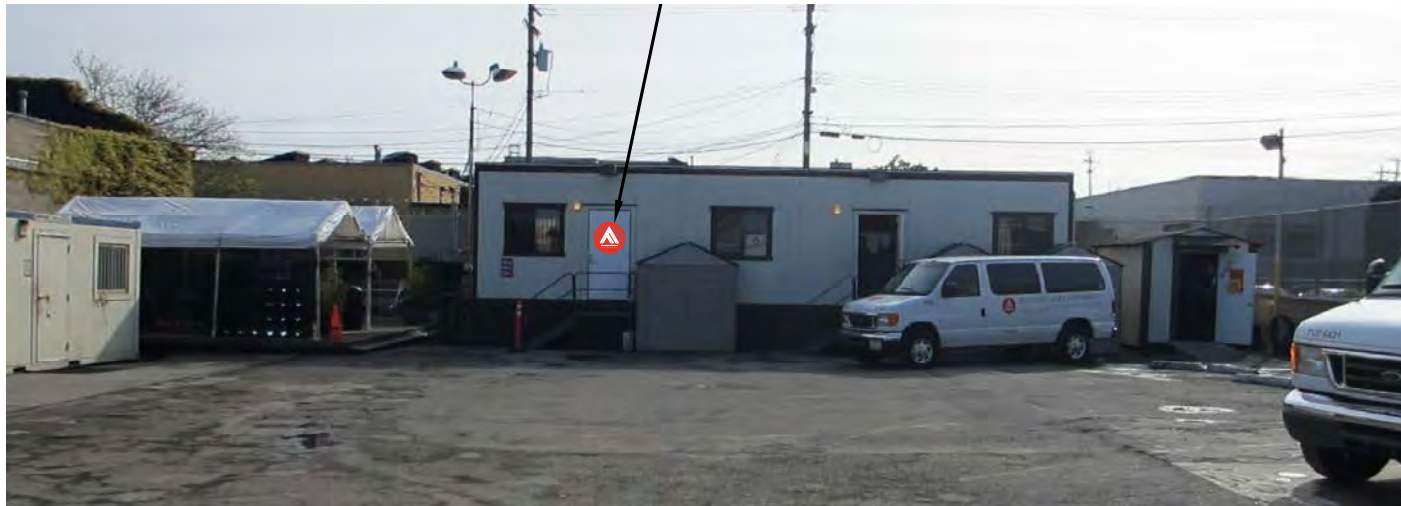
INTERIOR ELEVATION: VIEW TO SOUTH

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-61: 121 WISCONSIN STREET - PROPOSED INTERIOR VIEWS



EXISTING INTERIOR ELEVATION: VIEW TO EAST



PROPOSED INTERIOR ELEVATION: VIEW TO EAST

SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-62: 121 WISCONSIN STREET - PROPOSED INTERIOR VIEW OF EASTERN TRAILER



EXISTING EAST ELEVATION (VIEW FROM WISCONSIN STREET)



PROPOSED EAST ELEVATION (VIEW FROM WISCONSIN STREET)

- PROPOSED :**
1. LOGO MOUNTED TO CHAIN LINK FENCE.
SEE 1/A3.00
2. LOGO APPLIED TO DOOR OF TEMPORARY
STRUCTURE. SEE 4/A3.01



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-63: 121 WISCONSIN STREET - PROPOSED EAST ELEVATION

■ PS-6, 2225 Jerrold Avenue



Location and Access

Project Site 6 (PS-6), 2225 Jerrold Avenue, is located in the southeasterly portion of a trapezoidal block bounded by Jerrold Avenue to the north, Upton Street to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west in the Bayview Hunters Point neighborhood. There are no streets identified as Major Arterials within PS-6. Jerrold Avenue is a Collector Street used largely for local trips and to access arterials, and provides access to U.S. 101. Additionally Jerrold Avenue provides access to I-280.

Existing Project Site Characteristics

PS-6, which was built in 1982 on a lot totaling 125,581 sf, contains a 91,367 sf building that houses AAU office space (in the southeast corner of the building), storage areas for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes. In addition, 22,683 sf is being used by the San Francisco Fire Department (SFFD) for storage and office space for the Department's Toy Program. There is an exterior sign for both AAU and the San Francisco Firefighters Toy Program on the building. The legal use of the property is an industrial warehouse and a manufacturing facility.

The building is not locally, state, or federally designated as a historic resource. PS-6 is within the area of the Bayview Hunters Point Area Plan. The site has an elevation of 1.5 meters above msl.

PS-6 is bounded by the San Francisco Wholesale Produce Market to the east. There is a mini storage company at the corner of Jerrold Avenue and Barneveld Street. Just south of the mini storage on Barneveld Street is Blood Centers of the Pacific. To the west are a power station, industrial uses, and various commercial uses. The First Student School Bus Yard, Restaurant Depot, USPS distribution center, and various other industrial uses are located directly to the north.

The project site is zoned PDR-2, IPZ (Production, Distribution, and Repair, Industrial Protection Zone) and is within a 65-J height and bulk district. PDR-2 zoning districts encourage the

introduction, intensification, and protection of a wide range of light and contemporary industrial activities. Light industrial uses in these districts may be conducted entirely within an enclosed structure, partly within enclosed structures, or some functions may occur entirely in open areas. Permitted uses include indoor/outdoor storage and wholesaling of materials, truck storage, auto repair, accessory office, and accessory employee parking. The maximum height in this district is 60 feet. Existing residential, live/work, office, business service, and information technology uses are allowed to continue in the Industrial Protection Zone Special Use District; however, the Industrial Protection Zone Special Use District does not allow new residential, live/work, and office uses.

The site has a total of 34,214 sf of parking for buses, employees, and visitors. The front of the site, along Jerrold Avenue, is striped for approximately eight bus parking spaces and approximately 24 car parking spaces. The back of the site, along McKinnon Avenue, is striped for approximately 21 car parking spaces. On-street parking spaces in the vicinity of PS-6 include 11 unmetered spaces on Jerrold Avenue and 74 unmetered, diagonal spaces along Upton Avenue. There are no nearby, designated loading zones.

Proposed Uses

Use of Building at Publication of the NOP (in 2010)

PS-6 was used as a corporation yard by AAU prior to publication of the AAU EIR NOP.

Work Previously Completed by AAU

For the purposes of this EIR the environmental impacts from the Proposed Project result from the changes to this site from 2010 NOP baseline to the future full build-out of this project site. Since the impact analysis does not distinguish between work completed since the 2010 NOP and work that has yet to be completed, the timing of these improvements is described for informational purposes. However, work completed after the 2010 baseline will be analyzed in this EIR. The entire building was painted (both interior and exterior), and repaving) along McKinnon Avenue were completed. In addition, a new fire alarm and security system were installed.

Proposed Improvements (Signage and Tenant Improvements)

AAU occupied this building prior to publication of the NOP; however, this site is being analyzed at a project level because new uses are being proposed that were not in place at the time of the NOP. Proposed AAU uses at PS-6 would include 17,533 sf of recreational uses, 11,244 sf of office uses, and 62,590 sf of general storage (for AAU and the SFFD), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. The office uses would continue to include administrative offices for business and transportation operations, a security patrol office, an athletic personnel office, and the San Francisco Toy Program offices. The 22,683 sf of San Francisco Fire Department Toy Program use would be anticipated to continue; if the Toy Program were to move elsewhere, it is anticipated that AAU would use the vacated space for similar storage and office uses. Any overflow of shuttle

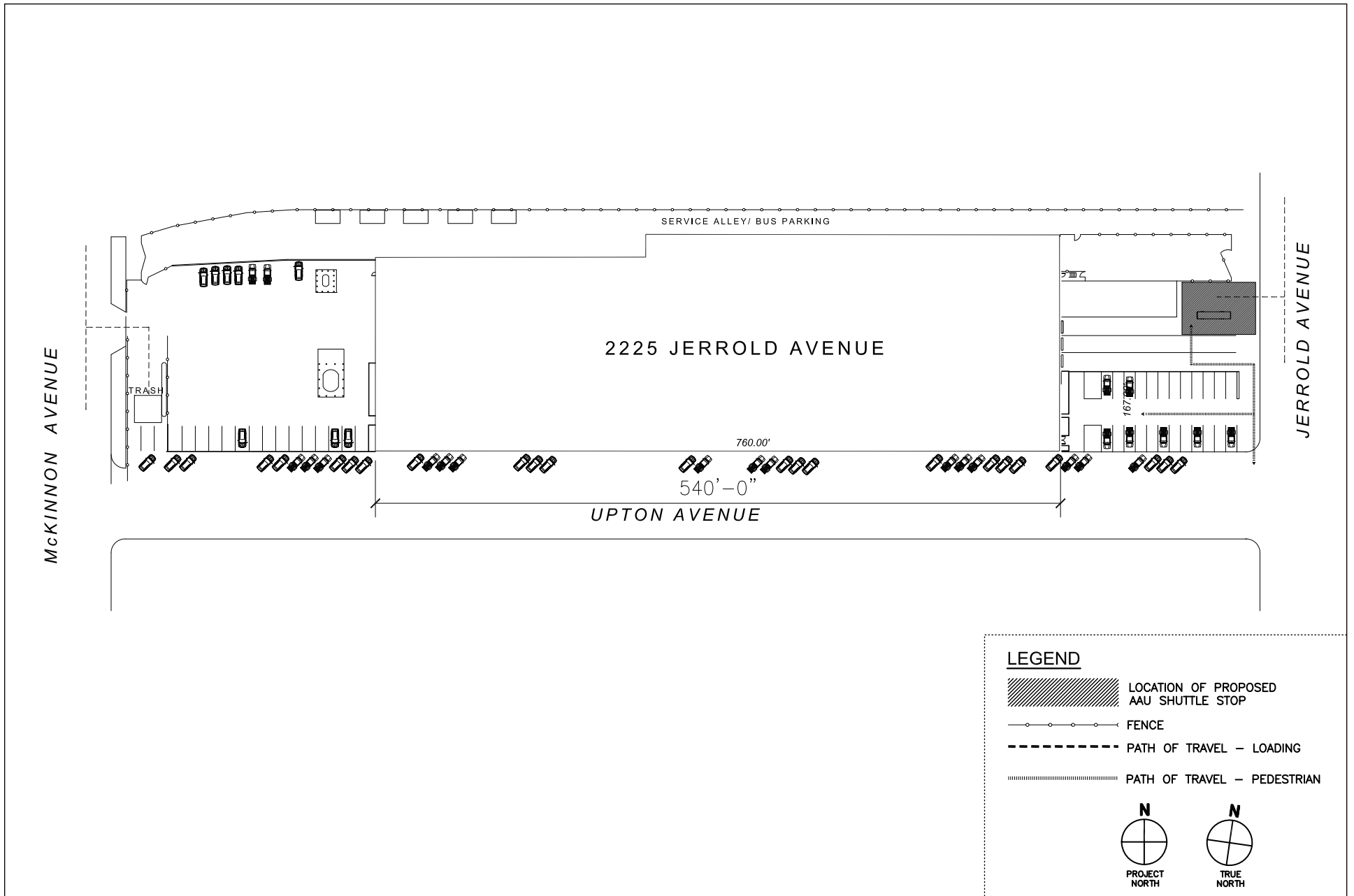
parking from PS-5, 121 Wisconsin Street, would be accommodated at this site. Recreational uses would include a weight room and basketball/volleyball court to be utilized by students and staff between the hours of 6:00 a.m. and 10:00 p.m. Recreational uses at PS-6 would include training and practice for AAU sports teams and no intercollegiate games would be played at this site. The maximum number of people utilizing the site daily would be 110 students and 20 faculty/staff. Construction at PS-6 for recreational uses would include laying down flooring for athletic courts (basketball/volleyball), renovation of bathrooms, creation of locker room facilities, and painting of the building and interior spaces. Internal utility upgrades, including electrical and plumbing, would be required to service the expanded use of the site. Structural improvements are not anticipated at this time. ADA accessibility would require improvements to pedestrian access points, bathroom facilities, and locker rooms.

Because institutional and recreational uses are not permitted in the PDR-2 Zoning District, a legislated text change to the *Planning Code* would be required to allow AAU's uses as either a permitted or conditional use. Such a text amendment is part of the Proposed Project (refer to Section 3.6.1, Proposed Project Approvals, p. 3-149).

Proposed site plans and floor plans are provided by Figure 3-64, 2225 Jerrold Avenue—Proposed Site Plan, p. 3-141, through Figure 3-68, 2225 Jerrold Avenue—Proposed South, East, and West Elevations, p. 3-145. Figure 3-68 shows the existing south and west elevations (which will remain unchanged). Figure 3-69, 2225 Jerrold Avenue—Building Façade, p. 3-146, provides a photograph of the existing building façade from Jerrold Avenue. As shown on Figure 3-67, 2225 Jerrold Avenue—Proposed North Elevation, p. 3-144, and Figure 3-68, AAU proposes new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue, a new building sign facing Upton Street, and landscaping and replacement of street curbs along McKinnon Avenue. To create the recreational uses, gym flooring and a modular volleyball/basketball facility would be installed.

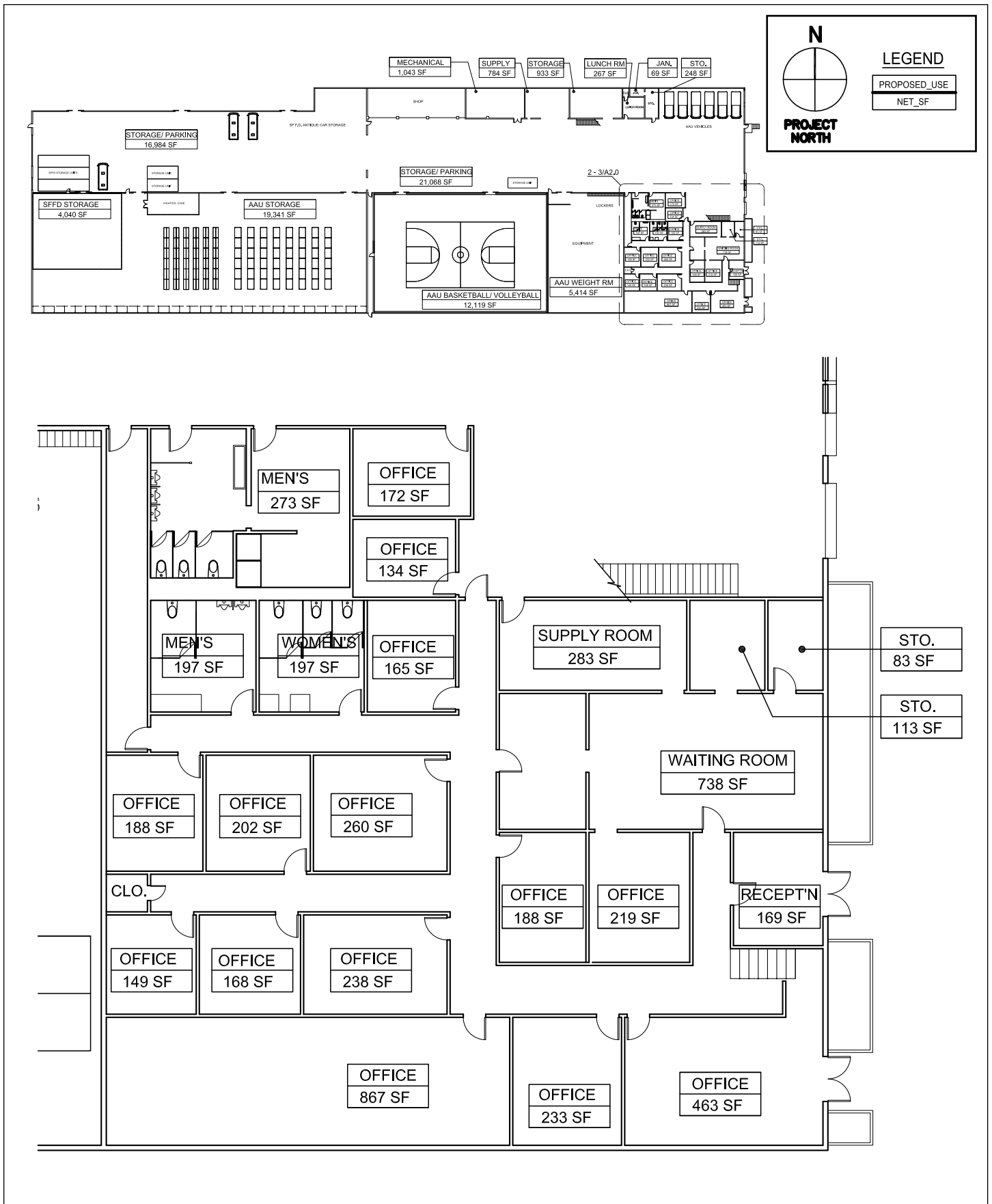
AAU Shuttle Stops

No shuttle service was provided to PS-6 in 2010. The Proposed Project would provide shuttle service to this site approximately every hour between 5:30 a.m. and 10:00 p.m. The proposed shuttle stop would be in front of PS-6 in the off-street loading area located on the project site.

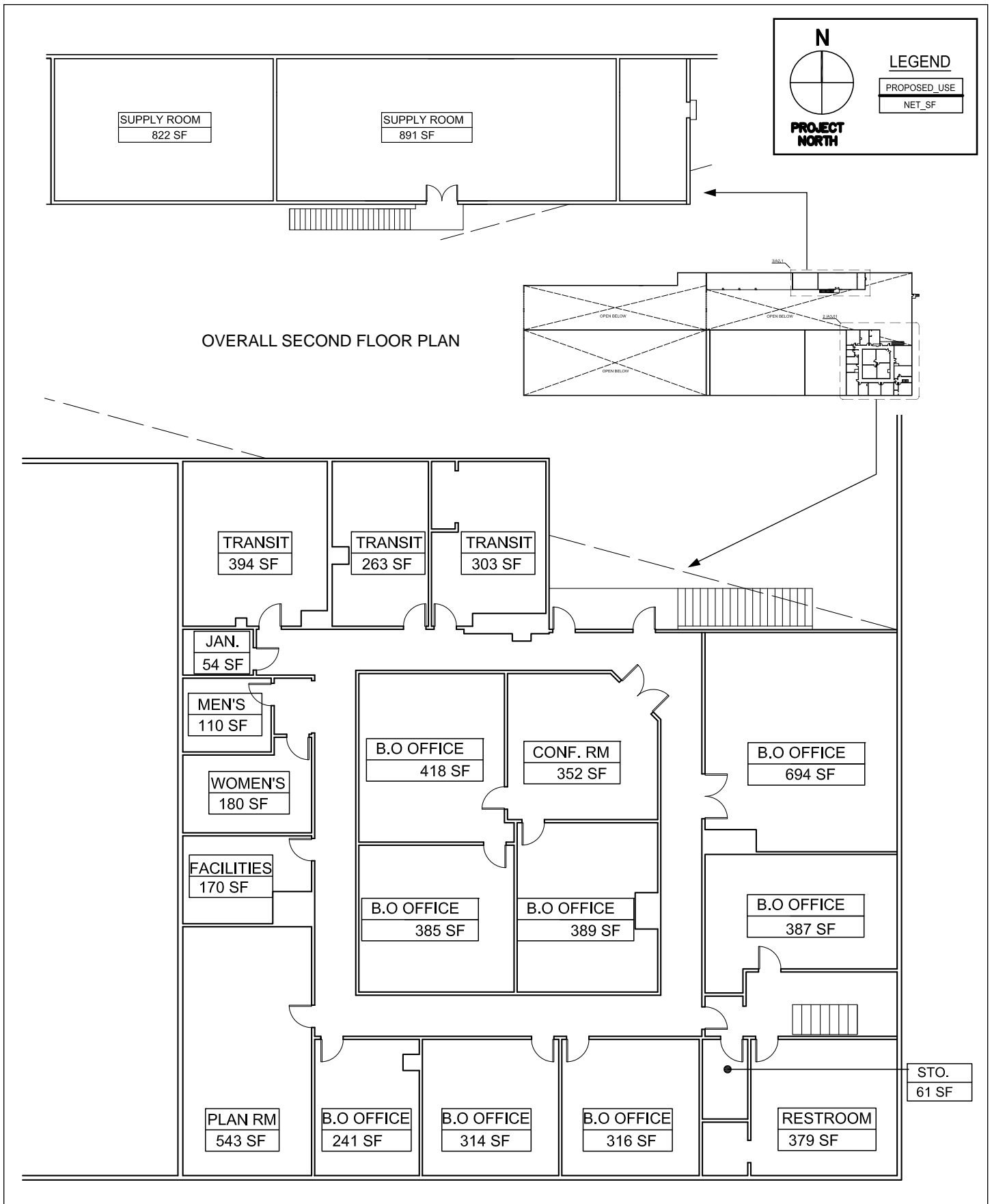


SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-64: 2225 JERROLD AVENUE - PROPOSED SITE PLAN

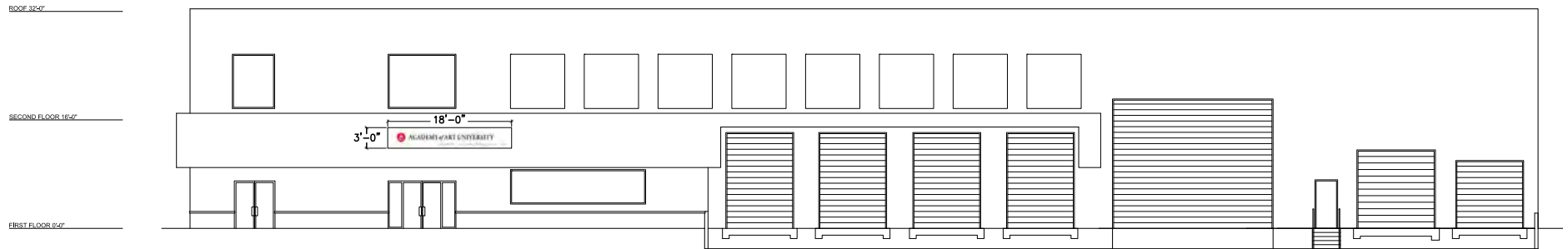


ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-65: 2225 JERROLD AVENUE - PROPOSED FIRST FLOOR PLAN

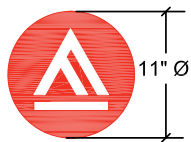


SOURCE: Tom Eliot Fisch, 2013.

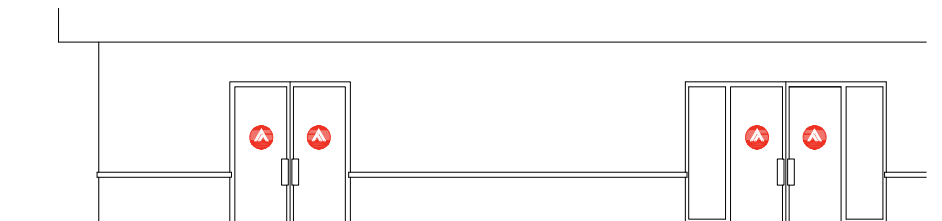
ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-66: 2225 JERROLD AVENUE - PROPOSED SECOND FLOOR PLAN



EXTERIOR ELEVATION – NORTH (FROM JERROLD STREET)




TYPICAL PROPOSED SIGANCE
N.T.S.



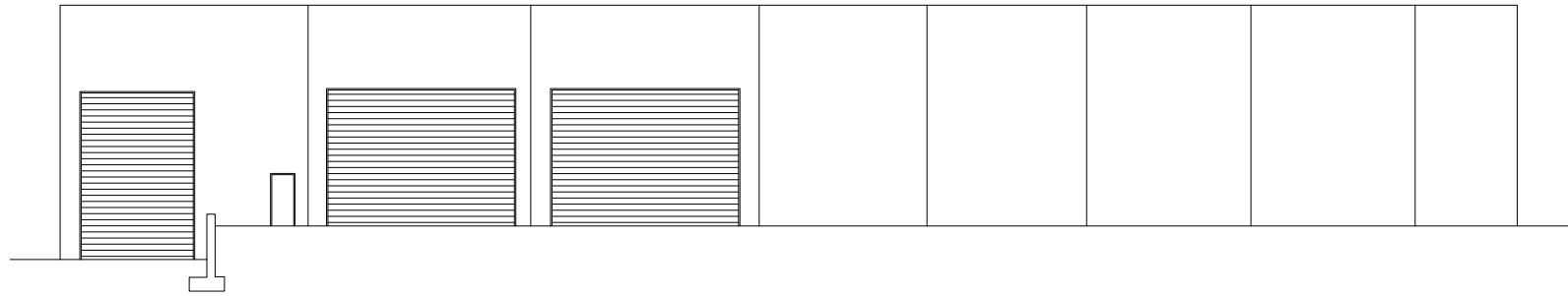
TYPICAL APPLICATION OF PROPOSED SIGANCE
N.T.S.

PROPOSED:
1. AAU LOGO APPLIED ON GLASS STOREFRONT SYSTEM.

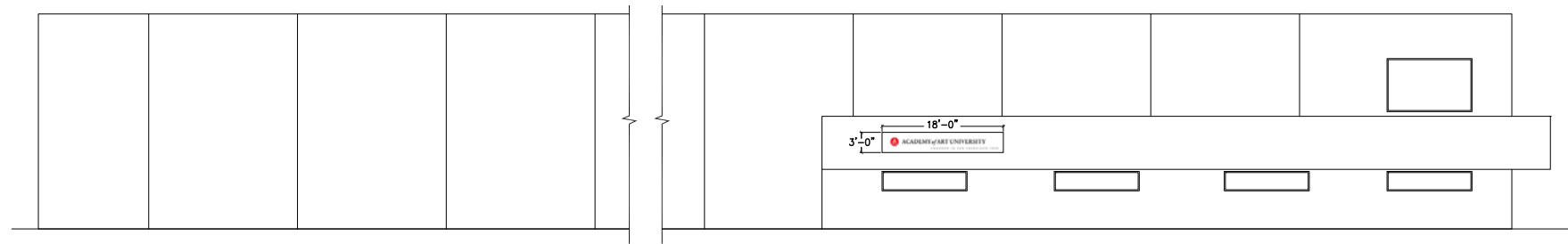
Legend
 Signage

SOURCE: Tom Eliot Fisch, 2013.

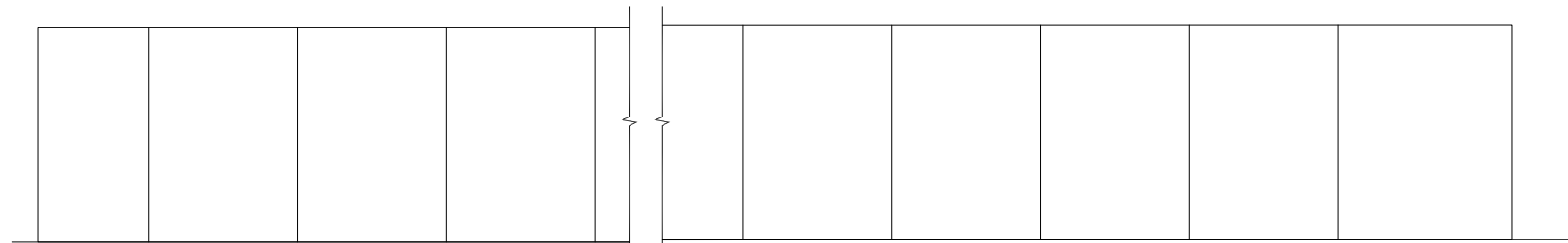
ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-67: 2225 JERROLD AVENUE - PROPOSED NORTH ELEVATION



EXTERIOR ELEVATION – SOUTH



EXTERIOR ELEVATION – EAST (UPTON STREET)



EXTERIOR ELEVATION – WEST



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-68: 2225 JERROLD AVENUE - PROPOSED SOUTH, EAST AND WEST ELEVATIONS



SOURCE: Tom Eliot Fisch, 2013.

ACADEMY OF ART UNIVERSITY EIR
FIGURE 3-69: 2225 JERROLD AVENUE - BUILDING FACADE

3.5 TENANT IMPROVEMENTS

Tenant improvements associated with program-level growth under the Proposed Project are expected to be similar to construction activities previously completed at AAU existing sites when AAU took occupancy of those sites. Thus, the existing AAU sites provide a guideline for tenant improvements that are expected to take place for the Proposed Project. Based upon site visits to 29 existing AAU sites,³² construction activities have primarily consisted of tenant improvements, such as installation of drywall for partitions, painting, relocation of or adding light fixtures, new fire sprinkler and security systems, new fire alarms or upgrades, limited seismic retrofit work, and elevator modernizations.

Upon occupation and change of use of existing buildings, AAU implements tenant improvements, which typically include interior construction (drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, exterior signage, and, in limited cases, the addition (or replacement) of exterior lighting. AAU may also replace windows, install awnings, and/or conduct seismic retrofit work.

The construction equipment typically used to accommodate new AAU uses (that do not require seismic retrofitting), includes scaffolding, ladders, or scissor lifts, and, in some cases, other equipment for specialized trades, such as pipe cutters, pipe threaders, and hand cutters for fire sprinkler work. Construction vehicles would include light trucks and delivery vehicles from vendors; no motorized excavation equipment has been used at existing AAU sites, nor is it expected to be used for the Proposed Project.

The process for seismic retrofitting begins with a study of the building structure and preparation of engineering plans (by a licensed structural engineer) that indicates how the building is to be retrofitted. Information that is considered when developing the engineering plans includes a geotechnical report, the age of the structure, dates of any previous upgrades or additions, structure type, site classification, occupancy category, foundation type, number of floors, type of construction, description of any architectural finishes, and cost.

For seismic retrofitting projects, which would be expected to occur at a limited number of sites, structural improvements would be added to a building to ensure the safety and security of the building's occupants and the property itself. This process typically includes strengthening of Concrete Tilt-Up & Reinforced Masonry (CMU),³³ Un-reinforced Masonry (URM), and Concrete Buildings that are more than two stories in height. Some common examples of seismic retrofitting project elements are adding new lateral load-resisting elements, such as concrete shear walls or

³² Richard Brandi, architectural historian. Site visits were conducted February 15, 2013, through February 18, 2013.

³³ Tilt-up buildings are constructed with reinforced concrete wall panels that are cast on the ground and then tilted upward into their final positions. These wall units are then anchored to the foundation and attached to each other. The roof and floor decks are typically wood. More recently, the wall panels are fabricated off-site and trucked in. These buildings tend to be one or two stories in height.

structural steel braced frames; strengthening roof and floor diaphragms (including connections to supporting walls); and installing lateral load-resisting systems.³⁴ For seismic retrofit projects, AAU could use pneumatic equipment³⁵ (inside the building) and 10-cubic-yard roll-off bins.³⁶ Depending on the seismic upgrade that the structural engineer recommends, the equipment used may vary from scissor lifts to scaffolds, ladders, welding equipment (if required), debris boxes for material disposal, and hand tools. In some cases, there would be minimal ground disturbance for installation of footings.

Typical AAU tenant improvements projects do not usually require the detour of vehicles on streets; however, where detours may be required for the Proposed Project, the detours would be for one to three days when material is delivered or a scaffold is being erected. About 10 percent of AAU construction projects require the pedestrian right-of-way to be closed for up to one week, depending on the nature of deliveries and construction activities. Most construction requires the use of three-cubic-yard trash bins.

Based on past tenant improvements work on AAU's 34 existing sites, the analysis for the Proposed Project assumes that tenant improvements for future sites are expected to last from one month to three months during winter and/or summer breaks. In addition, most of the activity is expected to take place in the interior of buildings. For purposes of environmental review in this EIR, it's assumed future construction activities would primarily consist of interior tenant improvements, but could also consist of limited seismic upgrades or other more extensive exterior tenant improvements.

3.6 INTENDED USES OF THE EIR

The San Francisco Planning Department will distribute the Draft EIR to state agencies through the State Clearinghouse, to applicable public agencies, and to interested members of the public. Following publication, this Draft EIR will undergo an approximately 60-day public review period, including a public hearing before the San Francisco Planning Commission, during which comments on the adequacy and accuracy of the information presented herein will be accepted. Following the public review period, responses to written and oral comments received from the public and agencies will be prepared and compiled in a Responses to Comments document. The Responses to Comments document also will include any staff-initiated changes to the Draft EIR. The Draft EIR, together with the Responses to Comments document, will make up the Final EIR that will be considered for certification by the San Francisco Planning Commission. No discretionary approvals

³⁴ Sample Engineering Case Study Seismic Retrofitting, www.fema.gov.

³⁵ Pneumatic equipment is a machine or device operated by compressed air or by a vacuum.

³⁶ A roll-off bin is typically an open top dumpster characterized by a rectangular footprint, utilizing wheels to facilitate rolling the dumpster in place. The container is designed to be transported by special roll-off trucks. Roll-offs are commonly used to contain loads of construction and demolition waste or other waste types.

may be issued for any component of the Proposed Project before the City certifies the Final EIR. Certification of the Final EIR may be appealed to the Board of Supervisors.

When AAU acquires future properties that require discretionary approvals from the City in one or more of the study areas evaluated in this EIR, each property will be subject to site-specific environmental review. The City will determine whether additional environmental review is required as part of the planning and/or permitting process. This EIR is not intended to cover any future AAU uses outside of the study areas. Any project proposed by AAU in the future outside of the study areas would require additional environmental review.

As noted above, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. While these existing sites are part of the baseline conditions, the legalization of previous changes in use and/or appearance at 28 of these sites³⁷ is part of the Proposed Project. As discussed in EIR Chapter 4, Environmental Setting and Impacts, because implementation of the Proposed Project would not change existing uses at these sites, the continued occupancy of the 34 existing sites would result in no physical impacts on the environment. However, AAU is still seeking to obtain the City permits that are required to change the use and/or appearance of 28 of these existing sites. Therefore, an Existing Sites Technical Memorandum will be prepared by the Planning Department to assess any potential pre-NOP effects that resulted from previous unauthorized change of uses and/or appearance at the existing sites and to discuss the required legalization approvals.

3.6.1 Proposed Project Approvals

Before discretionary project approvals may be granted for the Proposed Project by the City or a responsible agency, the San Francisco Planning Commission, as the approval body of the lead agency, must certify that the EIR was presented, that the Planning Commission reviewed and considered the information in it, that the EIR complies with CEQA, and that the EIR reflects the City's independent judgment and analysis. The following is a list of discretionary and nondiscretionary approvals that would or may be required for implementation of the Proposed Project, if approved, although other approvals may also be necessary.

■ Project-Specific Approvals

For the six project sites, the following approvals would be required:

- PS-1, 2801 Leavenworth Street (The Cannery)
 - > The proposed conversion of office and/or retail uses to institutional uses is permitted under *Planning Code* Section 217(h); however, *Planning Code* Section 171 requires a building permit to change the *Planning Code* use category of a property (i.e., a "change of

³⁷ As noted in Section 3.3.1, Existing AAU Facilities, p. 3-5, six of AAU's Existing Sites do not require discretionary City approvals.

use” permit). Therefore, a building permit (i.e., a “change of use” permit from office and/or retail to institutional use) is required. A building permit application (application number 201211134023) was filed to legalize the postsecondary institutional use on November 13, 2012. (Department of Building Inspection and Planning Department approval)

■ PS-2, 700 Montgomery Street

- > *Planning Code* Section 249.25(b)(2)(a) requires a conditional use permit for the institutional uses on the ground floor; it also requires that the Planning Commission make two additional conditional use findings in approving such uses “that the use shall be necessary to preserve the historic resource and no other use can be demonstrated to preserve the historic resource” and “the use shall be compatible with, and shall enhance, the unique retail character of the District.” (Planning Commission approval)
- > The conversion to institutional use on upper floors is permitted under *Planning Code* Section 217(h); however, *Planning Code* Section 171 requires a building permit to change the *Planning Code* use category of a property. Therefore, a building permit (i.e., a “change of use” permit from office and/or retail to institutional use) is required. A Certificate of Appropriateness application (application number 2014.1264A), was filed on August 19, 2014, for proposed exterior signage. (Historic Preservation Commission approval)

■ PS-3, 625 Polk Street

- > A Certificate of Appropriateness application (application number 2013.0011A) was filed on January 7, 2013, and a building permit application (application number 201212075767) was filed on December 7, 2012, for 13 exterior light fixtures (both of which are discretionary actions) and exterior signs. (Historic Preservation Commission approval)

■ PS-4, 150 Hayes Street

- > *Planning Code* Section 171 requires a building permit to change the *Planning Code* use category of a property (i.e., a “change of use” permit). A building permit application (application number 201405125486) to change the use from office to institutional use was filed on May 12, 2014, for postsecondary educational institutional uses. (Department of Building Inspection and Planning Department approval)

■ PS-5, 121 Wisconsin Street

- > Open vehicle storage is not a permitted use in the UMU zoning district; however, *Planning Code* Section 179.1 allows for legitimization (or legalization) of any use not permitted in the UMU district (and other Eastern Neighborhood zoning districts) when the use would have been permitted under zoning controls in effect on April 17, 2008, and the use has been in continuous operation since that date. The City has determined that this site has been continuously used for vehicle storage since that time. A legitimization application was filed with the Planning Department on January 18, 2012. A building permit application (application number 20121134017) was filed on November 13, 2012, to legitimize the use of the property. (Department of Building Inspection and Planning Department approval)

- PS-6, 2225 Jerrold Avenue
 - > The recreational uses and any non-accessory office uses are not permitted uses under *Planning Code* Section 217(h), which prohibits any type of postsecondary institutional use in the PDR-2 zoning district. Prior to use approvals, a legislated change to the *Planning Code*, referred to as a text amendment, would be required to allow postsecondary educational uses or to allow athletic facilities associated with a postsecondary education use as either a permitted or conditional use. (The Planning Commission must review any proposed amendment to the *Planning Code* and the Board of Supervisors must approve it.)
 - > *Planning Code* Section 171 requires a building permit to change the *Planning Code* use category of a property (i.e., a “change of use” permit). A building permit application (application number 201211134022) was filed on November 13, 2012, for the commercial passenger vehicle storage and accessory office uses.

In addition, any exterior signs proposed would need a sign permit under *Planning Code* Section 604 and, in the case of PS-2, 700 Montgomery Street, and PS-3, 625 Polk Street, a Certificate of Appropriateness under *Planning Code* Section 1006 (to address potential impacts to the historic character of the building).

■ Existing Site Approvals

The 28 required Existing Site Approvals are discussed below. The conditional use (CU) authorizations, building permit (BP) requirements, and zoning information for each of AAU’s 28 properties are listed below:

- **2340 Stockton Street**—Change in use from office to postsecondary educational institution within a C-2, WR-2 (Community Business, Waterfront Special Use District #2) district will require a Building Permit (BP) (*Planning Code* Section 171)
- **2295 Taylor Street (aka 701 Chestnut Street)**—Change in use from retail and parking to educational service within the North Beach NCD (Neighborhood Commercial District); within the North Beach Special Use District, educational service is permitted on the ground floor and requires Conditional Use (CU) authorization on the second floor. The change in use requires a BP (*Planning Code* Section 171), a CU authorization (*Planning Code* Sections 178(e) and 722.81), and Legislative Amendment (*Planning Code* Sections 121.2 and 722.21)
- **1727 Lombard Street**—Change in use from tourist motel to group housing for a postsecondary institutional use within a NC-3/RH-2 (Neighborhood Commercial/Residential, House, Two-Family District) district requiring a BP (*Planning Code* Section 171)
- **2211 Van Ness Avenue**—Change in use from residential and commercial uses to group housing for a postsecondary educational institution within a RC-3 (Residential Commercial Combined Medium Density) district requiring CU authorization (*Planning Code* Section 303),

and pursuant to Section 209.2(c)), BP (*Planning Code* Section 171), and Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation

- **2209 Van Ness Avenue**—Change in use from residential to group housing for a postsecondary educational institution within a RC-3 (Residential Commercial Combined Medium Density) district requiring CU authorization (*Planning Code* Section 303), and pursuant to Section 209.2(c)), and BP (*Planning Code* Section 171), and Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation
- **2151 Van Ness Avenue**—Change in use from religious institution/ church use to postsecondary education use within a RC-4 (Residential-Commercial-High Density) district requiring CU authorization (*Planning Code* Section 303), and pursuant to Section 209.3(i)) and BP (*Planning Code* Section 171)
- **1849 Van Ness Avenue**—Change of use from automobile sales to postsecondary educational facility use within a RC-4 (Residential-Commercial-High Density) district requiring CU authorization (*Planning Code* Section 303), and pursuant to Section 209.3(i)), and BP (*Planning Code* Section 171)
- **1916 Octavia Boulevard**—Change in use from group housing to group housing for a postsecondary educational institution within a RH-2 (Two-Family Residential) zoning district requiring BP (*Planning Code* Section 171), Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation, and CU authorization (*Planning Code* Sections 303 and 209.2(c))
- **950 Van Ness Avenue**—Change in use from auto sales to postsecondary educational institutional use within a RC-4 (Residential Commercial Combined High Density) zoning district requiring a CU authorization (*Planning Code* Section 303) and pursuant to Section 209.3(i) and BP (*Planning Code* Section 171)
- **1153 Bush Street**—Change in use from dwelling unit and group housing to group housing for a postsecondary educational institution within a RC-4 (Residential Commercial Combined High Density) zoning district requiring a BP (*Planning Code* Section 171), and CU authorization (*Planning Code* Section 303) and pursuant to 209.2(c)), and Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation
- **1080 Bush Street**—Change in use from dwelling units and group housing to group housing for a postsecondary educational institution within a RC-4 (Residential Commercial Combined High Density) zoning district requiring a BP (*Planning Code* Section 171), and CU authorization (*Planning Code* Section 303) and pursuant to Section 209.2(c), and Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation
- **860 Sutter Street**—Change in use from group housing to group housing for a postsecondary educational institution within a RC-4 (Residential Commercial Combined High Density) zoning district requiring CU Authorization (*Planning Code* Section 303) and pursuant to Section 209.2(c), and a BP (*Planning Code* Section 171), and Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation

- **817–831 Sutter Street**—Change in use from group housing to group housing for a postsecondary educational institution within a RC-4 (Residential Commercial Combined High Density) zoning district requiring CU authorization (*Planning Code* Section 303) and pursuant to Section 209.2(c) and BP (*Planning Code* Section 171)
- **1069 Pine Street**—Change in use from commercial to postsecondary educational institutional uses within a RM-4 (Residential, Mixed High Density) district requiring BP (*Planning Code* Section 171) and CU authorization
- **1055 Pine Street**—Change of use from group housing to group housing for a postsecondary educational institution within a RM-4 (Residential, Mixed High Density) zoning district requiring BP (*Planning Code* Section 171) and CU authorization (*Planning Code* Sections 303 and 209.2(c)), and Legislative Amendment to *Planning Code* Section 317(f)(1), Student Housing Legislation
- **620 Sutter Street**—Change of use to legalize conversion from group housing to group housing for a postsecondary educational institution within a C-G-3 (Downtown – General-Commercial) district requiring BP (*Planning Code* Section 171)
- **491 Post Street**—Change in use from commercial to postsecondary educational institution use within a C-G-3 (Downtown – General-Commercial) district requiring a BP (*Planning Code* Section 171)
- **77 New Montgomery Street (aka 79 New Montgomery Street)**—Change in use from office to postsecondary educational institution within a C-3-O (SD) (Downtown – Office [Special Development]) district requiring a BP (*Planning Code* Section 171)
- **180 New Montgomery Street**—Change in use from office to postsecondary educational institution within a C-3-O (SD) (Downtown – Office (Special Development)) district requiring a BP (*Planning Code* Section 171)
- **58–60 Federal Street**—Change in use from commercial storage and light manufacturing to educational service within a MUO (Mixed-Use Office) district requiring a BP (*Planning Code* Section 171)
- **601 Brannan Street**—Change in use from light industrial to educational service within a SALI (SOMA Service/Arts/Light Industrial) district requiring a CU authorization (*Planning Code* Section 823(c)) and BP (*Planning Code* Section 171)
- **460 Townsend Street**—Change of use from light manufacturing and/or wholesale to educational service within a WMUO (WSOMA Mixed Use-Office) district requiring a CU authorization (*Planning Code* Section 823(c)) and BP (*Planning Code* Section 171)
- **466 Townsend Street**—Change of use from light manufacturing and/or wholesale to educational service within a WMUO (WSOMA Mixed Use-Office) district requiring CU authorization (*Planning Code* Section 823(c)) and BP (*Planning Code* Section 171)
- Five existing sites are located within Article 10 or 11 districts and would require historic review for signage including 680–688 Sutter Street, 655 Sutter Street, 625–629 Sutter Street, 540 Powell Street, and 410 Bush Street

■ Future Approvals

Should AAU seek to add signage or make any exterior changes to a building, in addition to building and/or sign permits, the type of review required would depend on the designation of the building. The addition of signage and/or exterior changes to a building designated either as a landmark structure or within an historic district identified in *Planning Code* Article 10 would require a Certificate of Appropriateness. The addition of signage and/or exterior changes to a building designated as individually significant, or which is contributory to or within any designated Conservation District identified under *Planning Code* Article 11 would require a permit to alter. Additionally, every proposal for a discretionary City approval that would alter the physical environment, regardless of the building's current historic designation, would be subject to review under CEQA.

Future acquired buildings would also likely require discretionary and/or nondiscretionary actions, including a building permit, a certificate of appropriateness, a minor permit to alter, a conditional use authorization, and/or a variance, as further described below.

- **Building Permit:** A building permit is required for any work not specifically exempted by San Francisco Building Code Section 106. The Department of Building Inspection issues building permits, and the Planning Commission has discretion over Building Permit Applications. The Board of Appeals decides on appeals of building permits.
- **Conditional Use Permit:** A CU authorization is a discretionary action approving a type of land use that is not principally permitted in a particular Zoning District. CUs require a Planning Commission hearing in order to determine if the proposed use is necessary and desirable to the neighborhood, whether it may potentially have a negative impact on the surrounding neighborhood, and whether the use complies with the *San Francisco General Plan*. During the public hearing, the Planning Commission could “condition” the use by applying operational conditions that mitigate neighborhood concerns, as well as apply conditions that may otherwise be required by the Department and the *Planning Code*. The Board of Supervisors decides appeals of conditional use authorizations.
- **Certificate of Appropriateness:** A Certificate of Appropriateness is required for any construction, addition, major alteration, relocation, removal, or demolition of a structure, object, or feature on a designated landmark property, in a landmark district, or a designated landmark interior (as defined by City *Planning Code* Article 10 or 11). Depending on the scope of the project, it may require a hearing before the Historic Preservation Commission.
- **Minor Permit to Alter:** A Minor Permit to Alter is the entitlement required for any construction, addition, major alteration, relocation, removal, or demolition of a structure, object, or feature on any building that is identified in *Planning Code* Article 11 (Historic Preservation in the C-3 Districts). Depending on the scope of the project, it may require a hearing before the Historic Preservation Commission.

- **Sign Permit:** Sign permits are required for exterior signage. A sign permit is considered a nondiscretionary action, unless it is part of a discretionary action, such as a building permit, certificate of appropriateness, minor permit to alter, conditional use permit, or variance.
- **California Environmental Quality Act:** Compliance with the requirements of CEQA is required if the activity involves a discretionary action by a lead agency; if the activity is defined as a “project” pursuant to CEQA Guidelines Section 15378; and if the activity would involve a direct or reasonably foreseeable indirect physical change in the environment.
- **Variance:** A variance is a request from a project sponsor for an exception to a *Planning Code* standard. Under the City Charter (Section 4.105), the Zoning Administrator has the power to grant only those variances that are consistent with the general purpose and the intent of the *Planning Code*. Decisions by the Zoning Administrator can be appealed to the Board of Appeal.

■ Responsible Agencies

The following agencies are expected to use this EIR in their decision-making process. The approvals for which the EIR may be used may include, but are not necessarily limited to:

- San Francisco Planning Department/Planning Commission
 - > Signage Permits (for new signs proposed as part of the project sites)
 - > Conditional Use Authorizations (e.g., not principally permitted within a zoning district)
 - > Discretionary Review
- San Francisco Department of Public Works and Department of Parking and Traffic
 - > Permits for sidewalk and street closures during construction
- San Francisco Municipal Transportation Agency
 - > Permits for use of Muni shuttle stops and/or designation of colored curbs: The SFMTA regulates curb priority in bus zones, in some cases permitting passenger loading and unloading at Muni stops by non-Muni vehicles. SFMTA can grant the use of Muni stops by ordinance; however, there are currently no provisions for AAU to use Muni stops. The SFMTA also grants white loading zones at its discretion, which requires an application and public hearing. AAU will request white curb loading designations at various locations to serve its project sites, as reflected in Table 3-9, Existing and Recommended AAU Shuttle Stops in or Adjacent to Study Areas and Sites, p. 3-38.
- San Francisco Department of Building Inspection
 - > Building permits

■ Notice of Determination and Appeals Process

Within five working days of certification of the EIR and a decision to carry out or approve the Proposed Project, the lead agency must file a Notice of Determination (NOD) with the San Francisco

County Clerk that includes project information as well as the determination of the agency whether the Proposed Project will have a significant effect on the environment, that the EIR was prepared and certified pursuant to the provisions of CEQA, whether mitigation measures were made a condition of the approval of the Proposed Project and a Mitigation Monitoring or Reporting Program was adopted, and whether findings and a statement of overriding considerations (if required) were adopted. The NOD will be available for public inspection and posted within 24 hours of receipt for a period of at least 30 days (with the time limit determined by the lead agency). After expiration of the posting period and return of the notice by the County Clerk, the City must retain the NOD for not less than 12 months (CEQA Guidelines Section 15084). The filing and posting of the NOD start a 30-day statute of limitations on court challenges to the approval under CEQA (Section 15094(g)). After expiration of the statutory period, no further court challenge may be brought with respect to approval of the Proposed Project.