EXISTING SITES TECHNICAL MEMORANDUM

ACADEMY OF ART UNIVERSITY PROJECT

VOLUME 2

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

ESTM PUBLICATION DATE: MAY 4, 2016

ESTM PUBLIC HEARING DATE: MAY 19, 2016

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

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List of Acronyms

AAU	Academy of Art University
ABAG	Association of Bay Area Governments
ACM	asbestos containing material
ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
AM	ante meridiem
AQTR	Air Quality Technical Report
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
City	City and County of San Francisco
CMP	Congestion Management Program
COA	Certificate of Appropriateness
CRHR	California Register of Historical Resources
CU	conditional use
dBA	A-weighted decibel
EIR	Environmental Impact Report
ES	existing site
ESA	Environmental Site Assessment
ESTM	Existing Sites Technical Memorandum
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HMBP	Hazardous Materials Business Plan
HMUPA	Hazardous Materials Unified Program Agency
HPC	Historic Preservation Commission
HRA	Health Risk Assessment
HVAC	heating, ventilating, and air conditioning
ITE	Institute of Transportation Engineers
L_{dn}	day-night average sound level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LED	light-emitting diode
MLP	maximum load point
MTS	Metropolitan Transportation System
Muni	San Francisco Municipal Railway
NCD	Neighborhood Commercial District
NO_x	nitrogen oxides
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PCB	polychlorinated biphenyl
PDA	Priority Development Area
PM	post meridiem
$PM_{2.5}$	particulate matter, 2.5 microns or less in width
PM_{10}	particulate matter, 10 microns or less in width
PTA	Permit to Alter
pounds/day	pounds per day
ROSE	Recreation and Open Space Element
RPD	San Francisco Recreation and Park Department
ROG	reactive organic gases
SFDPH	San Francisco Department of Public Health
SFFD	San Francisco Fire Department
SFMOMA	San Francisco Museum of Modern Art
SFMTA	San Francisco Municipal Transit Agency
SFPD	San Francisco Police Department
SFPL	San Francisco Public Library
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
SOIS	Secretary of the Interior Standards
SoMa	South of Market
SOV	single-occupancy vehicle
SRO	single-room occupancy
TAC	toxic air contaminant
TDM	Transportation Demand Management
TDIF	Transportation Impact Development Fee
TSP	Transportation Sustainability Fee
UCSF	University of California San Francisco
UMB	unreinforced masonry building
USEPA	United States Environmental Protection Agency
UST	underground storage tank
VdB	vibration decibel
YWCA	Young Women's Christian Association

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4.2.13. 817–831 Sutter Street (ES-14)

Property Information

The 817–831 Sutter Street existing site (ES-14) (called "825 Sutter Street" by Academy of Art University [AAU]) is a 51,990-square-foot, six-story building constructed in 1924, located on Sutter Street between Jones and Leavenworth streets, in the Downtown/Civic Center neighborhood (Photographs 76–79). The site is Lot 021 in Assessor's Block 0299. The residential building has 114 group-housing rooms and a capacity of 222 beds.

Prior to AAU occupation in 2006, the building was known as the Commodore Hotel, originally a merchant seaman hotel.[548] The hotel included a lobby and reception area, a restaurant and lounge, and a café on the ground floor. The student housing building also includes a computer lab, recreation room, and a study room. There is no shuttle stop at the site; students walk approximately 100 feet to the shuttle zone located along the frontage of 860 Sutter Street (ES-13), across the street from the site. Figure 11, ES-13 and ES-14: 860 and 817-831 Sutter St – Existing Condition, in Appendix TDM, shows this site near the corner of Sutter and Jones streets, and the shuttle zone in front of 860 Sutter Street.

The site is zoned RC-4 (Residential – Commercial – Combined, High-Density), which allows high-density residential uses, senior housing, group housing including single-room occupancy and student housing, retail uses on the first and second floors only, institutional uses, and hotels with a conditional use (CU) authorization, and entertainment and arts uses, among others. The height and bulk district at ES-14 is 80-A.

Tenant Improvements and Renovations

AAU added a sign that covered the original "Commodore" sign over the main entrance; the AAU sign has since been removed. AAU installed a new range fire suppression system, replaced guest room doors with fire-rated doors in response to a Notice of Violation (NOV), reroofed the building, and rerouted the fire sprinkler system. Four aluminum windows were replaced with vinyl windows on the east elevation in 2010 without a building permit being issued.[549] Security cameras were added without building permits.[550]

Required Project Approvals

The 817-831 Sutter Street existing site (ES-14) would require a CU authorization under San Francisco Planning Code (Planning Code) Sections 209.3 and 303, and a building permit under Planning Code Section 171 to change the use from a tourist hotel to student housing (group housing for a postsecondary educational institution) in a RC-4 Zoning District. Any unpermitted alterations would require a building permit that would be subject to historic preservation design review.

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[548] *2011 IMP*, p. 100.

[549] Building Permits obtained for the improvements and renovations at ES-14 are: BPA #200605101259 (fire suppression system), #201008038026 (window replacement, permit never issued); #20130124686 (wall sign removal), #201111098578 (reroofing), #201110146837 (fire sprinkler system), and #201007146602 (replace doors in response to NOV #201052695).

[550] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Photograph 76. 817–831 Sutter Street (ES-14).

Photograph 77. Mid-block Sutter Street, facing southeast.

Photograph 78. Mid-block Sutter Street, facing northwest toward 860 Sutter Street (ES-13).

Photograph 79. Main entryway to ES-14.

Plans and Policies and Land Use

ES-14 is located in the Downtown/Civic Center neighborhood. In the immediate vicinity of ES-14 is a mixture of uses including commercial, residential, and institution (church). Although there is a mixture of uses, the block is predominantly characterized by multi-family apartments with some supporting ground-floor commercial uses. AAU occupies one other building on the block at 860 Sutter Street. The surrounding buildings on the subject block range from one to six stories. A nine-story residential building is currently under construction directly across the street from ES-14. The ES-14 building was built in 1924, is six stories, and is known as the Commodore Hotel.

Sutter Street is a three-lane, one-way westbound street with one dedicated bus-only lane. Metered parking is permitted on both sides of Sutter Street with interspersed freight and passenger loading zones and a bus stop at the northwest corner of Sutter and Mason streets. Parking is also located at a parking structure mid-block on the north side of Sutter Street.

The zoning near ES-14 is RC-4 (Residential – Commercial – Combined, High-Density). RC-4 Zoning Districts are intended to provide high-density housing with supporting commercial uses. ES-14 is not located within a Planning Area or Special Use District. The height and bulk district on either side of Sutter Street near ES-14 is 80-A.

As noted above, the use of ES-14 has been changed by AAU from a tourist hotel to student housing (group housing for a postsecondary educational institution). The change in use of the existing structure involved limited exterior alterations described above under Tenant Improvements and Renovations. The change in use of the site from a tourist hotel to student housing (group housing for a postsecondary educational institution) would be compatible with the primarily residential use of the RC-4 Zoning District. However, the change in use would intensify AAU's presence in the vicinity, as another AAU building is located on the same block (860 Sutter Street). Four other AAU buildings are located two blocks to the west at 620, 625, 655, and 680 Sutter Street. One building is located at 740 Taylor Street. The intensification could cause localized changes to the character of the neighborhood and patterns of use at the site (i.e., student populations would replace hotel guests). The change in use would not be incompatible with existing uses in the vicinity, because student housing is typical of the urban area in which ES-14 is located.

Student housing (group housing for a postsecondary educational institution) use is subject to approval by the City and County of San Francisco (the City) Planning Commission as a Conditional Use within an RC-4 Zoning District. ES-14 would also require a building permit pursuant to Planning Code Section 171. Therefore the ES-14 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-14 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-14 is 222 beds (114 group-housing rooms). The change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) did not alter the daytime population of the building because the previous use as a hotel would have had a comparable capacity. However, student residents denotes a more permanent change to population compared to tourists that would vacate the rooms after a short period of time. It is expected that some students would become permanent residents of the City. Conservatively presuming that ES-14 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[551]

Given the close proximity of other AAU student housing locations at 620, 655, 680, and 860 Sutter Street, the neighborhood population of AAU students is relatively high (approximately 768 student residents) on Sutter Street, between Leavenworth and Mason streets. The student population would be typical of a vibrant urban neighborhood with a mixture of populations and uses.

The site is located within a Priority Development Area (PDA) identified in *Plan Bay Area*.[552] PDAs are areas identified for housing and population growth because of their amenities, services, pedestrian-friendly environment, and transit.[553] Although AAU's change in use would not support new development, its induced population growth, although minimal, would be supported by sustainable City center characteristics (e.g., public transportation and walkability). No substantial effect on population has occurred from the change in use at ES-14.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The change in use at ES-14 from a tourist hotel to student housing (group housing for a postsecondary educational institution) provides a dense housing option for students that could alleviate some pressure on Citywide housing demand, because the previous hotel use did not provide any housing opportunities. In addition, if AAU housing was not offered, students would seek private housing within various areas of the City or around the Bay Area. Private housing likely would not have the density that student housing provides (average of 280 square feet per resident). The effects on housing demand would be minimal, because the capacity is limited to 222 beds. No substantial effect on housing demand has occurred from the change in use of ES-14.

Aesthetics

ES-14 is located in the Downtown/Civic Center neighborhood. The Nob Hill neighborhood is one block to the north. The building was built in 1924 and is six stories. The building was previously

[551] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

[552] ABAG, *Plan Bay Area*, Priority Development Area Showcase. Available online at http://gis.abag.ca.gov/website/PDAShowcase/. Accessed on November 10, 2015.

[553] ABAG, *Plan Bay Area*, p. 2, July 18, 2013. Available online at http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf. Accessed on November 10, 2015.

known as the Commodore Hotel and still has a large wall-mounted blade sign, a sign above the main entry, and green and blue coloring denoting the former use. It exemplifies a multi-family residential building in Nob Hill and is a contributor to the Lower Nob Hill Apartment Hotel National Register Historic District. Three street trees are located in front of ES-14 on Sutter Street, partially obstructing the ground-floor façade. ES-14 is bordered by buildings to the east, west, and south, and Sutter Street to the north.

ES-14, or the Commodore Hotel Building, is the most prominent building on the block with its colorful façade and colonial revival architecture. The Lower Nob Hill Apartment Hotel National Register Historic District has a high concentration of residential and ground-floor retail/commercial uses. The Lower Nob Hill Apartment Hotel District consists of mainly three- to seven-story multi-unit residential buildings that were constructed between 1906 and 1925, giving them a remarkable consistency in style. Most buildings have visible fire escapes in the front of the building.

The topography is sloped down toward the Financial District and Bay to the east, and sloped up toward the top of Nob Hill to the north. Due to the urban character of the neighborhood, bordering roadways contain a high volume of traffic at almost all times of the day and week. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

The surrounding area contains mainly mid-rise buildings encompassing residential functions. The architecture on the subject block is very similar and consists of historic apartment buildings that are part of the larger Lower Nob Hill Apartment Hotel National Register Historic District. In general, buildings extend to the sidewalk and are similar in size and scale. Some buildings have ground-floor retail, whereas others are solely residential use throughout.

The change in use at ES-14 has caused no visual changes to the building or neighborhood. No exterior alterations with the exception of security cameras are indicative of AAU use. Therefore, no substantial changes to aesthetics have occurred from the change in use.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

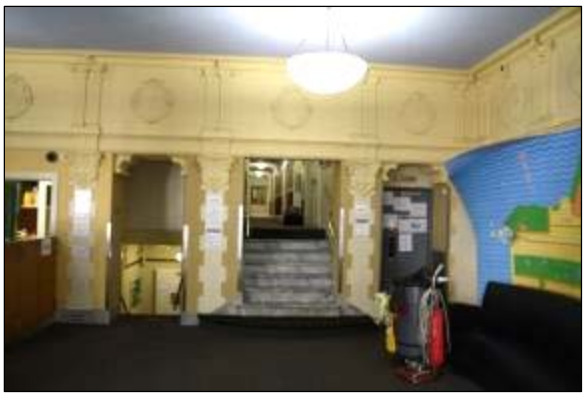
The mid-rise building at 817–831 Sutter Street (ES-14) was constructed in 1924 as a residential and commercial hotel. The building has a T-shape plan and is set flush to the sidewalk on a rectangular, sloped lot with the primary elevation facing north on Sutter Street. With Spanish Colonial details, the building features a symmetrical design with a stucco façade, and is capped with a flat roof with a short, steep parapet sheathed in red clay tile and topped by pinnacles. The primary elevation has a delineated commercial storefront on the first story covered in green and purple panels. The main entry is centered on the elevation and is composed of a non-original, recessed aluminum framed, glass double-door with large sidelights and transom. Above the main entry is a metal canopy with sign that reads “Commodore.” To the west of the main entry is a curved entry with a set of paneled double-doors with a metal security gate, which formerly led to a bar. East of the main entry is a former restaurant space (now vacant) that is delineated by a large fixed window and two single doors; one glass with a transom window; and an adjacent metal personnel door. Above the first floor,

projecting window bays on the second through the sixth stories form defined vertical elements on the east and west sides of the building. Between the projecting window bays, rectangular windows are symmetrically spaced on the second through the fifth stories, whereas the sixth-story windows are arched. Rounded balconies with decorative entablature sand brackets are located in front of the easternmost and westernmost sixth-story windows. A detailed frieze separates the fifth and sixth stories and the decorative parapet features escutcheon on the projecting bays. Vinyl sliding windows have replaced the original windows on the upper stories. Secondary elevations are visible from a small courtyard on the east and a walkway on the west, both of which are accessed via a personnel door from the basement. The secondary elevations comprise horizontal bands of windows comprising non-original vinyl and aluminum sliders, double-hung, and casement windows.

The main entry leads to a large open lobby, which features decorative molding, columns, and pilasters. When the lobby was reconfigured in 1956, the elevator doors and other interior features were removed, and more recently a glass door leading to a room behind the lobby has been added. A door on the east side of the room provides access to the yoga room, which recently replaced a former bar located in the western, ground-level commercial space. The room is now an open space with modern materials typical of its function. A glass door on the west side of the lobby, also accessed through the glass door on the primary elevation, is a former coffee shop that appears to date to the 1990s or 2000s. The materials, including seating and kitchen equipment, have been left in place although the space remains vacant. Marble stairs from the lobby lead to the residential floors with double-loaded corridors. Original rounded ceilings and wainscoting are extant throughout the upper stories (for representative photographs refer to Photographs 80–82).

Photograph 80. 817–831 Sutter Street.

Photograph 81. 817–831 Sutter Street, close up of main entry canopy and sign



Photograph 82. Interior lobby of subject property.

Site History

Designed by H.C. Baumann and Edward Jose, the hotel at 817–831 Sutter Street was built by owner James Welsh originally as a bachelor hotel.[554] According to the *San Francisco Chronicle* article, published 1 January 1924:

> The six-story and basement building, comprising 116 rooms, each with private bath, occupies ground 82x110 feet, which was purchased through [Louis T.] Samuels by James A. Welsh a few months back. Stores will occupy the balance of the ground floor not occupied by the lobby and entrance.[555]

Although little is known about James Welsh, from the numerous articles in the *San Francisco Chronicle*, he appears to have been a builder and developer.[556]

A native of the Bay Area, Herman Carl Baumann studied at the San Francisco Architectural Club. He worked in the offices of Thomas Edwards, Norman Sexton, and the George Wagner Construction Co. before opening his own practice in 1924. He then partnered with Edward Jose, a former City

[554] San Francisco Chronicle, Bachelor Hotel to Be Built on Sutter Street, October 20, 1923.
[555] San Francisco Chronicle, 10-Year Lease Is Signed for Hotel, January 1, 1924.
[556] San Francisco Chronicle, Record of Realty and Building Operation, April 27, 1901; San Francisco Chronicle Elegant Modern Homes, September 27,1914; San Francisco Chronicle, $70,000 apartment House to Be Built, September 2, 1922; and San Francisco Chronicle, Builder Will Erect 28 Small Dwellings, May 31, 1924.

building inspector, for a short period of time. Baumann had a prolific career in San Francisco, stating he had designed over 1,150 buildings, including apartments, pairs of flats, and single-family residences, in a self-written career summary in 1952. Notable works includes 620 Jones Street (The Gaylord Hotel, 1928), 290 Lombard (apartment building, 1940), and numerous houses in Pacific Heights, including 1950 Clay Street (1930), 1950 Gough Street (1926), and 1895 Pacific Avenue (1931).

By 1956 the hotel owner was listed as the Commodore Hotel, which hired Bolton White and Jack Hermann to complete the renovation of the hotel lobby and first floor. The firm of White and Herman was established in 1948. The practice expanded in 1958 to include Allen Steinau, and in 1961 with Don Hatch. After 1961 the firm was known as Hatch, White, Hermann, and Steinau.[557] The firm featured a diverse work of modern architecture, however they are primarily known for 2233 Post Street (commercial, 1962), which was the first commercial building completed under the Western Addition Redevelopment Agency Program.[558]

The Commodore Hotel installed the "Commodore" marquee in 1957 and continued to be listed as the owner until 1966. As of 1969 Craig P. Smith was listed as the owner until 1991. From 1995 to 2006, building permits listed several owners, including Ingrid Summerfield (1997), Joie De Vivre Hospitality (2004), and Commodore LLC (2006).

California Register of Historical Resources Evaluation

817–831 Sutter Street is a contributor to the National Register of Historic Places (NRHP)-listed historic district, Lower Nob Hill Apartment Hotel Historic District (and is therefore a historical resource under the California Environmental Quality Act [CEQA]).

In addition to being listed on the NRHP, 817–831 Sutter Street appears eligible for the California Register of Historical Resources (CRHR) under Criterion 1, as an embodiment of multi-family residential and hotel development in Nob Hill during the post-1906 Earthquake and Fire Reconstruction period. The property is also eligible for the CRHR under Criterion 3, as an intact contributor to this historic district of multi-family residences and hotels. The property represents a distinctive example of a hotel building in Nob Hill with unique Spanish Revival-style details.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[559] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15).

[557] San Francisco Chronicle, People in the News, January 19, 1961.
[558] San Francisco Planning Department, *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*, Appendix B, p. 3.
[559] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

The subject property retains integrity on the upper floors and remains eligible as a contributor to the NRHP historic district and a CRHR-eligible historical resource. The period of significance is 1924 to 1940, with the end date corresponding with end of the historic district's period of significance.

Character-Defining Features Summary

Exterior

- Scale and massing: six-story height; T-shaped plan
- Siting: flush with sidewalk along Sutter Street
- Symmetrical design composition
- Flat roof with short, steep parapet sheathed in red clay tile
- Delineated commercial storefront
- Defined fenestration pattern with larger, square window openings within the projecting outer bays and smaller rectangular windows on the central bay
- Detailed cornice and frieze
- Pinnacles along the roofline
- Sixth story rounded balcony with decorative entablature and brackets
- Stucco wall surface
- Original double-hung windows on secondary elevations
- Fire escape (north elevation)

Interior

- Spatial arrangement: open lobby interior, flanked by commercial spaces, and double-loaded corridors in upper floors
- Original elevator space
- Original tile floors and fireplace (ground story)
- Decorative molding, columns, and pilasters in lobby
- Marble stairs and base
- Entryway, door pattern on wall
- Original doors and trim
- Rounded ceilings, and trim and wainscoting in upper-level hallway

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations undertaken by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Window Replacements: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not negatively affect the historic character of the property.

Window Replacements: The project does not comply with Rehabilitation Standard No. 2. Historic photographs of the building indicate that the original windows overall were divided light casements. The installation of four vinyl windows on the secondary elevation is not consistent with the distinctive character and materials of the historic fenestration on the building.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Window Replacements: The project does not comply with Rehabilitation Standard No. 3. The non-original aluminum windows introduce an element that is not consistent with the historical character and appearance of the property.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials, and the property retains the distinctive materials, features, and finishes that convey its historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Window Replacements: The project does not comply with Rehabilitation Standard No. 9. Historic photographs of the building indicate that the original windows were divided light casement windows. The installation of four vinyl windows on the secondary elevation is not consistent with the original windows, which contributed to the historic character of the property.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Security Cameras: The project complies with Rehabilitation Standard No. 10. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and their removal would not result in any impairment to the building.

Window Replacements: The project complies with Rehabilitation Standard No. 10. Although the vinyl windows are not consistent with the historic character of the property, new windows can be installed that replicate the materials and window pane configuration of the original divided-light windows.

Conclusion

The following recommended Condition of Approval is suggested to facilitate bringing the building at 817–831 Sutter Street (ES-14) into compliance with the Secretary of the Interior's Standards.

Recommended Condition of Approval, ES-14: HR-1, Windows. The window removal and replacement does not meet Standard Nos. 2, 3, 5, 6, or 9. However, the secondary elevation is not visible from the public right-of-way, and the affected features are considered of secondary character-defining importance. The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS)-compliant approach would be to remove and replace vinyl windows with period-appropriate windows, based on documentary evidence. In addition, per the SOIS, original features should be retained and repaired where possible, and, where necessary, replaced in-kind (to match in materials and appearance).

Archaeology and Paleontology

Building alterations at ES-14 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-14 is located on the south side of Sutter Street between Jones and Leavenworth streets in the Lower Nob Hill area. The approximate 51,990-square-foot, six-story structure is the former 114-room Commodore Hotel and was built in 1924 as a merchant seaman hotel. AAU occupied this building in 2006 and currently uses the building for student housing with 114 group-housing units

providing a total of 222 beds. The café on the ground floor is closed and that space was not in use in 2015.

No vehicle or bicycle parking is provided on site. There are three pedestrian entries to the building along Sutter Street: one centralized main entry through the glass doorway and two gated secondary entries, one on each side of the building for access to the interior sidewalk area and yoga room, respectively. There is a 42-foot-long passenger (white) zone, a 20-foot-long commercial (yellow) zone, and a metered parking space along the frontage of this site. No AAU shuttle stop is provided at this site, and the existing white passenger loading zone in front of the site is used for campus tours and as a drop-off area for students being driven to the building. The nearest shuttle service is in front of 860 Sutter Street (ES-13), across the street from ES-14, which is served by seven shuttle routes (D, E, G, H, I, M, and Sutter Express). Based on the recommended Condition of Approval suggested under 860 Sutter Street (ES-13), the shuttle zone could be relocated to this location during the PM peak period between 4:00 p.m. and 6:00 p.m. only. Potential safety hazards associated with this relocation plan are further discussed below.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, this AAU site generates approximately 133 person trips (61 inbound trips and 72 outbound trips) and no vehicle trips during the weekday PM peak hour.

Traffic

ES-14 is served by Bush Street, Sutter Street, Jones Street, Leavenworth Street, and Post Street. There are eight AAU sites clustered in the lower Nob Hill and Downtown/Civic Center neighborhoods, along Pine, Bush, Sutter, and Post streets: two sites along Pine Street (1055 Pine Street [ES-17], 1069 Pine Street [ES-16]), two sites along Bush Street (1080 Bush Street [ES-12], and 1153 Bush Street [ES-11]), three sites along Sutter Street (620 Sutter Street [ES-20], 817-831 Sutter Street [ES-14], and 860 Sutter Street [ES-13]), and one site along Post Street (491 Post Street [ES-23]). The characteristics of nearby roadways are discussed in detail above under 1153 Bush Street (ES-11) and 1080 Bush Street (ES-12). The configuration of the roadways adjacent to ES-14 are summarized here. Transit and shuttle traffic are discussed below under the Transit and Shuttle subsections.

Bush Street is an east-west downtown residential/commercial throughway street that runs between Presidio Avenue and Market Street. In the vicinity of this AAU site, Bush Street has three eastbound lanes (four in the morning peak period) and metered parking on both sides of the street. The parking lane along the north curb turns into a vehicle travel lane during the AM peak period between 7:00 a.m. and 9:00 a.m., increasing the total number of travel lanes to three during this period. The *San Francisco General Plan* classifies Bush Street as a Major Arterial in the CMP Network. Bush Street is designated as a High Injury Corridor in the City's Vision Zero network.

Leavenworth Street is a north-south downtown residential street that runs between Fisherman's Wharf and McAllister Street. In the vicinity of ES-14, Leavenworth Street has two northbound lanes and unmetered (2-hour time-limited) parking on both sides of the street. The *San Francisco General Plan* classifies Leavenworth Street as a Secondary Arterial in the CMP Network. Leavenworth Street south of Sutter Street is designated as a High Injury Corridor in the City's Vision Zero network.

Jones Street is a north-south street that runs between Jefferson Street and Market Street. In the vicinity of the AAU sites, Jones Street has three southbound lanes and metered parking on both sides of the street.

Sutter Street is an east-west downtown residential/commercial throughway street that runs westbound between Presidio Avenue and Battery Street. Sutter Street is part of the Sutter/Post streets one-way couplet. In the vicinity of the AAU sites, Sutter Street has two westbound vehicle lanes, a westbound transit-only lane and metered parking on both sides of the street. The parking lane along the north side of the street converts into a travel lane during the PM peak period between 4:00 p.m. and 6:00 pm., increasing the total number of travel lanes to three during this period. The *San Francisco General Plan* classifies Sutter Street as a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Sutter Street is designated as a High Injury Corridor in the City's Vision Zero network.

Post Street is an east-west downtown residential street that runs between Presidio Avenue and Market Street. In the vicinity of this AAU site, Post Street has two eastbound vehicle lanes, one transit-only lane, and metered parking on both sides of the street. The *San Francisco General Plan* classifies Post Street as a Transit Preferential Street (Secondary Transit Street), and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Post Street is designated as a High Injury Corridor in the City's Vision Zero network.

The student housing use at ES-14, along with nearby AAU student housing uses at 1153 Bush Street (ES-11), 1080 Bush Street (ES-12), 860 Sutter Street (ES-13), 1055 Pine Street (ES-17), and 620 Sutter Street (ES-20), are not expected to generate a substantial amount of vehicle trips to adjacent streets because residential students are discouraged from driving private automobiles. Even in combination with the 24 PM peak hour vehicle trips generated by the postsecondary educational institutional uses at 491 Post Street (ES-23) and a residential amenity at 1069 Pine Street (ES-16), traffic operating conditions in the vicinity have not been substantially altered by the AAU student housing use at this site.

Transit

The AAU student housing use at ES-14 generates approximately seven transit trips during the PM peak hour, three trips in the inbound direction and four trips in the outbound direction. The low number of transit trips is primarily due to students using AAU shuttles rather than public transit, including on weekends. Similar to 1153 Bush Street (ES-11), ES-14 is generally served by Muni bus lines 2-Clement, 3-Jackson, and 27-Bryant. These routes provide connections to Muni rail service on Market Street. The nearest Muni bus stop to ES-14 is located at the Jones Street/Sutter Street intersection for all three lines, and it has a shelter and signage with transit information (see Figure 8, Muni Transit Network for ES-10 through 14, ES-16, ES-17, ES-20, and ES-23, on p. 4-255). The AM, midday, and PM frequencies of these lines, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 68.

Table 68. 817-831 Sutter Street (ES-14) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2 – Clement	Clement and 14th Ave to Ferry Plaza via Clement and Sutter	12	20	12	240	Sutter St/ Powell St	76%
3 – Jackson	Presidio and California to Sansome and Sutter via Jackson, Fillmore, and Sutter	12	12	12	185	Sutter St/ Taylor St	58%
27 – Bryant	Cesar Chavez and Mission to Van Ness via Bryant, 5th, and Leavenworth	15	15	15	116	Harrison St/ 8th	46%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, the increased demand of seven transit trips in the PM peak hour, in combination with the 126 transit trips from other nearby AAU existing sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), has not made a substantial contribution to the existing transit service in the area. There is no existing shuttle stop at this site; thus AAU shuttle service has not substantially conflicted with the operation of Muni transit vehicles. If, as a potential Condition of Approval for the 860 Sutter Street (ES-13) site, the shuttle stop at 860 Sutter Street (ES-13) is temporarily (just during the PM peak hour) relocated to ES-14, the white zone on the south side of the street would not conflict with Sutter Street transit, which occupies the north transit-only lane.

Shuttle

The AAU student housing use at ES-14 generates approximately 76 shuttle riders during the PM peak hour, 35 riders in the inbound direction and 41 riders in the outbound direction. AAU shuttle routes D, E, G, H, I, M, and Sutter Express currently operate adjacent to the site on Sutter Street, but no shuttle stop is provided at ES-14. Instead, students walk approximately 100 feet to the shuttle zone located along the frontage of 860 Sutter Street (ES-13), across the street from ES-14. AAU shuttle riders have to cross Sutter Street at Jones Street to reach the shuttle bus stop. This shuttle stop was served by five shuttle bus routes (D, H, I, Q and R) in 2010. Route D operated every 20 minutes, Routes H and I each operated every 15 minutes, and Routes Q and R each operated every 30 minutes throughout the day. The total seating capacity for these five routes was 728 seats in the PM peak hour. Routes D, H, I, Q and R operated at 30, 63, 78, 29 and 18 percent capacity at the MLP, respectively, in 2010. During the shuttle peak hour, Routes D, H, I, Q and R operated at 64, 126, 130, 96 and 55 percent capacity, respectively at the MLP, with two routes (H and I) operating above the total seating capacity. MLPs occur at 860 Sutter Street on Route D, at 466 Townsend Street and on

Route H, at 79 New Montgomery on Route I, at 1849 Van Ness Avenue on Route Q, and at 1916 Octavia Street on Route R. As of spring 2015, six regular and one express shuttle bus routes (D, E, G, H, I, M and Sutter Express) serve this stop. These routes operate with a total seating capacity of 505 in the PM peak hour, a 30 percent reduction in service.

There is a 42-foot-long white passenger-loading zone along the frontage of ES-14, which is occasionally utilized for campus tours and as a drop-off area for students being driven to school. Since no shuttle service is provided for this site, it is recommended that the white zone in front of ES-14 be removed and returned to public parking. Due to limited commercial parking in the area, the potential for conversion to commercial (yellow zone) parking should be discussed with SFMTA. This recommended Condition of Approval is presented below

Pedestrian

The AAU student housing use at ES-14 generates approximately 128 pedestrian trips in the PM peak hour: 45 walking, 7 transit, and 76 shuttle trips. Similar to 860 Sutter Street (ES-13), which is located across the street from this site, sidewalks and crosswalks are moderately used during the midday period in the area. Bush, Hyde, and Sutter streets are designated as High Injury Corridors under the City's Vision Zero Improvement Plan.[560] Intersections near this site have well-defined crosswalk markings, pavement delineations, and traffic lights. The Sutter Street/Leavenworth Street and Sutter Street/Jones Street intersections have pedestrian crossing signal heads. Sidewalks along Sutter Street and Jones Street are approximately 12 feet wide. There is no curb cut bordering the site. The primary pedestrian access to the site is through the main central doorway on Sutter Street. There are two secondary entrances on Sutter Street on each side of the building for access to the interior sidewalk and yoga room.

Pedestrian volumes were observed to be generally moderate in the vicinity of the site, and pedestrians were observed to move freely in the sidewalk and crosswalk areas. There were no indications of overcrowding within the sidewalk areas, nor were a considerable number of pedestrians observed standing outside of ES-14 or at Muni bus stop shelters located at the Jones Street/Sutter Street intersection. No instances of sidewalk overcrowding or pedestrian-vehicle conflicts at crosswalk locations were observed.[561] The 128 PM peak hour pedestrian trips at ES-14, in combination with the 590 PM peak hour pedestrian trips from other nearby AAU existing sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), have increased pedestrian volumes in the area; but given that these are generated from eight different AAU sites, the estimated pedestrian trips are spread to multiple streets throughout the PM peak hour and are accommodated on the adjacent pedestrian facilities (12-foot-wide sidewalks along Sutter Street).

Bicycle

The AAU student housing use at ES-14 generates five bicycle trips during the PM peak hour, two trips in the inbound direction and three trips in the outbound direction. Bicycle Route 16 is a Class III bike route that runs along Sutter Street and provides direct access to the site. Route 16 connects to

[560] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.
[561] Field observation was made by CHS on Thursday, July 16, 2015, between 1:00 p.m. and 3:00 p.m.

Route 45 on Steiner Street to the west and to Route 50 on Market Street to the east. AAU reports there is no bicycle parking provided on site, and the nearest Class II public bicycle racks are located on the west side of Jones Street north of Sutter Street. This site generates a bicycle parking demand of approximately 14 spaces.[562] Pursuant to Planning Code Section 155.2, the 222-bed student housing use at ES-14 is required to provide 49 Class I bicycle and six Class II spaces.[563] Therefore, a Condition of Approval related to additional bicycle parking is recommended below.

The site's five PM peak hour bicycle trips, even in combination with the 21 bicycle trips from other nearby AAU existing sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), have not substantially affected the operation or capacity of bicycle facilities in the area. Given that the site includes 222 beds of student housing use, a Condition of Approval related to additional Class I and Class II bicycle parking is recommended below.

Loading

The AAU student housing use at ES-14 generates approximately two daily truck trips, which equates to a loading demand of approximately 0.1 trip in an average hour. This site does not have any off-street loading spaces. There is an approximately 20-foot-long on-street freight loading (yellow) space along the frontage of the site, which accommodates up to one van- or pickup-size vehicle.

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015. The existing yellow freight loading zone was occupied most of the time during the observation period. While observations indicate no regular freight/delivery activities to the site, commercial vehicles making deliveries to ES-14 find available on-street parking or other commercial loading spaces in the vicinity, such as the yellow zone on the south side of Sutter Street east of Jones Street, approximately 300 feet east of ES-14. Although commercial parking may be limited in the site vicinity, the low daily delivery activity and loading demand related to the AAU student housing use as noted during site visit has not substantially altered commercial loading conditions in the vicinity.

Garbage collection at this site occurs on the south side of Sutter Street, next to the entrance for the site. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection along Sutter Street occurs four times a week in the early morning hours.

Parking

The AAU student housing use at ES-14 is not expected to generate a substantial amount of parking demand because students are not permitted to park private vehicles at residential sites and AAU discourages students from bringing private vehicles into San Francisco.[564] The site does not provide

[562] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

[563] Planning Code Section 155.2 requires that one Class I space is provide for every four beds. For buildings containing over 100 beds, 25 Class I spaces plus one Class I space are provided for every five beds over 100. A minimum of two Class II spaces are provided for every 100 beds. Student housing shall provide 50 percent more spaces than would otherwise be required.

[564] Student FAQs, http://www.academyart.edu/faqs/faqs-student, accessed April 20, 2016.

any off-street parking spaces. Although the site has not resulted in an increase in parking demand, an on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, June 8, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J. As presented in Table 60 above under 1153 Bush Street (ES-11), on-street parking occupancy in the general surrounding area bounded by Hyde Street to the west, Pine Street to the north, Powell Street to the east and Post Street to the south was observed to be moderate to high, averaging about 86 percent during the midday period. Parking occupancy in the immediate vicinity of this AAU site was 60 to 108 percent (indicating double parking is occurring) along Sutter Street between Leavenworth and Jones streets. The student housing use at this AAU residential site is not expected to have substantially altered parking conditions in the area.

Emergency Vehicle Access

San Francisco Fire Department Station #41 (1325 Leavenworth Street) is the closest station to the AAU site, approximately 0.4 mile north of the site. From the station, vehicles are able to access the AAU site via Jones and Sutter streets and would be able to park along Sutter Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-14 include an existing white passenger loading zone that does not serve the AAU shuttle system, multiple pedestrian entrances in the building façade that affect the pedestrian environment, and a lack of bicycle parking available at ES-14. To address these constraints, the following improvement/conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-14: TR-1, White Passenger Loading Zone. Since no shuttle service is provided to this site, AAU shall remove the 42-foot-long white passenger-loading zone in front of the 817-831 Sutter Street site and returne the resulting space to public parking or a commercial loading zone.

Recommended Condition of Approval, ES-14: TR-2, Pedestrian Environment. As noted above, the ground floor building face of the 817-831 Sutter Street building includes four entryways (one gated), one large and one small window, and one large building face. AAU shall coordinate with the San Francisco Planning Department on a more pedestrian-friendly design, if compatible with the historic fabric of the building. For a student housing use, AAU does not likely need all four entries, and minor modifications (doors, windows, etc.) to the building could be made to improve the pedestrian environment along Sutter Street.

Recommended Condition of Approval, ES-14: TR-3, Class I Bicycle Parking. AAU shall add 49 Class I bicycle parking to meet the Planning Code requirement for the 817-831 Sutter Street site. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).

Recommended Condition of Approval, ES-14: TR-4, Class II Bicycle Parking. AAU shall provide at least 6 Class II bicycle parking spaces along Sutter Street. The Class II bicycle parking spaces shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The residential use at 817–831 Sutter Street (ES-14) is located on the south side of Sutter Street between Jones and Leavenworth streets in the Lower Nob Hill area. AAU occupied this building in 2006 and changed the use from hotel to group housing for a postsecondary institution. AAU currently has approximately 114 rooms and a total of 222 beds and a closed cafe. There is no AAU shuttle stop provided adjacent to ES-14 but one is located across Sutter Street in the same block. No vehicle trips are generated by the uses in ES-14;[565] students use the AAU shuttle system, bicycles, and public transit According to the San Francisco Transportation Noise Map,[566] the existing traffic noise level near ES-14 from vehicular traffic along Sutter Street was approximately 75 dBA L_{dn} in 2008, indicating a noisy commercial environment. Traffic-generated noise levels along Sutter Street currently exceed the "satisfactory" level for a residential land use, according to the *San Francisco General Plan*.

AAU did not install or modify any existing rooftop mechanical equipment at ES-14. Since there are no new rooftop stationary sources at the site, there would have been no increase rooftop mechanical equipment noise that did not already exist prior to AAU occupation. In addition, the activities in the ES-14 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-14 would not have exceeded the standards established by the City for noise effects on sensitive receptors near ES-14.

The *General Plan* noise compatibility guidelines indicate that any new residential construction or development in areas with noise levels above 60 dBA L_{dn} should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. In areas where noise levels exceed 65 dBA L_{dn}, new residential construction or development is generally discouraged, but if it does proceed, a detailed analysis of noise reduction requirements must be done and needed noise insulation features included in the design. Tenant improvements at the ES-14 residential building may be subject to the requirements contained in the California Noise Insulation Standards in Title 24, the California Building Code. The Building Code requires meeting an interior standard of 45 dBA L_{dn} in any habitable room where dwelling units are proposed in areas subject to noise levels greater than 60 dBA L_{dn}. In areas with noise levels up to 70 dBA L_{dn}, more insulation may be needed than provided with conventional construction to maintain acceptable interior noise levels of 45 dBA, L_{dn}.

If the residential building at ES-14 does not meet the California Noise Insulation Standards, traffic noise in the area has the potential to result in unacceptable noise levels that could disturb sleep. Implementation of the following recommended Condition of Approval for Interior Noise Levels for

[565] CHS Consulting Group, 2016. *AAU ESTM Transportation Section Draft #1A*. January 2016.
[566] San Francisco Department of Public Health, 2008. *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Residential Uses would reduce the effect of exposure to excessive noise levels and would meet *San Francisco General Plan* recommendations for a residential use:.

Recommended Condition of Approval, ES-14: NO-1, Interior Noise Levels for Residential Uses. For existing AAU residential buildings located along streets with noise levels above 60 dBA L_{dn}, where the building does not already meet the California Noise Insulation Standards in California Code of Regulations Title 24, AAU shall conduct a detailed analysis of noise reduction requirements. The analysis shall be conducted by a person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the *San Francisco General Plan* Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (rooms) at ES-14, including mobile- and area-sources emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2006, when AAU occupied the building. Area sources were estimated based on a 114 "dwelling unit" "Mid-Rise Apartments" land use designation in CalEEMod, to be conservative, and mobile-source emissions were based on a daily vehicle trip rate of zero round trips per day. There is a heater boiler at ES-14. However, this boiler was installed prior to AAU occupation of ES-14 and was not included in the air quality analysis. Since CalEEMod only allows the user to model years 1990, 2000, and 2005, an operational year of 2005 was conservatively assumed for ES-14. Table 69 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 to 10.0 micrometers in diameter (PM_{10}) and 2.5 micrometers in diameter ($PM_{2.5}$) from ES-14, which are all shown to be below the BAAQMD daily and annual significance thresholds.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on p. 3-55 – 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-14 is not one of those sites; therefore, AAU occupation of ES-14 has not resulted in increased health risks for nearby sensitive receptors, and has not exposed new sensitive receptors to increased health risks.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Table 69. 817–831 Sutter Street (ES-14) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	3.41	0.12	0.04	0.04	0.56	0.01	<0.01	<0.01
Energy	0.03	0.25	0.02	0.02	<0.01	0.05	<0.01	<0.01
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions	3.44	0.38	0.06	0.06	0.56	0.06	<0.01	<0.01
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:

[1] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

ROG = reactive organic gases; NOx = nitrogen oxides; PM_{10} and $PM_{2.5}$ = particulate matter 2.5 micrometers in diameter or 2.5 to 10.0 micrometers in diameter, respectively.

Source: ESA, 2016.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-14 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Residential Energy Conservation Ordinance (San Francisco Housing Code Chapter 12), Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A), and required bicycle parking infrastructure in accordance with Planning Code Section 155.1-155.4. Compliance with the Residential Water Conservation Ordinance and Residential Energy Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-14 would have produced minimal construction debris. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance and CalGreen Section 5.504.4 would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-14: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-14 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-14.

Recreation

As shown on Figure 4, p. 3-63, 817–831 Sutter Street (ES-14) is located within 0.25 mile of four San Francisco Recreation and Park Department (RPD) facilities: Collis P. Huntington Park, the Tenderloin Recreation Center, Hooker Alley Community Garden, and Father Alfred E. Boeddeker Park. Huntington Park, located at California and Taylor streets, features a playground, landscaped areas, and the historic Flood Fountain.[567] The Tenderloin Recreation Center, at 570 Ellis Street, features children's facilities such as a playground, activity programs, game courts, a ball diamond, a child-sized gymnasium, and a teen club.[568] Hooker Alley Community Garden (also known as Nob Hill Community Garden), is operated by volunteers and allows its members to grow produce and ornamental plants.[569] Alfred E. Boeddeker Park, at 295 Eddy Street, features a basketball half-court, swings, slides, play structures, and a community clubhouse.[570] Other publicly owned parks are within a 0.5-mile distance of ES-14, including Union Square, Chinese Recreation Center, and Willie "Woo Woo" Wong Playground.

As described in Population and Housing on pp. 4-363 – 4-364, the capacity of ES-14 is 222 beds. The change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) at ES-14 does not represent a substantial change in the area's population. The change in the residential population is considered a minimal increase compared to the service population for the Collis P. Huntington Park, Tenderloin Recreation Center, Hooker Alley Community Garden, and Father Alfred E. Boeddeker Park facilities. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreational facilities has occurred as a result of the change in use.

[567] San Francisco Recreation and Parks, Collis P. Huntington Park. Available online at: http://sfrecpark.org/destination/collis-p-huntington-park/. Accessed on January 15, 2016.
[568] San Francisco Recreation and Parks, Tenderloin Rec Center. Available online at: http://sfrecpark.org/destination/tenderloin-rec-center-park/. Accessed on January 15, 2016.
[569] San Francisco Recreation and Parks, Hooker Alley (Nob Hill) Community Garden. Available online at: http://sfrecpark.org/destination/hooker-alley-community-garden/. Accessed on January 15, 2016.
[570] San Francisco Recreation and Parks, Father Alfred E. Boeddeker Park. Available online at: http://sfrecpark.org/destination/father-alfred-e-boeddeker-park/. Accessed on January 15, 2016.

Utilities and Service Systems

Water Supply

ES-14 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous tourist hotel land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[571] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-14. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Residential Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use may have incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[572] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-14 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[573] In addition,

[571] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.
[572] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.
[573] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[574] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-14 is located within the Central Police District of the San Francisco Police Department (SFPD). The Central District Police Station is located at 766 Vallejo Street, but the nearest police station is the Tenderloin Task Force Police Station at 301 Eddy Street. The district covers approximately 1.8 square miles with a daily population ranging from 75,000 to over 350,000 because of tourists, workforce/commuters, and shopping areas. In 2013 (the most recent data available), there were 666 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 5,830 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Central District.[575] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of AAU students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

817–831 Sutter Street has a capacity of 222 beds (114 group-housing rooms). The change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) within an RC-4 Zoning District would not represent a substantial change in the overall population of the area. Thus, daytime population of the hotel would have been proximate to that of student housing, and additional police protection demand would be negligible. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change of use. No substantial effect on police protection has occurred as a result of the change in use at ES-14.

Fire and Emergency Services

ES-14 is located within 3,000 feet of Fire Station No. 3 (1067 Post Street) and Fire Station No. 41 (1325 Leavenworth Street). Fire Station No. 41 consists of a single fire engine.[576] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 3 responded to 3,286 non-emergency calls with an average response time of 8:03 minutes, with 90 percent of non-emergency calls responded to in under 14:26 minutes. Fire Station No. 3 responded to 6,981 emergency calls with an average response time of 3:04 minutes, with 90 percent of emergency calls responded to in under 4:16 minutes. In 2011, Fire Station No. 41

[574] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.
[575] San Francisco Police Department, Annual Report 2013, p. 114. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.
[576] San Francisco Fire Department, Annual Report 2012–2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.

responded to 448 non-emergency calls with an average response time of 7:27 minutes, with 90 percent of non-emergency calls responded to in under 14:08 minutes. Fire Station No. 41 responded to 1,796 emergency calls with an average response time of 2:57 minutes, with 90 percent of emergency calls responded to in under 4:06 minutes.[577]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-14 meet the Citywide emergency transport goals.

As described above on p. 4-363 – 4-364, the change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) would not represent a substantial change in the population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed new fire-rated doors, installed a new range fire suppression system, and rerouted the fire sprinkler system, improving fire safety at the property. No measurable changes in response times have occurred since the change of use. No substantial effect on fire or emergency medical services has occurred as a result of the change in use at ES-14.

Libraries

The nearest public library to ES-14 is the Chinatown Branch Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-363 – 4-364, the change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) would not represent a substantial change in the population of the area. The change in population, if any, would be minimal compared to the service population for the Chinatown Branch and Main Libraries. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change in use at ES-14.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The previous use as tourist hotel had no effect on nearby schools because tourists' children would not be enrolled in area schools. Similarly, the change in use to student housing (group housing for a postsecondary educational institution) would not contribute to additional demand to SFUSD, because AAU students are mainly unmarried and without children. In addition, AAU does not offer family housing.[578] No change in the school-aged population would occur. For the reasons stated above, no substantial effect on schools would result from the change in use at ES-14.

[577] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

[578] Academy of Art University, Student FAQs, October 2015. Available at http://www.academyart.edu/content/aau/en/faqs/faqs-student.html. Accessed on October 29, 2015.

Biological Resources

ES-14 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor are there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plans applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-14. ES-14 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-14.

Geology and Soils

Soils in the vicinity consist of loose, moist, moderate brown sand with brick fragments from the 1906 Earthquake and Fire fill.[579] Approximately 13 feet below ground surface native soils begin and consist of brown silty sandy clay. Bedrock is encountered approximately 30 feet below ground surface. Groundwater depth ranges from 16 to 35 feet below ground surface and flows south to southeast.[580] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground-shaking from earthquakes. Ground-shaking intensity at ES-14 would be very strong during a 7.2-magnitude earthquake and would be strong during a 6.5-magnitude earthquake originating from the San Andrea Fault and Hayward Fault, respectively.[581, 582] ES-14 is not located within a liquefaction zone.[583] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-14 is not composed of unreinforced masonry and does not have a soft story.[584, 585] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could remain vulnerable during an earthquake, the building alterations carried out after the change in use from tourist hotel to student housing (group housing for a postsecondary educational institution) would not alter the building's performance during a ground-shaking event.

[579] Clayton Group Services, Phase I Environmental Site Assessment for 825 Sutter Street, December 2008.
[580] Clayton Group Services, Phase I Environmental Site Assessment for 825 Sutter Street, December 2008.
[581] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[582] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[583] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[584] City and County of San Francisco, UMB – All Report, December 1, 2014.
[585] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-14 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of windows and security cameras). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-14 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency. The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[586] ES-14 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-14.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-14 did not identify the presence of underground storage tanks or significant historic use of hazardous materials.[587] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; thus, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1924, suggests that asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspect ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, are present throughout the building, although there is no evidence of damage or leaks. The paint condition in the building is good except for the basement.[588] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

[586] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.

[587] Clayton Group Services, Phase I Environmental Site Assessment for 825 Sutter Street, December 2008.

[588] Geologica, Inc., Phase I Environmental Site Assessment for 79 New Montgomery Street, San Francisco, CA, 94107, March 2003.

AAU uses ES-14 as student housing with a recreation room and computer lab. Hazardous materials that are used, stored, and disposed of at ES-14 include commercial household-style consumer products, such as cleaners, disinfectants, and chemical agents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Use of these materials generates household-type hazardous waste, which does not result in substantial adverse effects.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects on mineral resources or mineral recovery sites have occurred as a result of the change in use of ES-14.

Tenant improvements at ES-14 associated with the conversion of tourist hotel space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, pp. 4-379 – 4-380. The GHG Compliance Checklist includes the City's Residential Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[589] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-14, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at nearby 860 Sutter Street (ES-13). This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For all of these reasons, the change in use at ES-14 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a substantial manner.

Therefore, the change in use at ES-14 had not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-14 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[590] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-14 has had no substantial effects on agriculture or forest resources.

[589] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 817–831 Sutter Street, March 4, 2016.

[590] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

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4.2.14. 1069 Pine Street (ES-16)

Property Information

The 1069 Pine Street existing site (ES-16) is a one-story, 1,875-square-foot building constructed in 1921, located on Pine Street between Taylor and Jones streets, in the Nob Hill neighborhood (Photographs 83–86). Figure 12, ES-16 and ES-17: 1069 and 1055 Pine St – Existing Condition, in Appendix TDM, shows the site near the corner of Pine and Jones streets. The site is Lot 008 in Assessor's Block 0275. Academy of Art University (AAU) uses the one-main-room building as a fitness center. The fitness center capacity is 199 persons.

The building's use immediately before AAU occupied the property in 2000 is unknown; however, it may have been a retail store at some point. ES-16 is immediately adjacent to the AAU student housing building at 1055 Pine Street (ES-17).[591] There is no shuttle stop at the site, students walk approximately 80 feet east to the shuttle zone located in front of 1055 Pine Street (ES-17) to catch the AAU shuttle bus (Sutter Express).

The site is zoned RM-4 (Residential, Mixed, High Density) and is within the Nob Hill Special Use District. RM-4 Zoning Districts are almost exclusively high-density residential areas. Single room occupancy and student housing uses are principal permitted uses, whereas postsecondary educational institutional uses require a conditional use (CU) authorization. The height and bulk district is 65-A.

Tenant Improvements and Renovations

In 2001, the building's front windows were covered over with plywood, and an ADA accessible entrance was added in response to a Notice of Violation (NOV).[592]

Required Project Approvals

The 1069 Pine Street existing site (ES-16) would require a conditional use (CU) authorization under San Francisco Planning Code (Planning Code) Sections 209.2 and 303, and a building permit under Planning Code Section 171 to change the use from retail to postsecondary educational institutional use within a RM-4 Zoning District.

[591] *2011 IMP*, p. 81.
[592] Building Permits obtained for unspecified improvement and renovation at ES-16 are: BPA #200104247629 and #201009080457 (in response to NOV #200011566 and #201051136)

Photograph 83. 1069 Pine Street (ES-16).

Photograph 84. Mid-block Pine Street, facing southeast, toward 1055 Pine Street (ES-17).

Photograph 85. Rear yard of ES-16.

Photograph 86. Mid-block Pine Street, facing northeast.

Plans and Policies and Land Use

ES-16 is located in the Nob Hill neighborhood. The land use on Pine Street between Jones and Taylor streets is primarily residential with one retail dry cleaning operation. The surrounding buildings on the subject block range from three to 14 stories. AAU occupies the neighboring group housing building to the east at 1055 Pine Street. ES-16 is a one-story building and is used as a fitness center. Behind the building is a patio with seating, landscaping, and a shade structure.

In the vicinity of ES-16, Pine Street is a three-lane, one-way westbound street. Parallel residential parking is located on both sides of the street. A large parking garage that serves the apartment building at 1177 California Street is located directly across Pine Street from ES-16.

ES-16 is located in the Nob Hill neighborhood, which is one of San Francisco's signature neighborhoods, renowned for its landmarks, hotels, and unique position close to downtown. The Fairmount Hotel and Intercontinental Mark Hopkins Hotel, two grand and prominent San Francisco buildings, are located to the northeast. Grace Cathedral, the largest Gothic church in the West, and Huntington Park are located one block north of ES-16. The neighborhood has many historic apartment buildings with lush, impressive façades, but also includes a mix of modest apartment buildings.

The zoning near ES-16 is RM-4 (Residential, Mixed, High Density). RM-4 Zoning Districts are devoted almost exclusively to apartment buildings of high density, usually with smaller units, close to downtown. Buildings over 40 feet in height are very common, and other tall buildings may be accommodated in some instances. Despite the intensity of development, distinct building styles and moderation of façades are still to be sought in new development, as are open areas for the residents.[593] ES-16 is also located in the Nob Hill Special Use District. The Nob Hill Special Use District provides an established area with a unique combination of uses and a special identity that represents the Nob Hill neighborhood. The height and bulk district on either side of Pine Street near ES-16 is 65-A.

As noted above, use of ES-16 has been changed by AAU from retail to postsecondary educational institutional use with the building primarily being used as a student fitness center. The change in use of the existing structure involved exterior alterations: covering the front windows with plywood and adding an ADA accessible entrance.

The change in use of the site from retail to a postsecondary educational institution would require a conditional use authorization from the Planning Commission in an RM-4 Zoning District, which is devoted almost exclusively to high density apartment buildings. The change in use would not be inconsistent with any provisions of the Nob Hill Special Use District. The change in use would intensify AAU's presence in the vicinity, as the adjacent building at 1055 Pine Street is occupied by AAU and used for group housing, which represent a change the character of the neighborhood and introduce new patterns of use at the site (i.e., student populations would replace longer-term residents).

Postsecondary educational institutional use is subject to approval by the Planning Commission as a Conditional Use within an RM-4 Zoning District. ES-16 would also require a building permit

[593] Planning Code Section 209.2.

pursuant to Planning Code Section 171. Therefore the ES-16 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-16 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The change in use at ES-16 from retail to a postsecondary educational institution would have minimally changed the daytime population because the building, as a retail operation, likely had a comparable capacity. The site is used as a fitness center with users who come and go throughout the day, similar to a retail operation. Occupation by AAU may have resulted in displacement of employees; however, retail space was likely found elsewhere. Conservatively presuming that ES-16 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[594] No substantial effect on population has occurred from the change in use at ES-16.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU. The housing demand created by ES-16 and all existing sites is discussed under the combined housing discussion, pp. 3-15 - 3-18. The change in use from retail to a postsecondary educational institution at ES-16 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-16 did not result in the displacement of housing because this site was previously used as retail.

Aesthetics

ES-16 is located in the Nob Hill neighborhood, which is one of San Francisco's signature neighborhoods, renowned for its landmarks, hotels, and unique position close to downtown. ES-16 is a one-story structure, which was built in 1921 and designed as a commercial building. The windows have been enclosed and the entire building is painted black with yellow trim around the windows and red trim under the roofline. Four street trees located along Pine Street slightly obstruct ES-16 due to its low height. ES-16 is bounded by Pine Street to the north, a building to the west, a surface parking lot serving 1055 and 1069 Pine Street to the east, and a backyard to the south.

The area is characterized by a mix of hotel, institutional, and high-density residential uses. The Fairmount Hotel and Intercontinental Mark Hopkins Hotel, two grand and prominent San Francisco buildings, are located to the northeast. Grace Cathedral, the largest Gothic church in the West, and

[594] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

Huntington Park are located one block north of ES-16. The neighborhood has many historic apartment buildings with lush, impressive façades, but also includes a mix of modest apartment buildings. Neighborhood-serving retail operations are generally located on corner intersections.

The scale of the buildings on the subject block vary greatly and range from the one-story fitness center at ES-16 to a 14-story residential high-rise on the corner of Pine and Taylor streets. A majority of the buildings are four- to five-story residential buildings. With exception of the surface parking lot at ES-16, buildings adjoin and extend to the sidewalk, creating a continuous urban façade. Due to the urban character of the neighborhood, bordering roadways carry a high volume of traffic. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

The change in use at ES-16 has caused minimal changes to the building and neighborhood character. Although the black, red, and yellow coloring are vibrant and unique compared to other nearby buildings, it is not an alteration distinctively indicative of AAU's use and does not degrade the visual quality. Other buildings on the subject block have distinctive coloring and include the use of red, green, blue, and yellow paint. No other exterior alterations related to the AAU use have been carried out at the subject property. Therefore, no substantial effect on aesthetics has occurred from the change in use at ES-16.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

The one-story building at 1069 Pine Street (ES-16) has a rectangular footprint and a flat roof. The building sits at the north end of a rectangular lot, and there is no setback from the sidewalk on Pine Street. Because the lot is sloped, at the south (rear) façade, the basement level is above ground. The walls of the wood-frame structure are clad in plaster at the north (primary) façade, and wood horizontal drop siding on the west, south, and east façades. The north façade is a three-part storefront, which has been modified. Close to the center, there is a recessed entrance with a wood, three-light transom above. In the recessed entrance, there are a pair of modern glazed aluminum doors. A folding metal security gate is mounted at the front of the recessed entrance. The eastern section of this façade has a wood transom composed of eight lights, although several of the lights have been covered. These transoms are taller than those of the central entrance bay. In the western section, there is another transom composed of eight lights. These are shorter than those of the central entrance bay. Both the western and eastern sections appear to have been built as storefront windows above bulkheads. The storefront openings have been in-filled with plywood panels, some of which are irregular and project. The glazing of the transoms is textured, and some of the lights are awning sash. A simple wood cornice divides the walls above the transoms from the parapet above. There are no openings on the east façade. The west façade abuts the adjacent building and is not visible. At the basement level, there are five wood doors with simple wood trim. A wood hood is mounted above the easternmost door. The doors are not aligned and step up the slope of the lot from east to west. The trim and sills of four windows are visible, but the openings have been covered with plywood panels. At the second floor, there are five wood, double-hung windows with horns at the upper sash. The trim and sills are wood, and wood plank shutters flank the openings.

The building is used as a fitness center, and the interior is composed of one large open space which is filled with equipment. The wood post-and-lintel structure of the building is visible in the interior. The interior sides of the exterior walls are paneled with vertical and horizontal battens at the seams. The interior walls appear to be plaster, and aluminum windows provide views between the rooms. The floor is covered with rubber matting. Fluorescent lights, ceiling fans, and fire sprinklers are mounted to the drop ceiling (for representative photographs refer to Photographs 87–89).

Photograph 87. 1069 Pine Street.

Photograph 88. South and east façades, 1069 Pine Street.

Photograph 89. Interior of subject property.

Site History

Constructed in 1921, the subject property is a single-story commercial building designed by the San Francisco–based architecture firm, the O'Brien Brothers. Building permits indicate that 1069 Pine Street was commissioned by Mary Rocca. Two Mary Roccas lived in San Francisco in 1921: one, the wife of a fisherman, and the second, a widow and mother of Emilio and Mario Rocca, owners of the Rocca Brothers real estate firm. The latter Mary Rocca, the likelier of the two to have been involved in the construction of 1069 Pine Street, was born in New York ca. 1864 to Italian immigrants. She was living in San Francisco by the 1910 census, which shows that her son, Emilio, was already in the real estate business.[595] Mrs. Rocca managed residential hotels throughout the city, including the Kensington Apartments at 720 Powell Street in 1921.[596]

Available primary sources (building permits, city directories, and historic maps) and archival research (including at San Francisco Heritage and the San Francisco Public Library) indicate that 1069 Pine Street originally consisted of four individual storefronts, with addresses spanning 1069, 1071, 1073, and 1077 Pine Street. Sometime between 1950 and 1974, Sanborn Fire Insurance Company maps reveal that the property's storefronts were joined in the interior to form a single interior space. This likely occurred ca. 1954 when City directories show all of the spaces vacant. The only known use for the building between 1954 and 1971 was storage for the adjacent Callison Hospital in 1971.

The following paragraphs show how the storefronts at 1069 Pine Street were used from 1923 (the first date found in City directories) and 1953 (when all known tenants left the building and the interior space was subsequently combined).

1069 Pine Street

From 1923 to ca. 1935, 1069 Pine Street housed a dressmaking and tailor shop. Following that, it was a beauty shop until 1940, a florist until 1943, and a barber shop until 1949. The space very briefly was associated with the Royal Cheesecake Shop (1952) and the Pine Hill Gift Shop (1953).

1071 Pine Street

From 1923 to ca. 1935, 1071 Pine Street housed a milliner. This period coincides exactly with the dressmaking/tailor shop at 1069 Pine Street. The storefront use between 1936 and 1947 was either vacant or unknown. From 1948 to ca. 1953, the space was used for vending machine (musical, likely jukebox) sales.

1073 Pine Street

From 1923 to ca. 1937, 1071 Pine Street housed a barber shop. A florist operated in the space in 1939–1940; a beauty shop in 1945; and a dressmaker in 1948–1949.

[595] Ancestry.com. *1910 and 1920 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc., 2010.
[596] Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

1077 Pine Street

From 1921 until ca. 1953, 1077 Pine Street housed a restaurant and delicatessen.

California Register of Historical Resources Evaluation

ES-16 does not appear eligible for the California Register of Historical Resources (CRHR) under Criteria 1, 2, or 3. In terms of Criterion 1, the property does not reflect significant development trends in this part of Nob Hill. The building at 1069 Pine Street reflects the theme of significance related to Reconstruction-era expansion, "Neighborhood Commercial Expansion, 1906-1929," described in the 2013 *Draft Neighborhood Commercial Buildings Historic Context Statement*. However, in light of the eligibility standards described in the context statement, the property does not retain the historic integrity required to convey significance. The building at 1069 Pine Street was associated with many businesses and individuals from 1921 through 1953. Research did not reveal that any of the businesses or individuals associated with the building rise to a level of significance required for listing in the CRHR under Criterion 2. The building at 1069 Pine Street was designed by notable San Francisco architects, the O'Brien Brothers. The O'Brien Brothers completed a wide range of commissions throughout San Francisco between 1907 and 1935. They are best known in San Francisco for their many automobile-related commissions, including excellent extant examples of automobile showrooms and garages (e.g., 66 Page Street, 1641 Jackson Street, and 525 Jones Street). As a ubiquitous, 1920s commercial building, the building at 1069 Pine Street is not a distinctive or outstanding example of the O'Brien Brothers' work, nor an outstanding or unique example of commercial architecture in San Francisco. Therefore, the building at 1069 Pine Street does not appear eligible for listing in the CRHR under Criteria 1, 2, or 3.

Conclusion

Facilities staff indicate the storefronts on the main evaluation were in-filled by AAU in 2001 and subsequently permitted in 2010.[597] However, a review of permits on file with San Francisco Department of Building Inspection failed to show conclusively that this work was covered by permit. Archival research to date has failed to identify any photographs depicting the original appearance of the storefronts or original materials/façade design configuration, or the appearance of the façade at the time of AAU occupation. Therefore, the possibility exists that the change carried out by AAU resulted in a loss of integrity for the property. Had the storefronts been intact, the property might have qualified under CRHR Criterion 1 as an exemplification of neighborhood commercial development in Nob Hill.

The project completed by AAU may have resulted in the removal, damage, and/or destruction of extant character-defining features and would therefore not comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS). Should it be determined that the property retained those character-defining features (original windows, bulkheads, or doors) that would have made it eligible for CRHR listing, SOIS compliance could be achieved through the removal of infill and the restoration of the original rhythm and character of the façade according to documentary evidence.

[597] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Archaeology and Paleontology

Building alterations at ES-16 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-16 is located on the south side of Pine Street between Taylor and Jones streets in the Nob Hill neighborhood. The approximate 1,875-square-foot, one-story structure built in 1921 was once used as retail space and was occupied by AAU in 2000. AAU currently uses the building for a fitness center that is open to all AAU students, including those residing in the adjacent building at 1055 Pine Street (ES-17).

An eight-space parking lot is provided at the rear of this site, and there are about five off-street parking spaces adjacent to the 1055 Pine Street site (ES-17). These parking spaces are used by Sodexo food service staff, maintenance personnel, and athletics staff. The driveway is located east of the site at 1055 Pine Street (ES-17). The primary pedestrian entrance is on Pine Street, and four secondary entrances are in the back of the building. There is a gate on Jones Street for an easement to the adjacent 1055 Pine Street site (ES-17). There is a bicycle rack with eight spaces in the rear courtyard of ES-16 that is associated with the student housing use in the adjacent building (ES-17). No AAU shuttle stop is provided at this site; however, one shuttle bus route (Sutter Express) stops at the 40-foot-long white shuttle zone located in front of the adjacent 1055 Pine Street site (ES-17), approximately 30 feet east.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, this AAU site generates approximately eight person trips (three inbound trips and five outbound trips). All of these trips are between this site and 1055 Pine Street (ES-17). In addition, this site generates one vehicle trip during the weekday PM peak hour.

Traffic

ES-16 and 1055 Pine Street (ES-17) are immediately contiguous. These AAU sites are served by Pine Street, Jones Street, and Taylor Street. There are eight AAU sites clustered in the lower Nob Hill and Downtown/Civic Center neighborhoods, along Pine, Bush, Sutter, and Post streets: the two sites along Pine Street (1055 Pine Street [ES-17], 1069 Pine Street [ES-16]), two sites along Bush Street (1080 Bush Street [ES-12], and 1153 Bush Street [ES-11]), three sites along Sutter Street (620 Sutter Street [ES-20], 817-831 Sutter Street [ES-14], and 860 Sutter Street [ES-13]), and one site along Post Street (491 Post Street [ES-23]). The characteristics of the streets in the vicinity of these eight sites are discussed in detail in the analyses of ES-11 and ES-12. The characteristics of the streets immediately adjacent to ES-16 are summarized here from that detailed description, along with a description of Taylor Street. Transit and shuttle traffic are discussed in the Transit and Shuttle subsections, below.

Jones Street is a north-south street that runs between Jefferson Street and Market Street. In the vicinity of the AAU sites, Jones Street has three southbound lanes and metered parking on both sides of the street.

Pine Street is an east-west residential throughway that runs between Presidio Avenue and Montgomery Street. In the vicinity of this AAU site, Pine Street has three westbound lanes and 2-hour time-restricted parking on both sides of the street. The parking lane along the south curb converts into a vehicle travel lane during the PM peak period between 3:00 p.m. and 6:00 p.m., increasing the total number of travel lanes to four during this period. The *San Francisco General Plan* classifies Pine Street as a Major Arterial in the CMP Network. Pine Street is designated as a High Injury Corridor in the City's Vision Zero network.

Taylor Street is a north-south street that runs between The Embarcadero and Market Street. In the vicinity of the AAU sites, Taylor Street has three northbound lanes and metered parking on both sides of the street.

The student amenities and associated staff at ES-16 generate one PM peak hour vehicle trip to adjacent streets, and the adjacent 1055 Pine Street (ES-17) site is not expected to generate any additional vehicle trips. Therefore, traffic operating conditions in the vicinity have not been altered by the residential amenity use at this site. The project driveway and associated parking is further discussed in the Pedestrian and Parking sections below.

Transit

The fitness center at ES-16 generates four PM peak hour transit trips. The amenities are primarily used by students residing at 1055 Pine Street (ES-17). ES-16 is generally served by Muni bus lines 2-Clement and 3-Jackson on Sutter Street and 27-Bryant on Bush Street. These routes provide further connections to Muni rail service on Market Street. The transit stop nearest ES-16, for Muni bus line 27-Bryant, is at the Bush Street/Jones Street intersection, approximately 750 feet to the south. This stop has a shelter and signage with transit information (see Figure 8, Muni Transit Network for ES-10 through 14, ES-16, ES-17, ES-20, and ES-23, on p. 4-255). The AM, midday, and PM frequencies of this line, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 70. The San Francisco Municipal Transportation Agency (SFMTA) operates six additional Muni bus routes (1AX-California "A" Express, 1BX-California "B" Express, 31AX-Balboa "A" Express, 1BX-Balboa "B" Express, 38AX-Geary "A" Express and 38BX-Geary "B" Express) along Pine Street, but they do not stop in the vicinity of this AAU site (these bus lines on Pine Street provide express service between downtown and the Richmond District during the PM peak hours).

As stated above, the fitness center at ES-16 generates four PM peak hour transit trips. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, this increased demand, even in combination with the 129 transit trips from other nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 620 Sutter Street [ES-20], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), has not made a substantial contribution to the existing transit service in the area. There is no existing shuttle stop provided at this site; thus AAU shuttle service has not substantially conflicted with the operation of transit vehicles.

Table 70. 1069 Pine Street (ES-16)– Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2 – Clement	Clement and 14th Ave to Ferry Plaza via Clement and Sutter	12	20	12	240	Sutter St/ Powell St	76%
3 – Jackson	Presidio and California to Sansome and Sutter via Jackson, Fillmore, and Sutter	12	12	12	185	Sutter St/ Taylor St	58%
27 – Bryant	Cesar Chavez and Mission to Van Ness via Bryant, 5th, and Leavenworth	15	15	15	116	Harrison St/ 8th	46%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

Shuttle

The gym at ES-16 generates one PM peak hour shuttle trip. AAU shuttle route Sutter Express currently runs adjacent to the site on Pine Street, but no shuttle stop is provided at ES-16.[598] Instead, students walk approximately 80 feet east to the shuttle zone in front of 1055 Pine Street (ES-17) to catch the Sutter Express. No service was provided along Pine Street in 2010, but the Sutter Express route was rerouted in 2015 to serve 1055 Pine Street (ES-17).

Pedestrian

The fitness center at ES-16 generates approximately seven pedestrian trips during the PM peak hour: two walking, four transit, and one shuttle service trip. Bush and Pine streets are both designated as High Injury Corridors under the City's Vision Zero Improvement Plan.[599] Intersections near this site have well-defined crosswalk markings, pavement delineations, and traffic lights. The Pine Street/Jones Street and Pine Street/Taylor Street intersections have pedestrian crossing signal heads. Sidewalks along Jones Street, Pine Street, and Taylor streets are approximately 12, 12, and 16 feet wide, respectively. There is a curb cut and shared driveway located on the adjacent AAU site at 1055 Pine Street (ES-17). The driveway and related parking behind the two buildings is used by Sodexo food service staff, maintenance personnel, and athletics staff frequently throughout the day. The primary pedestrian access to this site is from Pine Street through the central doorway. There are four secondary entrances in the back of the building for access to storage rooms and the stairs leading to

[598] Sutter Express travels northbound on Taylor Street, turns left on Pine Street, turns left on Jones Street, traveling only one block on Pine Street.
[599] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

upper floors. There is also a secondary pedestrian access from Jones Street toward the rear of the property for an easement to 1055 Pine Street (ES-17).

Pedestrian volumes were observed to be generally low in the vicinity of the site and pedestrians were observed to move freely in the sidewalk and crosswalk areas. There were no indications of overcrowding within the sidewalk areas, nor a considerable amount of pedestrians standing outside of ES-16. No instances of pedestrian-vehicle conflicts at the driveway (curb cut) or crosswalk locations were observed.[600] The seven pedestrian trips at ES-16 and 91 pedestrian trips for the adjacent 1055 Pine Street site (ES-17) have increased pedestrian volumes in the area, but they are accommodated on the adjacent pedestrian facilities (12-foot-wide sidewalks along Pine Street).

Bicycle

The fitness center at ES-16 generates less than one PM peak hour bicycle trip. Pine Street is not a designated bicycle route. However, Route 310 on California Street is located within one block, and Route 16 on Sutter Street is located within two blocks of the site. There is one eight-space bicycle rack (Class II) in the rear courtyard of the building that is used by students residing in the adjacent 1055 Pine Street site (ES-17).[601] This bicycle rack is poorly placed along the west side of the courtyard (away from the driveway) and is too close to adjacent tables and chairs, making its location ineffective. This site does not generate any bicycle parking demand, and no additional bicycle parking is required for this site.

Loading

The AAU fitness center at ES-16 generate limited freight loading activities (less than one daily truck trip). The site includes an eight-space parking lot at the rear of the site (and adjacent parking at 1055 Pine Street [ES-17]), but currently commercial vehicles are not allowed to use these spaces. Due to the residential nature of Pine Street, no on-street freight loading (yellow) zones are adjacent to or near the site.

Field observations of Pine Street activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015, and no AAU-related freight/delivery vehicles or related activities occurred on Pine Street during the observation period. Commercial deliveries to this site as well as the adjacent AAU residential site (ES-17) have access to the rear parking area; however, instead of driving down the driveway, commercial deliveries trucks typically park on the street and then carry deliveries down the driveway on dollies due to previous noise complaints from neighbors. General commercial activity in the area is related to residential deliveries. Due to the low daily delivery activity as noted during site visit and low traffic volumes in the area during the weekday midday period, loading demand is likely accommodated on the street near the site. A recommended Condition of Approval is identified to allow commercial vehicle deliveries to use the 1055/1069 Pine Street driveway and vehicle areas for loading/unloading activities, if feasible given the possible operational and safety impacts. The driveway is currently gated, so modifications to the gate system may be required to accommodate this traffic.

[600] Field observation was made by CHS on Thursday July 16, 2015 between 1:00 p.m. and 3:00 p.m.
[601] Bicycle parking data was provided by AAU and verified by Planning Department and CHS staff.

Although commercial parking may be limited in the site vicinity, the low daily delivery activity and loading demand related to the AAU postsecondary educational institutional use has not substantially altered commercial loading conditions in the vicinity

Garbage collection at this site occurs on the south side of Pine Street, next to the entrance for the site. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection on Pine Street occurs six times a week in the early morning hours.

Parking

The fitness center at ES-16 generates one PM peak hour vehicle trip and demand for less than one daily average parking. As discussed above, ES-16 shares a driveway with the adjacent 1055 Pine Street (ES-17). The driveway leads to an eight-space parking lot in the back of this site and to an approximately five-space parking aisle along the western frontage of 1055 Pine Street (ES-17). The parking lot and the five parking spaces are used by Sodexo food service staff, maintenance personnel, and athletics staff. Three of the eight parking spaces are reserved for use by Sodexo trucks. Although the site does not result in a regular increase in parking demand, an on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J. As presented in Table 60 above under 1153 Bush Street (ES-11), on-street parking occupancy in the general surrounding area bounded by Hyde Street to the west, Pine Street to the north, Powell Street to the east and Post Street to the south was observed to be moderate to high, averaging about 86 percent during the midday period. Parking occupancy in the immediate vicinity of this AAU site (and the adjacent 1055 Pine Street site [ES-17]) was 63 to 80 percent along Pine Street between Jones and Taylor streets. The postsecondary educational institutional use at this AAU site, in combination with the residential use at the adjacent site at 1055 Pine Street (ES-17), is not expected to have substantially altered parking conditions in the area.

Emergency Vehicle Access

San Francisco Fire Department Station #41 (1325 Leavenworth Street) is the closest station to ES-16, approximately 0.3 mile north of the site. From the station, vehicles are able to access the AAU site via Jones and Pine streets and would be able to park along Pine Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-16 include a lack of commercial loading areas. To address this constraint, the following condition is recommended for consideration by decision makers:

Recommended Condition of Approval, ES-16: TR-1, Commercial Vehicle Access. All commercial vehicle deliveries should be allowed to use the 1055/1069 Pine Street driveway and parking areas, taking into account possible operational and safety considerations. The driveway is currently gated, so modifications to the gate system may be required to accommodate this traffic.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 1069 Pine Street site (ES-16) is located on the south side of Pine Street between Taylor and Jones streets in the Nob Hill area. The approximately 1,875-square-foot, one-story structure was at one time used as retail space and was occupied by AAU in 2000. AAU currently has amenities including a fitness center for the students residing in the adjacent building at 1055 Pine Street (ES-17). The residential amenities at the 1069 Pine Street site do not generate any shuttle trips, as it contains supporting uses to 1055 Pine Street next door. Vehicular traffic noise at ES-16 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 10 trips per day.[602] According to the San Francisco Transportation Noise Map,[603] the existing traffic noise level near ES-16 from vehicular traffic along Pine Street was approximately 74 dBA L_{dn} in 2008. The results of the analysis show that vehicle trips generated by AAU occupation of ES-16 contribute approximately 33.3 dBA L_{dn} to local traffic noise levels. When the ES-16 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels of less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-16 has not substantially increased vehicular traffic noise in the vicinity.

AAU did not install or modify any existing rooftop mechanical equipment at ES-16. Since there are no new rooftop stationary sources at the site, there would have been no increase rooftop mechanical equipment noise that did not already exist prior to AAU occupation. In addition, the activities in the ES-16 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-16 would not have exceeded the standards established by the City for noise effects on sensitive receptors near ES-16.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (recreation) at ES-16, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2000, when AAU occupied the building. Area sources were estimated based on a 1,875-square-

[602] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[603] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

foot "Junior College" land use designation in CalEEMod and mobile-source emissions were based on a daily vehicle trip rate of 10 round trips per day. There are no on-site generators or boilers at ES-16. Table 71 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-16, which are all shown to be below the BAAQMD daily and annual significance thresholds.

Table 71. 817–832 Sutter Street (ES-16) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	0.05	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions	0.22	0.28	0.05	0.02	0.04	0.05	<0.01	<0.01
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:

[1.] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

ROG = reactive organic gases; NOx = nitrogen oxides; PM_{10} and $PM_{2.5}$ = particulate matter 2.5 micrometers in diameter or 2.5 to 10.0 micrometers in diameter, respectively.

Source: ESA, 2016.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-16 is not one of those sites; therefore, AAU occupation of ES-16 has not resulted in increased health risks for nearby sensitive receptors.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. The City's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-16 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with

Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-16 would have produced minimal construction debris. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance and CalGreen Section 5.504.4 would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-16: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-16 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-16.

Recreation

The building at 1069 Pine Street (ES-16) is a one-story, 1,875-square-foot building with one main room dedicated to an indoor fitness center. Visitors to and employees of the fitness center come and go throughout the day and do not represent a large permanent population in the community. ES-16 reduces recreational demand on public parks and other recreational facilities created by AAU's population of students and staff. Should visitors and employees seek other recreation opportunities besides the fitness center, there are two publicly-owned facilities located within 0.25 mile of 1069 Pine Street (ES-16): Collis P. Huntington Park and Hooker Alley Community Garden, as shown on Figure 4, p. 3-63. Huntington Park, located at California and Taylor streets, features a playground, landscaped areas, and the historic Flood Fountain.[604] Hooker Alley Community Garden (also known as Nob Hill Community Garden), is operated by volunteers and allows its members to grow produce

[604] San Francisco Recreation and Parks, Collis P. Huntington Park. Available online at: http://sfrecpark.org/destination/collis-p-huntington-park/. Accessed on January 15, 2016.

and ornamental plants.[605] Other publicly owned parks are within a 0.5-mile distance of ES-16, including Union Square, the Chinese Recreation Center, and Father Alfred E. Boeddeker Park.

As described in Population and Housing on p. 4-392, the change in use from retail to a postsecondary educational institution at ES-16 does not represent a substantial change in the daytime population of the area. ES-16 is itself a recreational facility, and would not be expected to generate demand for other recreational opportunities. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-16 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous retail land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[606] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-16. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use may have incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[607] No substantial effect on wastewater has occurred from the change in use.

[605] San Francisco Recreation and Parks, Hooker Alley (Nob Hill) Community Garden. Available online at: http://sfrecpark.org/destination/hooker-alley-community-garden/. Accessed on January 15, 2016.
[606] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.
[607] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-16 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[608] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[609] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-16 is located within the Central Police District of the San Francisco Police Department (SFPD). The Central District Police Station is located at 766 Vallejo Street, but the nearest police station is the Tenderloin Task Force Police Station at 301 Eddy Street. The district covers approximately 1.8 square miles with a daily population ranging from 75,000 to over 350,000 because of tourists, workforce/commuters, and shopping areas. In 2013 (the most recent data available), there were 666 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 5,830 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Central District.[610] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

The change in use from retail to a postsecondary educational institution within a RM-4 Zoning District would not represent a substantial change in the population of the area, as the population of the previous use as a retail building would be similar to that of a student fitness center where patrons come and go throughout the day. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any

[608] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[609] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

[610] San Francisco Police Department, Annual Report 2013, p. 114. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change in use at ES-16.

Fire and Emergency Services

ES-16 is located within 2,000 feet of Fire Station No. 3 (1067 Post Street) and Fire Station No. 41 (1325 Leavenworth Street). Fire Station No. 41 consists of a single fire engine.[611] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 3 responded to 3,286 non-emergency calls with an average response time of 8:03 minutes, with 90 percent of non-emergency calls responded to in under 14:26 minutes. Fire Station No. 3 responded to 6,981 emergency calls with an average response time of 3:04 minutes, with 90 percent of emergency calls responded to in under 4:16 minutes. In 2011, Fire Station No. 41 responded to 448 non-emergency calls with an average response time of 7:27 minutes, with 90 percent of non-emergency calls responded to in under 14:08 minutes. Fire Station No. 41 responded to 1,796 emergency calls with an average response time of 2:57 minutes, with 90 percent of emergency calls responded to in under 4:06 minutes.[612]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-16 meet the Citywide emergency transport goals.

As described above on p. 4-392, the change in use from retail to a postsecondary educational institution would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. No measurable changes in response times have occurred since the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change in use at ES-16.

Libraries

The nearest public library to ES-16 is the Chinatown Branch Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-392, the change in use from retail to a postsecondary educational institution would not represent a substantial change in the daytime population of the area. If patrons were to use a public library, it would likely be a library within close proximity to their residence. Therefore, no substantial effect from the change in use on library services has occurred.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

[611] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[612] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

The change in use from retail to a postsecondary educational institution would not affect nearby schools, as the principal use of the building is a student fitness center. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). The change in use at ES-16 would not have any noticeable effect on nearby schools.

Biological Resources

ES-16 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-16. ES-16 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use of ES-16.

Geology and Soils

ES-16 is underlain by a variable thickness of artificial fill that overlays well-sorted, fine to medium grained dune sands. The dune sands of San Francisco once formed an extensive coastal system, underlying approximately one-third of the City. The dune sand is typically highly permeable and overlays bedrock. At the property and immediate vicinity, atop the dune sand is likely fill that could include debris from the 1906 Earthquake and Fire. Groundwater is approximately 16 to 36 feet below ground surface and flows south and southeast, corresponding to surface topography.[613] Because building alterations undertaken by AAU were interior or limited to minor exterior modifications including, with no substantial changes to soil or topography have occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-16 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake originating from the Hayward Fault.[614, 615] ES-16 is not located within a liquefaction zone.[616] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-16 is one-story and composed of wood with a stucco façade. ES-16 is not made of unreinforced masonry

[613] Geologica, Inc,. Phase I Environmental Site Assessment for 1069 Pine Street, May 2003.
[614] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[615] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[616] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

and does not have a soft story.[617, 618] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could still be vulnerable during an earthquake, the building alterations carried out after the change in use from retail to a postsecondary educational institution would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-16 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., window coverings and ADA entrance). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-16 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[619] ES-16 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-16.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-16 identified a closed-in-place underground storage tank that was in accordance with local regulations and had no associated soil or groundwater contamination. No significant historic use of hazardous materials was noted during the ESA.[620] Building alterations undertaken at the site by AAU involved minimal earth movement associated with landscaping; however, it is unlikely that buried hazardous materials could have been exposed, as no contamination is present at the site.[621]

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[617] City and County of San Francisco, UMB – All Report, December 1, 2014.
[618] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.
[619] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.
[620] Geologica, Inc., Phase I Environmental Site Assessment for 1069 Pine Street, May 2003.
[621] Geologica, Inc., Phase I Environmental Site Assessment for 1069 Pine Street, May 2003.

The date of the building's construction, 1921, suggests that asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present throughout the building, although there is no evidence of damage or leaks. No peeling paint was detected.[622] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

ES-16 is used as a fitness center. Hazardous materials that are used, stored, and disposed of at ES-16 include commercial household-style consumer products, such as cleaners, disinfectants, and chemical agents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Use of these materials generates household-type hazardous waste, which does not result in substantial adverse effects.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects on mineral resources or mineral recovery sites have occurred as a result of the change in use of ES-16.

Tenant improvements at ES-16 associated with the conversion of retail space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-403 4-404. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[623] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-16, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at nearby 1055 Pine Street (ES-17). This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For all of these reasons, the change in use at ES-16 has not resulted in the use of large amounts of energy, fuel, or water, or in the use these resources in a wasteful manner.

Therefore, the change in use at ES-16 has not had a substantial effect on mineral or energy resources.

[622] Geologica, Inc., Phase I Environmental Site Assessment for 1069 Pine Street, May 2003.
[623] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 1069 Pine Street, March 4, 2016.

Agricultural and Forest Resources

ES-16 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[624] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-16 has had no substantial effects on agriculture or forest resources.

[624] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

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4.2.15. 1055 Pine Street (ES-17)

Property Information

The 1055 Pine Street existing site (ES-17) is a five-story, 36,213-square-foot building constructed in 1910, located on Pine Street between Jones and Taylor streets in the Nob Hill neighborhood (Photographs 90–93). The site is Lot 009 in Assessor's Block 0275. As Academy of Art University's (AAU's) "Auguste Rodin Dormitory,"[625] the building features 81 group-housing rooms and a capacity of 155 beds.

ES-17 had previously been used as a hospital and was later converted to an elder care facility associated with the Saint Anthony Foundation as a residential hotel, before AAU occupied the property in 2000. The last legal use was a residential hotel with 59 rooms. AAU currently uses the site as an 81-room student housing building that has a computer lab, café, lounge, and recreation room. The Sutter Express AAU shuttle bus uses the existing 40-foot-long white passenger loading zone located in front of the site on Pine Street. Figure 12, ES-16 and ES-17: 1069 and 1055 Pine St – Existing Condition, in Appendix TDM, shows the site with the shuttle zone in front.

The site is zoned RM-4 (Residential, Mixed, High Density) and is within the Nob Hill Special Use District. RM-4 Zoning Districts are almost exclusively high-density residential areas. Single room occupancy and student housing are principally permitted uses, postsecondary educational institutional uses require a conditional use (CU) authorization. The height and bulk district is 65-A.

Tenant Improvements and Renovations

AAU made changes to the building's exterior including removing a sign and installing a security fence along the south property line in 2000. AAU also installed lighting and painted the AAU logo and "Café Rodin" on the southwest side of building. AAU installed a black security gate in the driveway. In 2003 and 2004, AAU also installed a new fire alarm system and modified an existing partial sprinkler system to full operation.[626] A small awning and bordering light fixtures were installed at the side door of the west elevation without building permits. Security cameras were added without building permits on the primary and secondary elevations.

Required Project Approvals

The 1055 Pine Street existing site (ES-17) would require a legislative amendment to San Francisco Planning Code (Planning Code) Section 317(f)(1), the Student Housing Legislation, to allow for conversion of residential units to student housing; a building permit under Planning Code Section 171; and CU authorization under Planning Code Sections 209.2 and 303 to change the use from group housing to student housing (group housing for a postsecondary educational institution) within a RM-4 Zoning District. Any unpermitted alterations would require a building permit that would be subject to historic preservation design review.

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[625] *2011 IMP*, p. 96.

[626] Building Permits obtained for the improvements and renovations at ES-17 are: BPA #200406237195 (fire alarm system), #200309306141 (modifications to partial sprinkler system), #200012067337 and #200905158489 (new fence), and #201003319390 (sign removal).

Photograph 90. 1055 Pine Street (ES-17).

Photograph 91. Mid-block Pine Street, facing southeast.

Photograph 92. Mid-block Pine Street, facing northwest.

Photograph 93. Mid-block Pine Street, facing northeast.

Plans and Policies and Land Use

ES-17 is located in the Nob Hill neighborhood. The land use on Pine Street between Jones and Taylor streets is primarily residential with one commercial dry cleaning operation. The surrounding buildings on the subject block range from three to 14 stories. AAU occupies the neighboring building to the west at 1069 Pine Street, which is used as a student fitness center. ES-17 is five stories, built in 1910, and was previously used for group institutional housing, later restricted to elder care associated with the Saint Anthony Foundation. ES-17 is known as the "August Rodin Dormitory" and has 81 group-housing rooms and a café that is located in the southwestern portion of the building.

In the vicinity of ES-17, Pine Street is a three-lane, one-way westbound street. Parallel residential parking is located on both sides of Pine Street. A large parking garage that serves the apartment building at 1177 California Street is located directly across Pine Street from ES-17.

The zoning near ES-17 is RM-4 (Residential, Mixed, High Density). RM-4 Zoning Districts are devoted almost exclusively to apartment buildings of high density, usually with smaller units, close to downtown. Buildings over 40 feet in height are very common, and other tall buildings may be accommodated in some instances. Despite the intensity of development, distinct building styles and moderation of façades are still to be sought in new development, as are open areas for the residents.[627] ES-17 is also located in the Nob Hill Special Use District. The Nob Hill Special Use District provides an established area with a unique combination of uses and a special identity that represents the Nob Hill neighborhood.[628] The height and bulk district on either side of Pine Street near ES-17 is 65-A.

As noted above, use of ES-17 has been changed by AAU from a residential hotel to student housing (group housing for a postsecondary educational institution) use and café. The change in use of the existing structure involved some exterior alterations including the installation of lighting, a gate, and the painting of an AAU logo and "Café Rodin" on the southwestern façade of the building.

The change in use of the site from a residential hotel to student housing (group housing for a postsecondary educational institution) conflicts with the Planning Code and requires a legislative amendment for conversion of residential units to student housing. Student housing (group housing for a postsecondary educational institution) is allowed up to one bedroom per 140 square feet of lot area. The change in use would not be inconsistent with any provisions of the Nob Hill Special Use District. The change in use would intensify AAU's presence in the vicinity, as the adjacent building at 1069 Pine Street is owned and occupied by AAU and used as a student gymnasium. The intensification could change the character of the neighborhood and introduce new patterns of use at the site (i.e., student populations would replace longer-term residents).

The change in use of the site from residential to student housing (group housing for a postsecondary educational institution) would conflict with the Planning Code because it would require a legislative amendment for conversion of residential units to student housing. The legislative amendment could be inconsistent with General Plan policies relating to displacement of affordable housing or residential hotel uses and policies to avoid conversion of such affordable housing uses.

[627] Planning Code Section 209.2.
[628] Planning Code Section 238.

ES-17 would require a building permit pursuant to Planning Code Section 171 and a Legislative Amendment to Planning Code Section 317(f)(1), Student Housing Legislation. Therefore the ES-17 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-17 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-17 is 155 residents (81 group-housing rooms). The change in use from a residential hotel to student housing (group housing for a postsecondary educational institution) would not substantially alter the daytime population of the building because the previous use as elderly housing would have had a comparable capacity. However, the AAU rooms generally contain two beds, whereas elderly housing would have likely contained one resident per room. Therefore, student housing (group housing for a postsecondary educational institution) could have a slightly higher population density compared to the previous use. It is expected that some students would become permanent residents of the City. Conservatively presuming that ES-17 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[629]

Given the close proximity of other AAU student housing locations at 1080 Bush Street and 1153 Bush Street, the neighborhood population of AAU students is relatively high (approximately 314 student residents) on Pine and Bush streets, between Jones and Mason streets. An AAU building with a gymnasium is also located adjacent and to the west at 1069 Sutter Street. The student population would be typical of an urban neighborhood with a mix of populations and uses.

The site is located within a Priority Development Area (PDA) identified in ABAG's *Plan Bay Area*.[630] PDAs are areas identified for housing and population growth because of their amenities, services, pedestrian-friendly environment, and transit.[631] Although AAU's change in use would not support new development, its induced population growth, although minimal, would be supported by sustainable city center characteristics (e.g., public transportation and walkability). No substantial effect on population has occurred from the change in use at ES-17.

[629] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

[630] ABAG, *Plan Bay Area*, Priority Development Area Showcase. Available online at http://gis.abag.ca.gov/website/PDAShowcase/. Accessed on November 10, 2015.

[631] ABAG, *Plan Bay Area*, p. 2, July 18, 2013. Available online at http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf. Accessed on November 10, 2015.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU. The housing demand created by ES-17 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18.

The change in use at ES-17 from residential hotel to student housing (group housing for a postsecondary educational institution) has incrementally intensified housing demand created by AAU students and faculty/staff, as group-housing units were converted to student housing and these units were removed from the housing market. The change of use at ES-17 could have resulted in displacement of people and existing housing units; however, the previous use as 59 group-housing rooms would not establish the need to construct replacement housing elsewhere. All former residents of the building moved to housing elsewhere. If AAU housing was not offered, students would seek private housing within various areas of the City or around the Bay Area. Private housing likely would not have the density that student housing provides (average of 280 square feet per resident). However, conversion of rental units is not consistent with the San Francisco General Plan Housing Element Policy 3.1., intended to preserve rental units, especially rent controlled units, to meet the City's affordable housing needs. ES-17 provides 155 beds of the 1,810 beds that AAU provides for students and supplements some housing demand created by AAU.

Due to the conversion of group housing units, the change in use is subject to Planning Code Section 317(b)(1), which indicates that the change of occupancy from a dwelling unit, group housing, or single-room occupancy (SRO) to student housing is considered a conversion of a residential unit. Planning Code Section 317(f)(1) prohibits the conversion of a residential unit to student housing. The intent of the Student Housing Legislation is to preserve rent-controlled housing and permanently affordable residential hotels and single-room occupancy units.

Aesthetics

ES-17 is located in the Nob Hill neighborhood, which is one of San Francisco's signature neighborhoods, renowned for its landmarks, hotels, and unique position close to downtown. ES-17 is five stories tall, was built in 1910, and is an excellent example of Classical Revival architecture. The building has bay windows on the top floor, vertical marble stone between window bays, and a red granite base. Four small street trees are located along Pine Street, but do not obstruct views of the building. ES-17 is bounded by Pine Street to the north, a building to the east, a surface parking lot serving 1055 and 1069 Pine Street to the west, and the backyards of neighboring properties to the south.

The area is characterized by a mix of hotel, institutional, and high-density residential uses. The Fairmount Hotel and Intercontinental Mark Hopkins Hotel, two grand and prominent San Francisco buildings, are located to the northeast. Grace Cathedral, the largest Gothic church in the West, and Huntington Park are located one block north of ES-17. The neighborhood has many historic apartment buildings with lush, impressive façades, but also includes a mix of modest apartment buildings. Neighborhood-serving retail operations are generally located on corner intersections.

The scale of the buildings on the subject block varies greatly and ranges from the one-story gymnasium at 1069 Pine Street to a 14-story residential high-rise on the corner of Pine and Taylor streets. A majority of the buildings are four- to five-story residential buildings. With the exception

of the surface parking lot at ES-17, buildings adjoin and extend to the sidewalk, creating a continuous urban façade. Due to the urban character of the neighborhood, bordering roadways carry a high volume of traffic. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

The change in use at ES-17 has caused minimal changes to the building and neighborhood character. No exterior alterations along the Pine Street frontage are indicative of the AAU use. The painting of a small AAU logo and "Café Rodin" on the southwestern façade of the building is only visible by a small number of nearby residents whose windows overlook the southwestern side of ES-17. Therefore, no substantial effect on aesthetics has occurred from the change in use at ES-17.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

Located in Nob Hill, 1055 Pine Street (ES-17) was originally constructed as a mid-rise hospital building in 1910. T-shaped in plan, the building occupies a sloped, rectangular lot. The primary elevation faces Pine Street, with the entrance set flush to the sidewalk, elevated on a marble-clad foundation. A driveway on the western side of the lot leads to the rear of the building. The building displays a symmetrical design composition and Classical Revival–inspired ornamental program. The building is capped with a flat roof, which terminates in a decorative cornice and shallow overhanging eaves, accented beneath with a continuous dentil course. Original features on the façade include the rhythmic fenestration pattern (though the glazing itself is non-original), with bands of windows defining each floor, separated by spandrel panels. The two-part vertical design composition, with uniform façade treatment through the first five stories, and a more articulated ornamental program and detailing on the top story, is also original to the building.

The first floor on the primary elevation displays a ground-level polished red granite base (a non-original material) and a recessed main entry with a polished red granite surround (also non-original). Fenestration consists of bands of aluminum-frame awning casement windows. Each window has a clearly defined sill and lintel. The fifth story is delineated by a decorative projecting band below and cornice above. A series of aluminum-frame awning-casements, flanked by two bay windows, extend across the fifth story. A fire stair has been added to the eastern corner of the elevation with two personnel doors leading to the sidewalk. A rolling metal gate has been installed in front of the driveway on the western side of the lot. The full-length marble piers spanning the building, as well as the red polished granite and marble at the building foundation and entrance, represent alterations to the original design. In addition, the original wood windows were removed and replaced in 1966, in work overseen by San Francisco architect George Adrian Applegarth. A Bay Area native born in Oakland in 1875, Applegarth was a long-time resident and practitioner in San Francisco. He designed numerous commissions throughout San Francisco during his long career, including residential, commercial, and institutional designs.

The treatment of the façade is mirrored on the east and west elevations, in terms of materials and fenestration patterns. Toward the south, the building extends in a stepped-in wing with aluminum-framed awning casements. Side elevations reveal areas with board-form concrete, covered in stucco.

The south and rear elevations have two sets of stacked bay windows with a central door on each floor, connected by a fire escape. Side elevations display fenestration in a variety of patterns and configurations, including rectangular and square aluminum awning casements and double-hung and fixed windows.

Numerous alterations have occurred throughout the interior of the building. Original features remaining on the interior include the marble staircase with metal banister and wood hand rail. On the upper floors, fluorescent lights, tile floors, and new doors have been installed (for representative photographs refer to Photographs 94–96).

Photograph 94. 1055 Pine Street.

Photograph 95. 1055 Pine Street, northeast perspective, west elevation.

Photograph 96. Interior view of the subject property.

Site History

The property was originally constructed in 1910 as the McNutt Hospital, which was owned and operated by Dr. William Fletcher McNutt. A pioneering medical professional in San Francisco, McNutt was "a gold rush immigrant to San Francisco, and a distinguished leader" in San Francisco's medical profession at the time:[632]

His prominence in the community is exemplified by his construction of this relatively large hospital building as a privately owned facility, rather than one supported by a larger foundation or institution. Dr. McNutt, elderly by the time this hospital was erected, was well known and respected for his "old time" manners and wardrobe.[633]

A native of Canada, McNutt trained at Harvard and the University of Vermont; before moving to San Francisco, he served in the Civil War as a member of Union Navy forces.[634] After moving to San Francisco, Dr. McNutt practiced in the City for nearly 60 years, from 1868 until his death in 1924.[635] Prior to the 1906 Earthquake and Fire, he owned a hospital at Sutter Street and Van Ness Avenue; however, as the 1906 Earthquake and Fire ravaged the city, the hospital was dynamited as "part of attempts to stop the post-earthquake fire."[636]

The McNutt Hospital functioned as a privately owned institution only for a short period of time, until it went bankrupt in 1912. McNutt sold the hospital in 1915 to a consortium of local doctors, and at least a portion of the building continued to serve its original purpose until the 1970s. By this time, the facilities were adapted and 1055 Pine Street (at least in part) became an independent living

[632] Mellon, Knox, State Office of Historic Preservation, 26 June 2002, Letter to Kenneth Spisak, Environmental Coordinator, Cingular Wireless. On file with Northwest Information Center.
[633] Ibid.
[634] Ibid.
[635] Ibid.
[636] Ibid.

facility, operated by the Saint Anthony Foundation, which remained in the building until the late 1990s.

The building served its original purpose for decades, though it appears to have changed ownership on several occasions. It also appears that multiple tenants offered medical-related services from the building over the years. By 1917, the address served as the location for Fairmont Hospital. By 1925, it had become the Morton Hospital, owned by Dr. A.W. Morton (as of 1917, Morton Hospital had occupied space at 775 Cole Street). As of 1948, 1055 Pine Street housed the St. John Hospital. In the postwar period, two institutions occupied space in the building: the San Francisco Polyclinic Hospital, as early as 1952 and through at least 1974, and the Callison Memorial Hospital, operated by Dr. F.W. Callison, which occupied space in the building as early as 1959 and through 1966. In 1966, a $65,000 remodel carried out by architect George Adrian Applegarth was commissioned by the Callison Memorial Hospital. The independent living facility, the Saint Anthony Foundation, occupied the building from the 1970s through the late 1990s.

California Register of Historical Resources Evaluation

In 2002, 1055 Pine Street (ES-17) was formally determined eligible for the National Register of Historic Places (NRHP), through the National Historic Preservation Act Section 106 (Section 106) review process, and subsequently listed in the California Register of Historical Resources (CRHR). The property was found to qualify under three NRHP criteria: for its association with the history of medical facilities in San Francisco (Criterion A); for its association with Dr. William Fletcher McNutt, "a prominent physician, faculty member, and distinguished leader in the local medical profession as well as business and politics" (Criterion B, period of significance, 1910–1915); and for its "artistic design and use of reinforced concrete" (Criterion C).[637]

The property is also CRHR eligible as an early institutional/medical facility constructed in the immediate post-1906 Earthquake and Fire reconstruction era in Nob Hill (Criterion 1) and as a Classical Revival–style institutional/medical facility (Criterion 3). When constructed in 1910, this hospital replaced the owner's earlier, also privately owned facility, which was purposely dynamited during the 1906 Earthquake and Fire in an attempt to slow the fire's advance. The period of significance for both criteria spans the building's service as a Nob Hill hospital facility (1910 to ca. 1970).

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[638] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15).

At the time of the Section 106 process, resulting in a determination of NRHP eligibility for the property (and subsequent CRHR listing), the alterations noted in this study had already been carried

[637] Mellon, Knox, State Office of Historic Preservation, 26 June 2002, Letter to Kenneth Spisak, Environmental Coordinator, Cingular Wireless. On file with Northwest Information Center.
[638] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

out and were disclosed at that time (these included the non-original aluminum-frame windows; full-length, vertical marble piers on the façade; and marble foundation/entrance sheathing). No significant alterations appear to have occurred in the intervening years since the 2002 finding. The subject property retains integrity and remains NRHP and CRHR eligible.

Character-Defining Features Summary

Exterior

- Mid-rise height, rectilinear building plan, set flush with the sidewalk
- Rhythmic, symmetrical design composition
- Flat roof with no eaves on side elevations
- Shallow overhanging eaves, trimmed with Classical Revival–style cornice, accented with dentil course
- Articulated upper story, with flanking bay windows
- Fifth floor delineated by a projecting, ornamental band below and cornice above

Interior

- Spatial configuration/relationship of public and private spaces
- Decorative stair rail and marble stairs

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Fence: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not unduly alter character-defining features.

Security Fence: The project complies with Rehabilitation Standard No. 2. The security fence does not obscure any of the building's character-defining features.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Security Fence: The project complies with Rehabilitation Standard No. 3. The fencing is clearly modern and does not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of security cameras resulted in minimal damage to historic wall materials, and the property retains its distinctive materials, features, and finishes.

Security Fence: The project complies with Rehabilitation Standard No. 5. The installation of the security fence resulted in minimal damage to historic wall materials, and the property retains its distinctive materials, features, and finishes.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Security Fence: The project complies with Rehabilitation Standard No. 9. The security fence is compatible in scale and appearance, and does not obscure character-defining features.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Security Cameras: The project complies with Rehabilitation Standard No. 10. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and if removed, the essential form of the property would be unimpaired.

Security Fence: The project complies with Rehabilitation Standard No. 10. The security fence is compatible in scale and appearance, does not obscure character-defining features, and its removal would not impair the essential form and integrity of the property

Conclusion

The existing site complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) and no Condition of Approval is recommended at this time.

Archaeology and Paleontology

Building alterations at ES-17 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-17 is located on the south side of Pine Street between Taylor and Jones Streets in the Nob Hill neighborhood. The five-story, approximately 36,213-square-foot building was built in 1910 as a hospital and converted to an elder care facility in the 1970s. AAU acquired the site in 2000 and currently uses the site for student housing, with 81 group-housing units and a total of 155 beds. ES-17 also has residential amenities, including a café.

There are about five off-street parking spaces along the western edge of the building, in addition to eight parking spaces behind the adjacent 1069 Pine Street building (ES-16). These parking spaces, accessed through the shared driveway from Pine Street, are regularly used by Sodexo food service staff, maintenance personnel, and athletics staff. There are four pedestrian entries to the building: one main pedestrian entry along Pine Street, a second doorway on Pine Street, and two secondary entries along the adjacent driveway. The second doorway on Pine Street provides direct access to café/kitchen area, and the two secondary doorways provide access to the mezzanine level of the building. There is no bicycle parking on site, but the eight-space bike rack located in the rear of the adjacent 1069 Pine Street (ES-16) is provided for the use of students residing in ES-17. The AAU Sutter Express shuttle route uses the 40-foot-long white zone in front of the site.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, this AAU site generates approximately 95 person trips (44 inbound trips and 51 outbound trips) and no vehicle trips during the weekday PM peak hour.

Traffic

ES-17 is served by Pine Street, Bush Street, Jones Street, and Taylor Street. There are eight AAU sites clustered in the lower Nob Hill and Downtown/Civic Center neighborhoods, along Pine, Bush, Sutter, and Post streets: two sites along Pine Street (1055 Pine Street [ES-17], 1069 Pine Street [ES-16]), two sites along Bush Street (1080 Bush Street [ES-12], and 1153 Bush Street [ES-11]), three sites along Sutter Street (620 Sutter Street [ES-20], 817-831 Sutter Street [ES-14], and 860 Sutter Street [ES-13]), and one site along Post Street (491 Post Street [ES-23]). The surrounding roadways are discussed in detail above under 1153 Bush Street (ES-11), 1080 Bush Street (ES-12), and 1069 Pine Street (ES-16). The characteristics of the roadways adjacent to ES-17 are summarized here. Transit and shuttle traffic are discussed below in the Transit and Shuttle subsections.

Jones Street is a north-south street that runs between Jefferson Street and Market Street. In the vicinity of the AAU sites, Jones Street has three southbound lanes and metered parking on both sides of the street.

Pine Street is an east-west residential throughway that runs between Presidio Avenue and Montgomery Street. In the vicinity of this AAU site, Pine Street has three westbound lanes and 2-hour time restricted parking on both sides of the street. The parking lane along the south curb converts into a vehicle travel lane during the PM peak period between 3:00 p.m. and 6:00 p.m., increasing the total number of travel lanes to four during this period. The *San Francisco General Plan* classifies Pine Street as a Major Arterial in the CMP Network. Pine Street is designated as a High Injury Corridor in the City's Vision Zero network.

Taylor Street is a north-south street that runs between The Embarcadero and Market Street. In the vicinity of the AAU sites, Taylor Street has three northbound lanes and metered parking on both sides of the street.

Bush Street is an east-west downtown residential/commercial throughway street that runs between Presidio Avenue and Market Street. In the vicinity of ES-17, Bush Street has three eastbound lanes (four in the morning peak period) and metered parking on both sides of the street. The parking lane along the north curb turns into a vehicle travel lane during the AM peak period between 7:00 a.m. and 9:00 a.m., increasing the total number of travel lanes to three during this period. The *San Francisco General Plan* classifies Bush Street as a Major Arterial in the CMP Network. Bush Street is designated as a High Injury Corridor in the City's Vision Zero network.

The student housing use at ES-17 is not expected to generate a substantial amount of vehicle trips to adjacent streets because residential students are discouraged from driving private automobiles, while the adjacent 1069 Pine Street (ES-16) is expected to generate approximately one PM peak hour vehicle trip. Even with the addition of one vehicle trip generated from the adjacent AAU use, traffic operating conditions in the vicinity have not been altered as a result of AAU's use of ES-17.

The site includes a curb cut/driveway that provides access to five off-street parking spaces along the western edge of the building and to an eight-space parking lot in the rear of the adjacent 1069 Pine Street (ES-16). These parking spaces are used by food service staff, maintenance personnel, and athletics staff. Potential conflict at the driveway is low due to limited vehicle activity at the site and low traffic volumes on Pine Street.

Transit

The AAU student housing use at ES-17 generates approximately five transit trips during the PM peak hour, with two trips in the inbound direction and three trips in the outbound direction. The low number of transit trips is primarily due to residential students using AAU shuttles rather than public transit, including on weekends. Similar to 1069 Pine Street (ES-16), ES-17 is generally served by Muni bus lines 2-Clement and 3-Jackson on Sutter Street and 27-Bryant on Bush Street. These routes provide further connections to Muni rail service on Market Street. The nearest bus stop to this site, for the 27-Bryant route, is located at the Jones Street/Bush Street intersection, approximately 750 feet to the south. It has a shelter and signage with transit information (see Figure 8, Muni Transit Network for ES-10 through 14, ES-16, ES-17, ES-20, and ES-23, on p. 4-255). The AM, midday,

and PM frequencies of these lines, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 72. The San Francisco Municipal Transportation Agency (SFMTA) operates six additional Muni bus routes (1AX-California "A" Express, 1BX-California "B" Express, 31AX-Balboa "A" Express, 1BX-Balboa "B" Express, 38AX-Geary "A" Express and 38BX-Geary "B" Express) along Pine Street, but they do not stop in the vicinity of this AAU site (these bus lines on Pine Street provide express service between downtown and the Richmond District during the PM peak hours).).

Table 72. 1055 Pine Street (ES-17) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2 – Clement	Clement and 14th Ave to Ferry Plaza via Clement and Sutter	12	20	12	240	Sutter St/ Powell St	76%
3 – Jackson	Presidio and California to Sansome and Sutter via Jackson, Fillmore, and Sutter	12	12	12	185	Sutter St/ Taylor St	58%
27 – Bryant	Cesar Chavez and Mission to Van Ness via Bryant, 5th, and Leavenworth	15	15	15	116	Harrison St/8th	46%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

The AAU student housing use at ES-17 generates five PM peak hour transit trips. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, this increased demand, even in combination with the 94 transit trips from other nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], and 491 Post Street [ES-23]), has not made a substantial contribution to the existing transit service in the area. Based on the location of the shuttle zone in front of the building, AAU shuttle service has not substantially conflicted with the operation of transit vehicles on nearby streets.

Shuttle

The AAU student housing use at ES-17 generates approximately 54 shuttle riders during the PM peak hour: 25 riders in the inbound direction and 29 riders in the outbound direction. This site was not served by AAU fixed-route shuttle service in 2010, but one shuttle bus route (Sutter Express) started serving this site as of the spring semester in 2015. The Sutter Express route travels north on Taylor Street, turns left on Pine Street, and then turns left on Jones Street, travelling one block on

Pine Street. The Sutter Express route operates with 25-minute headways and a total seating capacity of 19 in the PM peak hour.

Based on the current shuttle capacity, only a portion of the 55 shuttle riders generated by ES-17 (54 riders) and one rider generated by 1069 Pine Street (ES-16) are expected to use the Sutter Express route. Instead, a majority of these students likely walk approximately 1,100 feet to the 860 Sutter Street (ES-13) stop to access other shuttle routes (D, E, G, H, I, and M). If, as suggested in the recommended Condition of Approval for 860 Sutter Street (ES-13), this stop were relocated during the PM peak period to 817-831 Sutter Street (ES-14), this would represent an additional walking distance of 100 feet. If the stop were completely relocated to 491 Post Street (ES-23), this would represent an additional walking distance of 1,600 feet (for a total of 2,700 feet of walking distance) from ES-17.

As of spring 2015, the Sutter Express shuttle bus (8-passenger van) uses the existing 40-foot-long white passenger loading zone in front of the site on Pine Street. Pine Street is not a designated bicycle route; thus the AAU shuttle stop and service on Pine Street does not directly conflict with bicycle traffic. Six Muni bus routes (1AX-California "A" Express, 1BX-California "B" Express, 31AX-Balboa "A" Express, 31BX-Balboa "B" Express, 38AX-Geary "A" Express and 38BX-Geary "B" Express) travel along Pine Street, but they do not stop in the vicinity of ES-17 (these bus lines on Pine Street provide express service between downtown and the Richmond District during the PM peak hours). Based on the location of the shuttle stop, AAU shuttle buses along Pine Street do not conflict with Muni buses.

Pedestrian

The AAU student housing use at ES-17 generates approximately 91 pedestrian trips during the PM peak hour: 32 walking, 5 transit, and 54 shuttle trips. Some of the 54 shuttle walking trips are short, from the building entrance to the passenger loading zone on Pine Street in front of the building; the majority of the shuttle walk trips are about 1,100 feet, to the shuttle stop at 860 Sutter Street about two blocks southwest of ES-17. Bush and Pine streets are both designated as High Injury Corridors under the City's Vision Zero Improvement Plan.[639] Intersections near this site have well-defined crosswalk markings, pavement delineations, and traffic lights. The Pine Street/Jones Street and Pine Street/Taylor Street intersections have pedestrian crossing signal heads. Sidewalks along Jones Street, Pine Street, and Taylor streets are approximately 12, 12, and 16 feet wide, respectively. The ES-17 property includes a 15-foot-wide driveway with access to parking at the rear of both the 1055 and 1069 Pine Street buildings. Since this parking lot is primarily used for food catering services, maintenance personnel, and athletics staff throughout the day, occasional conflicts with pedestrians may occur. The primary pedestrian access to the site is from Pine Street through the main doorway. The secondary doorway on Pine Street provides direct access to the mezzanine rooms and lounge. There are two additional secondary entries at the back of the building including a side door located near the back of the site for direct access to the café and a back door which is used for kitchen staff to access the kitchen and for food deliveries.

[639] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

The 91 pedestrian trips at ES-17 and seven pedestrian trips for the adjacent 1069 Pine Street site (ES-16) add pedestrian volumes in the area, but even in combination with the 620 PM peak hour pedestrian trips from other nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], and 491 Post Street [ES-23]) they are accommodated on the adjacent pedestrian facilities (12-foot-wide sidewalks along Pine Street).

Bicycle

The AAU student housing use at ES-17 generates four PM peak hour bicycle trips, two trips in each inbound and outbound direction. Pine Street is not a bicycle route. However, Route 310 on California Street is within one block of the 1055 and 1069 Pine Street buildings, and Route 16 on Sutter Street is within two blocks of the 1055 Pine Street. AAU reports the eight-space bike rack (Class II) in the rear of 1069 Pine Street (ES-16) is used by the students residing in ES-17. The site's four PM peak hour bicycle trips have not substantially affected the operation or capacity of bicycle facilities in the area. This site generates a bicycle parking demand of approximately 12 spaces, which is not met with existing eight-space bicycle parking supply provided in the adjacent 1069 Pine Street site.[640] Therefore, a Condition of Approval related to additional bicycle parking is recommended below.

Loading

The AAU student housing use at ES-17 is estimated to generate approximately one daily truck trip, which equates to less than one (0.1) trip in an average or the peak hour. In addition, AAU reports that one small Sysco truck makes food deliveries to this site twice a week on Mondays and Thursdays, typically between 11:00 a.m. and 2:00 p.m., and three Sodexo trucks make daily food deliveries to other AAU buildings (i.e., 1849 Washington Street [ES-8] and 180 New Montgomery Street [ES-28]), out of 1055 Pine Street site on a regular basis. Therefore, three of the eight parking spaces are reserved for the use by these Sodexo trucks. Due to the residential nature of Pine Street, no on-street freight loading (yellow) zones are adjacent to or near the site. It is likely that the infrequent commercial deliveries to the site use either on-street parking spaces, when available, or the shared off-street parking spaces provided between the site and the adjacent 1055 Pine Street site (ES-17).

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015, and no AAU-related freight/delivery vehicles or related activities occurred on Pine Street during the observation period. General commercial activity in the area is related to residential deliveries. Commercial deliveries to this site have access to the rear parking area; however, instead of driving down the driveway, commercial deliveries trucks typically park on the street and then carry deliveries down the driveway on dollies due to previous noise complaints from neighbors. Parking occupancy, as further discussed below, near ES-17 is high, the low daily delivery activity related to the student housing use as noted during site visit has not substantially altered on-street loading or parking conditions in the area. As discussed

[640] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

under the 1069 Pine Street (ES-16), a recommended Condition of Approval to allow access for all commercial deliveries to the 1055 and 1069 Pine Street sites is suggested.

Garbage collection at this site occurs on the south side of Pine Street, next to the driveway for the site. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection along Pine Street occurs twice a week in the late night hours.

Parking

The AAU student housing use at ES-17 is not expected to generate a substantial amount of parking demand throughout the day because students are not permitted to park private vehicles at residential sites and AAU discourages students from brining private vehicles into San Francisco.[641] There are five parking spaces along the driveway west of the building and an additional eight spaces in the rear of the adjacent 1069 Pine Street site (ES-16). During the site visit, the parking lot was observed to be full. AAU reports that these spaces are frequently used by Sysco food service staff, maintenance vehicles, and athletics staff throughout the day. As presented in Table 60 above under 1153 Bush Street (ES-11), on-street parking occupancy in the general surrounding area bounded by Hyde Street to the west, Pine Street to the north, Powell Street to the east, and Post Street to the south was observed to be moderate to high, averaging about 86 percent during the midday period. Parking occupancy in the immediate vicinity of this AAU site (and the adjacent 1069 Pine Street site [ES-16]) was 63 to 80 percent along Pine Street between Jones and Taylor streets. However, the student housing and café use at ES-17 is not expected to have substantially altered parking conditions in the area. It is noted that the café is open to all AAU students.

Emergency Vehicle Access

San Francisco Fire Department Station #41 (1325 Leavenworth Street) is the closest station to the AAU site, approximately 0.3 mile north of the site. From the station, vehicles are able to access the AAU site via Jones and Pine streets and would be able to park along Pine Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of the 1055 Pine Street site include a limited amount of Class I (and no Class II) bicycle parking available near the site and no bicycle parking at the site, and limited vehicle access on-site. To address these constraints, the following improvement/conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-17: TR-1, Class I Bicycle Parking. No bicycle parking is provided at 1055 Pine Street. However, the adjacent 1069 Pine Street building provides an estimated eight (poorly located) spaces. To address the bicycle demand of the adjacent residential amenities and student housing use at 1055 Pine Street, AAU shall add 4 Class I bicycle parking spaces, or, in consultation with SFMTA, shall add4 Class II bicycle parking spaces on Pine Street. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).

[641] Student FAQs, http://www.academyart.edu/faqs/faqs-student, accessed on April 20, 2016.

Recommended Condition of Approval, ES-17: TR-2, Commercial Vehicle Access. All commercial vehicle deliveries to the 1055/1069 Pine Street buildings should be allowed to utilize the driveway and rear parking area, taking into account possible operational and safety considerations. The driveway is currently gated, so modifications to the gate system may be required to accommodate this traffic.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The residential use at 1055 Pine Street (ES-17) is located on the south side of Pine Street between Taylor and Jones streets in the Nob Hill area. The building was previously used by the Saint Anthony Foundation for senior housing and was occupied by AAU in 2000. ES-17 currently has 81 rooms and 155 beds and a cafeteria. There is a shuttle stop directly in front of ES-17. No vehicle trips are generated by the uses in ES-17;[642] students use the AAU shuttle system, bicycles, and public transit. According to the San Francisco Transportation Noise Map,[643] the existing traffic noise level near ES-17 from vehicular traffic along Pine Street was approximately 75 dBA L_{dn} in 2008, indicating a noisy commercial environment. Traffic-generated noise levels along Pine Street currently exceed the "satisfactory" level for a residential land use, according to the *San Francisco General Plan*.

AAU did not install or modify any existing rooftop mechanical equipment at ES-17. Since there are no new rooftop stationary sources at the site, there would have been no increase rooftop mechanical equipment noise that did not already exist prior to AAU occupation. In addition, the activities in the ES-17 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-17 would not have exceeded the standards established by the City for noise effects on sensitive receptors near ES-17.

The *General Plan* noise compatibility guidelines indicate that any new residential construction or development in areas with noise levels above 60 dBA L_{dn} should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. In areas where noise levels exceed 65 dBA L_{dn}, new residential construction or development is generally discouraged, but if it does proceed, a detailed analysis of noise reduction requirements must be done and needed noise insulation features included in the design. Tenant improvements at the ES-17 residential building may be subject to the requirements contained in the California Noise Insulation Standards in Title 24, the California Building Code. The Building Code requires meeting an interior standard of 45 dBA L_{dn} in any habitable room where dwelling units are located in areas subject to noise levels greater than 60 dBA L_{dn}. In areas with noise levels up to 70 dBA L_{dn}, more insulation may be needed than provided with conventional construction to maintain acceptable interior noise levels 45 dBA L_{dn}. However, the proposed change in use from a residential hotel (group-housing) to group-housing for a post-secondary educational institution would not be

[642] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[643] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

considered a change from a non-noise-sensitive use to a noise-sensitive use; therefore, the provisions of Title 24 would not apply.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (rooms, cafeteria) at ES-17, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2000, when AAU occupied the building. Area sources were estimated based on an 81 "dwelling unit," "Mid-Rise Apartments" land use designation in CalEEMod, to be conservative, and mobile-source emissions were based on a daily vehicle trip rate of zero round trips per day. There is a heater boiler and generator at ES-17. However, this boiler and generator was installed prior to AAU occupation of ES-17 and was not included in the air quality analysis. Table 73 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-17, which are all shown to be below the Bay Area Air Quality Management District's (BAAQMD's) daily and annual significance thresholds.

Table 73. 1055 Pine Street (ES-17) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	2.42	0.09	0.03	0.03	0.39	<0.01	<0.01	<0.01
Energy	0.02	0.14	0.01	0.01	<0.01	0.03	<0.01	<0.01
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions	2.44	0.23	0.04	0.04	0.40	0.03	<0.01	<0.01
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:
1. Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.
ROG = reactive organic gases; NOx = nitrogen oxides; PM10 and PM2.5 = particulate matter 2.5 micrometers in diameter or 2.5 to 10.0 micrometers in diameter, respectively.

Source: ESA, 2016.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-17 is not one of those sites; therefore, AAU occupation of ES-17 has

not resulted in increased health risks for nearby sensitive receptors, and has not exposed new sensitive receptors to increased health risks.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. The City's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-17 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Residential Energy Conservation Ordinance (San Francisco Housing Code Chapter 12), Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A), and required bicycle parking infrastructure in accordance with Planning Code Section 155.1-155.4. Compliance with the Residential Water Conservation Ordinance and Residential Energy Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-17 would have produced minimal construction debris. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance and CalGreen Section 5.504.4 would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-17: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Section 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-17 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational

facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-17.

Recreation

As shown on Figure 4, p. 3-63, 1055 Pine Street (ES-17) is located within 0.25 mile of three San Francisco Recreation and Park Department (RPD) facilities: Collis P. Huntington Park, Hooker Alley Community Garden, and the Chinese Recreation Center. Huntington Park, located at California and Taylor streets, features a playground, landscaped areas, and the historic Flood Fountain.[644] Hooker Alley Community Garden (also known as Nob Hill Community Garden), is operated by volunteers and allows its members to grow produce and ornamental plants.[645] The Chinese Recreation Center, also known as Betty Ong Recreation Center, at 1199 Mason Street features indoor sports courts, play areas, multi-purpose rooms, and a gymnasium.[646] Other publicly owned parks are within a 0.5-mile distance of ES-17, including Union Square, Tenderloin Recreation Center, and Father Alfred E. Boeddeker Park.

As described in Population and Housing on p. 4-416, the capacity of ES-17 is 155 beds. The change in use from group housing to student housing (group housing for a postsecondary educational institution) at ES-17 does not represent a substantial change in the daytime population of the area. The change in population, if any, is considered a minimal increase compared to the service population for the Huntington Park, Hooker Alley Community Garden, and Chinese Recreation Center facilities. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-17 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous residential land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[647] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-17. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

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[644] San Francisco Recreation and Parks, Collis P. Huntington Park. Available online at: http://sfrecpark.org/destination/collis-p-huntington-park/. Accessed on January 15, 2016.

[645] San Francisco Recreation and Parks, Hooker Alley (Nob Hill) Community Garden. Available online at: http://sfrecpark.org/destination/hooker-alley-community-garden/. Accessed on January 15, 2016.

[646] San Francisco Recreation and Parks, Betty Ong Rec Center. Available online at: http://sfrecpark.org/destination/betty-ong-rec-center/. Accessed on January 15, 2016.

[647] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

With the implementation of San Francisco's Residential Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use may have incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[648] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-17 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[649] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[650] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-17 is located within the Central Police District of the San Francisco Police Department (SFPD). The Central District Police Station is located at 766 Vallejo Street, but the nearest police station is the Tenderloin Task Force Police Station at 301 Eddy Street. The district covers approximately 1.8 square miles with a daily population ranging from 75,000 to over 350,000 because of tourists, workforce/commuters, and shopping areas. In 2013 (the most recent data available), there were 666 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 5,830 property

[648] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.
[649] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.
[650] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

crimes (e.g., burglary, vehicle theft, arson, and theft) in the Central District.[651] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

1055 Pine Street has a capacity of 155 residents (81 group-housing rooms). The change in use from a residential hotel to student housing (group housing for a postsecondary educational institution) within a RM-4 Zoning District would not represent a substantial change in the population of the area. The population of the previous use as a residential hotel would essentially be the same as AAU's student housing (group housing for a postsecondary educational institution) use. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change of use at ES-17.

Fire and Emergency Services

ES-17 is located within 2,500 feet of Fire Station No. 3 (1067 Post Street) and Fire Station No. 41 (1325 Leavenworth Street). Fire Station No. 41 consists of a single fire engine.[652] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 3 responded to 3,286 non-emergency calls with an average response time of 8:03 minutes, with 90 percent of non-emergency calls responded to in under 14:26 minutes. Fire Station No. 3 responded to 6,981 emergency calls with an average response time of 3:04 minutes, with 90 percent of emergency calls responded to in under 4:16 minutes. In 2011, Fire Station No. 41 responded to 448 non-emergency calls with an average response time of 7:27 minutes, with 90 percent of non-emergency calls responded to in under 14:08 minutes. Fire Station No. 41 responded to 1,796 emergency calls with an average response time of 2:57 minutes, with 90 percent of emergency calls responded to in under 4:06 minutes.[653]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-17 meet the Citywide emergency transport goals.

As described above on p. 4-416, the change in use from a residential hotel to student housing (group housing for a postsecondary educational institution) would not represent a substantial change in the

[651] San Francisco Police Department, Annual Report 2013, p. 114. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.
[652] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[653] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed a new fire alarm system and modified an existing partial sprinkler system to full operation, improving fire safety at the property. No measurable changes in response times have occurred since the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change of use at ES-17.

Libraries

The nearest public library to ES-17 is the Chinatown Branch Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-416, the change in use from residential hotel to student housing (group housing for a postsecondary educational institution) would not represent a substantial change in the population of the area. The change in population, if any, would be minimal compared to the service population for the Chinatown Branch and Main Libraries. Therefore, no substantial effect on library services has occurred as a result of the change of use at ES-17.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

Given the small size of the rooms, the previous use as a residential hotel likely had minimal, if any, school-aged children. The change in use to student housing (group housing for a postsecondary educational institution) would not contribute to additional demand to SFUSD, because AAU students are mainly unmarried and without children. In addition, AAU does not offer family housing.[654] No change in the school-aged population would occur. For the reasons stated above, no effect on schools occurred from the change in use at ES-17.

Biological Resources

ES-17 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-17. ES-17 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-17.

Geology and Soils

ES-17 is underlain by a variable thickness of artificial fill that overlays well-sorted, fine to medium grained dune sands. The dune sands of San Francisco once formed an extensive coastal system, underlying approximately one-third of the City. The dune sand is typically highly permeable and

[654] Academy of Art University, Student FAQs, October 2015. Available at http://www.academyart.edu/content/aau/en/faqs/faqs-student.html. Accessed on October 29, 2015.

overlays bedrock. At the property and immediate vicinity, atop the dune sand is likely fill that could include debris from the 1906 Earthquake and Fire. Groundwater is approximately 16 to 36 feet below ground surface and flows south and southeast, corresponding to surface topography.[655] Because building alterations undertaken by AAU were all interior or limited to minor exterior non-structural modifications, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-17 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake originating from the Hayward Fault.[656,657] ES-17 is not located within a liquefaction zone.[658] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-17 is composed of concrete construction and does not have a soft story.[659] ES-17 is not made of unreinforced masonry.[660] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could still be vulnerable during an earthquake, the building alterations carried out after the change in use from residential hotel to student housing (group housing for a postsecondary educational institution) would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-17 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage, fencing, and painting). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

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[655] Geologica, Inc., Phase I Environmental Site Assessment for 1055 Pine Street, March 2003.
[656] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[657] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[658] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[659] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.
[660] City and County of San Francisco, UMB – All Report, December 1, 2014.

ES-17 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[661] ES-17 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-17.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-17 identified a closed-in-place underground storage tank that was in accordance with local regulations and had no associated soil or groundwater contamination. The historic occurrence of hazardous materials including cleaning solvents and medical wastes associated with the hospital use is likely.[662] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; therefore, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1910, suggests that asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present in the basement and on the ground floor, although there is no evidence of damage or leaks. No peeling paint was detected.[663] Prior to building alterations, materials were tested for ACMs and none were detected.[664] Building alterations at the existing site may have disturbed or exposed LBP and PCBs, or other hazardous building materials. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

ES-17 is a student housing building that features a café. Hazardous materials that are used, stored, and disposed of at ES-17 include commercial household-style consumer products, such as cleaners, disinfectants, and chemical agents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Use of these materials generates household-type hazardous waste, which does not result in substantial adverse effects.

Mineral Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral recovery sites as a result of the change in use of ES-17.

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[661] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.

[662] Geologica, Inc., Phase I Environmental Site Assessment for 1055 Pine Street, March 2003.

[663] Geologica, Inc., Phase I Environmental Site Assessment for 1055 Pine Street, March 2003.

[664] Environova, Limited Asbestos Survey, Academy of Art University, 1055 Pine Street – Common Restrooms, June 17, 2013.

Tenant improvements at ES-17 associated with the conversion of residential hotel space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-432. The GHG Compliance Checklist includes the City's Residential Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[665] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-17, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-17. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For all of these reasons, the change in use at ES-17 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change in use at ES-17 has not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-17 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[666] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-17 has had no substantial effects on agriculture or forest resources.

[665] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 1055 Pine Street, March 4, 2016.

[666] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

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4.2.16. 620 Sutter Street (ES-20)

Property Information

The 620 Sutter Street existing site (ES-20), the "Clara Gil Stephens Building," is a seven-story, 67,775-square-foot building constructed in 1918 (Photographs 97–100). The building is located on Sutter Street between Taylor and Mason streets, in the Downtown/Civic Center neighborhood. Figure 13, ES-20: 620 Sutter St – Existing Condition, in Appendix TDM, shows the site near the corner of Sutter and Mason streets. The site is Lot 004A in Assessor's Block 0283. Academy of Art University (AAU) uses the building as both student housing and institutional uses for theater and studio purposes. As student housing, it contains 65 group-housing rooms with a capacity for 129 beds.

Prior to AAU occupation in 2005, the building was originally occupied by the San Francisco YWCA and later served as a tourist hotel containing 65 rooms. Designed by Lewis Parsons Hobart, it ranks as a Category I building within the Kearny-Market-Mason-Sutter Conservation District.[667,668] The student housing building includes an indoor pool, theater, and fitness gymnasium. AAU shuttle buses use the 66-foot-long shuttle-only passenger loading zone in front of the site on Sutter Street. The shuttle zone has a "No Parking Shuttle Bus Zone" sign posted on a pole. The stop serves Routes D, E, G, H, I, and the Sutter Express.

The site is in the C-3-G (Downtown General Commercial) Zoning District, a district having a variety of uses with Citywide functions. Single room occupancy housing and student housing are principally permitted uses in this district, as are institutional and retail sales uses. Hotel and motel uses require conditional use (CU) authorization. ES-20 is located in an 80-130-F height and bulk district.

Tenant Improvements and Renovations

AAU replaced a domed canvas canopy over the main entrance without a building permit. AAU obtained a permit for inspection of the fire alarm system and patched holes in a telephone closet.[669] AAU added security cameras and lighting to the first floor of the primary elevation without permits. AAU installed three rooftop condenser units without building permits.

Required Project Approvals

A building permit is required under San Francisco Planning Code (Planning Code) Section 171 to legalize the conversion of ES-20 from a tourist hotel to student housing (group housing for a postsecondary educational institution) within the C-3-G Zoning District. A Major Permit to Alter is required under Planning Code Article 11 to legalize or modify past building alterations performed without benefit of permit.

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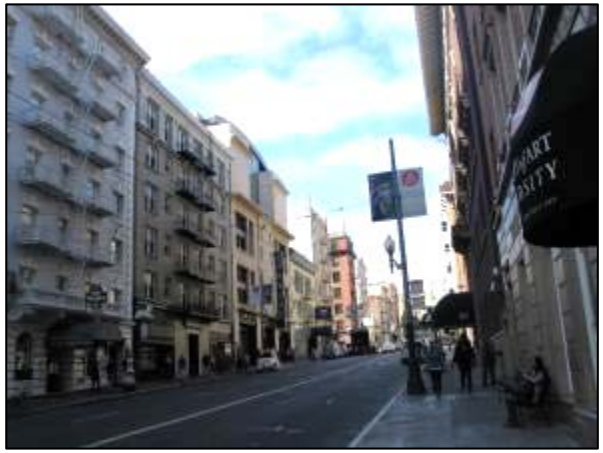
667 *2011 IMP*, p. 98.

668 Category I buildings are building in the C-3 Zoning Districts that are at least 40 years old, are judged to be buildings of individual importance, and are rated excellent in architectural design or are rated very good in both architectural design and relationship.

669 Building Permits obtained for the improvements and renovations at ES-20 are: BPA #9418743 (canopy removal, permit never issued), #201002247104 (fire alarm), and #201104063562 (patching).

Photograph 97. 620 Sutter Street (ES-20).

Photograph 98. Mid-block Sutter Street, facing south, toward 625–629 Sutter Street (ES-22).



Photograph 99. Mid-block Sutter Street, facing southwest.

Photograph 100. Mid-block Sutter Street, facing northwest.

Plans and Policies and Land Use

ES-20 is located in the Downtown/Civic Center neighborhood. In the immediate vicinity of ES-20 there exists a mix of uses including residential, hotel, commercial, and parking. AAU occupies four buildings on the same block of Sutter Street between Taylor and Mason streets (620, 625, 655, and 680 Sutter Street). The surrounding buildings on the subject block range from three to 11 stories. The ES-20 building was built in 1918, is seven stories, and is known as the Y.W.C.A. Building.

Sutter Street is a three-lane, one-way westbound street with one bus-only lane. Metered parking is permitted on both sides of Sutter Street with interspersed freight and passenger loading zones and a bus stop at the northwest corner of Sutter and Mason streets. Parking is also located at two separate parking lots located on both sides of Sutter Street between Taylor and Mason streets.

Similar to the ES-20's previous use as a tourist hotel, many of the buildings on the block have a hotel use, including the Marine Memorial Club and Hotel, Metropolitan Club, and Hotel Beresford. ES-20 is located on the northern boundary of the Kearny-Market-Mason-Sutter Conservation District, which is the center of San Francisco's retail and tourist sectors, containing a concentration of fine shops, department stores, theaters, hotels, and restaurants. Adjacent and to the north of ES-20 is the Lower Nob Hill Apartment Hotel National Register Historic District, which has a higher concentration of residential and ground-floor retail/commercial uses.

The zoning near ES-20 is C-3-G (Downtown General Commercial). The C-3-G Zoning District covers the western portions of downtown and is composed of a variety of uses: retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Many of these uses have a Citywide or regional function, although the intensity of development is lower here than in the downtown core area. The C-3-R (Downtown Retail) District is located east of Mason Street and the RC-4 (Residential-Commercial-Combined, High-Density) is located adjacent to and north of ES-20. ES-20 is located in an 80-130-F height and bulk district.

ES-20 is located within the Downtown Planning Area. The Downtown Plan calls for the protection and enhancement of high quality retail uses around Union Square, west of the Financial District, and maintenance of general commercial and service uses. The Downtown Plan policies call for the protection of existing residential uses, including residential hotels, and other affordable housing.

As noted above, the use of ES-20 has been changed by AAU from a tourist hotel to student housing (group housing for a postsecondary educational institution) use with a gymnasium, student housing, offices, and an indoor pool. The change in use of the existing structure involved limited exterior alterations, with exception to replacing the canopy over the main entrance, described above under Tenant Improvements and Renovations. The change in use of the site from a tourist hotel to student housing (group housing for a postsecondary educational institution) would not conflict with the mix of uses that are prevalent in the C-3-G Zoning District. However, the change in use would change the pattern of use and intensify AAU's presence in the vicinity, as three other AAU buildings are located on the same block (625, 655, and 680 Sutter Street). Two other AAU buildings are located two blocks to the east at 817–831 and 860 Sutter Street. One building is located at 740 Taylor Street. The intensification could cause localized changes to the character of the neighborhood and patterns of use at the site (i.e., student populations would replace hotel guests). The change in use would not

be incompatible with existing uses in the vicinity, as student housing is typical of the urban area in which ES-20 is located.

Student housing (group housing for a postsecondary educational institution) is allowed within C-3-G Zoning Districts. ES-20 would require a building permit pursuant to Planning Code Section 171. ES-20 would require a building permit under Planning Code Section 171. Therefore the ES-20 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-20 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-20 is 129 beds (65 group-housing rooms). The change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) did not alter the daytime population of the building because the previous use as a hotel would have had a comparable capacity. However, student residents cause a more permanent change to population compared to tourists who would vacate the rooms after a short period of time. It is expected that some students would become permanent residents of the City. Conservatively presuming that ES-20 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, because it would represent less than 1 percent of the overall population of San Francisco (829,072).[670]

Given the close proximity of other AAU student housing locations at 655, 680, and 817–831 Sutter Street, the neighborhood population of AAU students is relatively high (approximately 768 student residents) on Sutter Street, between Leavenworth and Mason streets. The student population would be typical of an urban neighborhood with a mix of populations and uses.

The site is located within a Priority Development Area (PDA) identified in *Plan Bay Area*.[671] PDAs are areas identified for housing and population growth because of their amenities, services, pedestrian-friendly environment, and transit.[672] Although AAU's change in use would not support new development, its induced population growth, although minimal, would be supported by sustainable city center characteristics (e.g., public transportation and walkability). No substantial effect on population has occurred from the change in use at ES-20.

[670] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

[671] ABAG, *Plan Bay Area*, Priority Development Area Showcase. Available online at http://gis.abag.ca.gov/website/PDAShowcase/. Accessed on November 10, 2015.

[672] ABAG, *Plan Bay Area*, p. 2, July 18, 2013. Available online at http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf. Accessed on November 10, 2015.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The change in use at ES-20 from a tourist hotel to student housing (group housing for a postsecondary educational institution) provides a dense housing option for students that could alleviate some pressure on Citywide housing demand, as the previous hotel use did not provide any housing opportunities. If AAU housing was not offered, students would seek private housing within various areas of the City or around the Bay Area. Private housing would likely not have the density that student housing provides (average of 280 square feet per resident). The effects on housing demand would be minimal, as the capacity is limited to 129 beds. No substantial effect on housing demand has occurred from the change in use of ES-20.

Aesthetics

ES-20 is located in Downtown/Civic Center neighborhood and within the Kearny-Market-Mason-Sutter Conservation District. ES-20, which was built in 1918, is seven stories tall and is an example of Georgian Revival architecture. The building is nine bays wide with a flat roof and brick, terra cotta, and stonework façade. "Young Women's Christian Association," a relic of the historic YWCA use, is etched into the stonework above the main entry. A black awning with an AAU logo is located above the main entry. No street trees are located along Sutter Street near ES-20.

The pattern and development of the Kearny-Market-Mason-Sutter Conservation District is one of small-scale, light-colored buildings predominantly four to eight stories in height. The height and scale provide for a streetscape which is attractive to the pedestrian because of the comfortable scale and sunlit sidewalks. The character of the area is determined by the many fine quality structures, among the best in the city, and supported by a number of contributory buildings. Since almost the entire area was built in less than 20 years, and the major portion in less than 10 years, buildings were constructed with similar styles and structural technology.[673] The area is a major commercial and retail center intermixed with high volume hotels and retail buildings. In general, density increases toward the Financial District in the east; moving west, buildings are characterized by lower heights and massing.

The topography is steep in the north-south direction (toward the top of Nob Hill) and slopes more gently toward the east (in the direction of San Francisco Bay). View corridors are limited to streets and intersections due to the density of development. ES-20 is bordered by buildings to the north, east, and west, and Sutter Street to the south. Due to the urban character of the neighborhood, bordering roadways carry a high volume of traffic at almost all times of the day and week. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

The surrounding area contains mainly mid-rise buildings containing office, residential, and hotel functions. There is an architectural mix of older structures side-by-side with modern buildings. In general, buildings adjoin one another, extend to the sidewalk, and form a continuous façade. The buildings are fairly uniform in size on the subject block from three to seven stories, with a majority

[673] Planning Code Appendix E to Article 11.

of the buildings having more than five stories. Many of the buildings include ground-floor retail spaces and residential, office, or hotel uses on the upper floors. A surface parking lot and parking structure are located to the west of ES-20 on either side of Sutter Street

The change in use at ES-20 has caused some changes to the building and neighborhood visual character. The only exterior alteration on ES-20 that visibly displays AAU's use is a black awning with the AAU logo. However, because there are three other buildings with AAU-related signage on the subject block, along with AAU pole banners that were apparent at the time of the site visit, the visual presence of AAU is evident. However, AAU signage on ES-20 is comparable to the visual character of the area. Advertising located on signs, awnings, bus stops, and pole banners is prevalent within the neighborhood. Therefore, no substantial adverse aesthetic effect has occurred from the change in use at ES-20.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

The former YWCA at 620 Sutter Street (ES-20) is a mid-rise, Georgian Revival–style building constructed in 1918. It features rectilinear massing and is set flush to the sidewalk on a rectangular, sloped lot. Constructed of stone and brick, it is nine bays wide and has a tripartite design composition that is articulated by bolder ornamentation and forms on the lower and upper stories. The building has a flat roof and a parapet, which terminates in a shallow copping.

The primary elevation's tall first story is covered in stone and has a centered, recessed main entry. Rectangular multi-light casements and double-hung windows are arranged symmetrically on the elevation. The windows on the first, second, and seventh stories are bordered by detailed arched and rectangular stone surrounds. Although there are window openings on the second through seventh stories of the eastern bay of the elevation, there are no window frames installed in the openings, which appears to be original to the building's construction. Stone medallions are located above windows on the second and seventh story. Decorative metal railings are located in front of the seventh story windows. Awnings have been added over the main entry and the eastern personnel door on the first story. A portion of the eastern elevation is visible from the second story to the seventh story. The patterns in fenestration and materials usage established on the primary elevation have been retained on all visible portions of the secondary elevation.

Through the main entry is a large rectangular lobby that has been largely altered with modern materials. It is bordered by open rooms, which previously housed a non-original bar and hair salon. Other communal spaces that are located off the lobby include an indoor pool and a performance theater. Although the theater has been altered, the pool appears largely intact both in materials and design. With the exception of the second and seventh floors, which feature dining accommodations and a dance studio respectively, the upper floors are residential and have identical floor plans. Character-defining features found throughout the interior include decorative molding, and original doors, transoms, frames, and wainscot (for representative photographs refer to Photographs 101–103).

Photograph 101. 620 Sutter Street.

Photograph 102. 620 Sutter Street, detail of main entry.

Photograph 103. Interior pool of subject property.

Site History

The 620 Sutter Street building was constructed in 1918 for an estimated cost of $230,000. The seven-story building, with basement, was designed by architect Lewis P. Hobart (1873–1954). A native of St. Louis, Missouri, Hobart received his degree in architecture from the University of California and after practicing in New York for 2 years, returned to California in 1906. He remained in San Francisco until his death, designing a number of notable buildings in the city including Jeweler's Building (1908), Grace Cathedral (designed in 1910), the Academy of Sciences (1915–1931), and the Union Square Macy's Department Store (1928).[674]

In his design for the new YWCA building at 620 Sutter Street, the *San Francisco Chronicle* detailed Hobart's approach:

> Everything possible has been done by the architect, Lewis P. Hobart to make this building homelike in every respect on the theory that a structure of its kind should be in character of a large complex home rather than as a type of hotel. This though is worked out in the general interior arrangement, which separates the living-rooms from the public part of the building. The main entrance vestibule will open into a large living-room, which will among other interesting features will have a great open fireplace carved into Bedford stone… In the rear will be an auditorium with a seating capacity of 500 persons: also a gymnasium and swimming pool, the latter decorated in warm Pompeian wall colors. Across the entire front of the second story will be a cafeteria to be open to the public at all times… Executive offices, classes and club and rest rooms will be arranged on the third floor. The next three floors will be devoted exclusively to hotel rooms for members having permanent residence in the building and for visiting members. Separate living-rooms, serving and tea rooms will be in this section. On the seventh floor will be the library, supper and board rooms, all convertible into a large room for parties or theatrical parties.[675]

[674] Carey & Co., Inc., California Department of Parks and Recreation (DPR) 523 Series Form for Glen Park Elementary School, 3 June 2009. On file with the San Francisco Planning Department.
[675] San Francisco Chronicle, Y.W.C.A. Home Will be Open Early in Fall, March 16, 1918.

The YWCA would occupy the building for the following 70 years, during which time they would complete a number of alterations to the building consistent with its ongoing use. In 1988, the building was sold to William Ferndon who converted the building for use as a hotel. Ownership subsequently transferred to Union Square Hotels in 2000 before the property was eventually occupied by AAU in 2005 (building permits).

California Register of Historical Resources Evaluation

The 620 Sutter Street building was evaluated for eligibility for the California Register of Historical Resources (CRHR) as part of the current study. In addition to being a contributing property in the Kearny-Market-Mason-Sutter Street Conservation District, 620 Sutter Street appears CRHR-eligible individually under Criterion 1, as an exemplification of institutional development in downtown San Francisco in the post-1906 Earthquake and Fire Reconstruction period (period of significance is 1918). The property is also eligible under Criterion 1 for its approximately 70-year history as a YWCA (the period of significance is 1918 to 1988). The property qualifies individually under CRHR Criterion 3, as an excellent example of Georgian Revival–style institutional architecture in downtown San Francisco (period of significance is 1918).

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[676] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15). The 620 Sutter Street building retains integrity and remains CRHR-eligible.

Character-Defining Features Summary

Exterior

- Mid-rise height and rectilinear massing and building plan
- Nine bays wide, with parallel, symmetrical arrangement of recessed windows
- Site: set flush to sidewalk
- Tripartite vertical design composition, with bolder ornamentation/forms on ground story, finer detailing through middle floors, and elaborated ornamentation on top floor
- Brick/terra cotta sheathing and ornament
- Flat roof with no overhanging eaves
- Parapets, with centered medallion ornament
- Decorative quoining spanning ground floor
- Ornamental effect achieved through patterned, polychromatic brickwork and terra cotta
- Articulated fenestration treatment, with large window openings on first floor

[676] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

- Centered, recessed primary entrance
- Second story windows with stone surrounds, decorative brackets, and lintels
- Top story windows have arched stone surrounds with keystones and decorative panel in arch
- Ornamental balcony railings frame top floor windows

Interior

- Spatial configuration and circulation of entrance lobby and offices
- Decorative molding and dentil course in lobby
- Curved vaulted ceiling
- Original doors, transoms, frames, wainscot
- Original (early update) elevator
- Original light fixtures (upper floors)
- Original pool with tile on walls, columns, and pilasters
- Spatial configuration of theater area, with stage and auditorium space

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Awning and Canopy Covers: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Awning and Canopy Covers: The project does not comply with Rehabilitation Standard No. 2. The central entryway features detailed, ornamental terra cotta surround, which is currently obscured by the opaque awning material. In addition, the building features a symmetrical design, articulated by the recessed central entryway and service entries on the ground level. The awning and extending canopy currently obscure and negatively affect the recessed voids, which contribute to the visual character of the property.

Security Cameras: The project complies with Rehabilitation Standard No. 2. The installation of the security cameras resulted in minimal damage/obstruction to distinctive features and finishes.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Awning and Canopy Covers: The project does not comply with Rehabilitation Standard No. 3. Installed at the central entryway as of 1975 (Permit 444568), the awning and canopy covers introduce an element inconsistent with the original design and character of the building, in a highly visible location.

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Awning and Canopy Covers: The project complies with Rehabilitation Standard No. 5. The re-sheathing of the existing awning and canopy frames did not result in the loss of distinctive materials, features, or finishes.

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in nominal damage/obstruction to distinctive features and finishes.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Awning and Canopy Covers: The project does not comply with Rehabilitation Standard No. 9. The awning and canopy materials obscure the ornamental door surrounds, which are historic features that were designed to be seen, and the overall rhythm and design of the façade.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Awning and Canopy Covers: The project complies with Rehabilitation Standard No. 10. The awning covers and framing they sheath could be removed at a future date with no impairment to the building.

Security Cameras: The project complies with Rehabilitation Standard No. 10. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and their removal would not result in any impairment to the building.

Article 11 Analysis

Although the Kearny-Mason-Market-Sutter (KMMS) Conservation District Design Standards discuss awnings, the focus is primarily on storefronts and commercial properties rather than institutional properties such as the subject property. Some of the Design Standards presented apply nonetheless. Specifically, the Design Standards specify that awnings should not obscure character-defining features.[677] In the case of the subject property, the central entryway features a detailed, ornamental terra cotta surround, which is currently obscured by the opaque awning material. In addition, the building features a symmetrical design, articulated by the recessed central entryway and service entries on the ground level. The awning and extending canopy currently obscure and negatively affect the recessed voids, which contribute to the visual character of the property.

Conclusion

The following Condition of Approval is recommended to facilitate bringing the building at 620 Sutter Street (ES-20) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

Recommended Condition of Approval, ES-20: HR-1, Awning. Awning covers and frames shall be removed and the original entrance appearance restored. Following removal of the awning mounting hardware, perforations to and damaged areas in the masonry of the ornamental door surrounds shall be patched, repaired, and restored to match existing in appearance (color, texture, detailing).

Archaeology and Paleontology

Building alterations at ES-20 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-20 is located on the north side of Sutter Street near the northwest corner of Sutter Street and Mason Street in the Downtown/Civic Center neighborhood. The building was built in 1918 and originally housed the San Francisco YWCA. AAU occupied the building in 2005 and currently has approximately 67,775 gross square feet of residential student housing, with 65 group-housing units and a total of 129 beds. The building also has a gym and pool.

No vehicle or bicycle parking is provided on site. There are three entries to the building along Sutter Street: one main entry and two secondary entries for access to the interior sidewalk and handicap

[677] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*. Historic Preservation Design Standards, June 2009, 7.

access. AAU shuttle Routes D, E, G, H, I, and Sutter Express use the 66-foot-long white passenger-loading zone along the frontage of the site.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the student housing use at this AAU site generates approximately 76 person trips (35 inbound trips and 41 outbound trips) and no vehicle trips during the weekday PM peak hour.

Traffic

ES-20 is located on or near Sutter Street, Post Street, Bush Street, Mason Street, and Taylor Street. There are eight AAU sites clustered in the lower Nob Hill and Downtown/Civic Center neighborhoods, along Pine, Bush, Sutter, and Post streets: two sites along Pine Street (the current site at 1055 Pine Street [ES-17], 1069 Pine Street [ES-16]), two sites along Bush Street (1080 Bush Street [ES-12], and 1153 Bush Street [ES-11]), three sites along Sutter Street (620 Sutter Street [ES-20], 817-831 Sutter Street [ES-14], and 860 Sutter Street [ES-13]), and one site along Post Street (491 Post Street [ES-23]). The surrounding roadways are discussed in detail above under 1153 Bush Street (ES-11), 1080 Bush Street (ES-12), and 1069 Pine Street (ES-16). The characteristics of Sutter Street, Post Street and Bush Street are discussed in detail above under 1153 Bush Street (ES-11). The following includes summaries of these streets near ES-20 and a discussion of Mason Street, which runs east of the site. Transit and shuttle traffic is discussed below.

Bush Street is an east-west downtown residential/commercial throughway street that runs between Presidio Avenue and Market Street. In the vicinity of ES-20, Bush Street has three eastbound lanes (four in the morning peak period) and metered parking on both sides of the street. The parking lane along the north curb turns into a vehicle travel lane during the AM peak period between 7:00 a.m. and 9:00 a.m., increasing the total number of travel lanes to three during this period. The *San Francisco General Plan* classifies Bush Street as a Major Arterial in the CMP Network. Bush Street is designated as a High Injury Corridor in the City's Vision Zero network.

Sutter Street is an east-west downtown residential/commercial throughway street that runs between Presidio Avenue and Battery Street. In the vicinity of the AAU sites, Sutter Street has two westbound vehicle lanes, a westbound transit-only lane and metered parking on both sides of the street. The parking lane along the north side of the street converts into a travel lane during the PM peak period between 4:00 p.m. and 6:00 pm., increasing the total number of travel lanes to three during this period. The *San Francisco General Plan* classifies Sutter Street as a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Sutter Street is designated as a High Injury Corridor in the City's Vision Zero network.

Post Street is an east-west downtown residential street that runs between Presidio Avenue and Market Street. In the vicinity of this AAU site, Post Street has two eastbound vehicle lanes, one transit-only lane, and metered parking on both sides of the street. The *San Francisco General Plan* classifies Post Street as a Transit Preferential Street (Secondary Transit Street), and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Post Street is designated as a High Injury Corridor in the City's Vision Zero network.

Taylor Street is a north-south street that runs between The Embarcadero and Market Street. In the vicinity of the AAU sites, Taylor Street has three northbound lanes and metered parking on both sides of the street.

Mason Street is a north-south street that runs between Jefferson Street and Market Street. In the vicinity of the AAU sites, Mason Street has two southbound lanes and metered parking on both sides of the street.

The student housing use at ES-20 is not expected to generate a substantial amount of vehicle trips to adjacent streets because residential students are discouraged from driving private automobiles. Therefore, traffic operating conditions in the vicinity have not been altered by student housing uses at the site as a result of AAU's use of ES-20.

Transit

The AAU student housing use at ES-20 generates approximately four transit trips during the PM peak hour, two trips in each direction. The low number of transit trips is primarily due to residential students using AAU shuttles rather than public transit, including on weekends. Similar to 860 Sutter Street (ES-13), ES-20 is generally served by Muni bus lines 2-Clement and 3-Jackson along Sutter Street and the 27-Bryant line along Jones Street. These routes provide further connections to Muni rail service on Market Street. The nearest bus stop to ES-20 is located in front and adjacent to the site at the Mason Street/Sutter Street intersection for the 2-Clement and 3-Jackson lines. This stop does not have a shelter or service information (see Figure 8, Muni Transit Network for ES-10 through 14, ES-16, ES-17, ES-20, and ES-23, on p. 4-255). Muni route 76X-Marin Headlands Express runs along Sutter Street on Sundays and holidays only and stops at the Mason Street/Sutter Street intersection. SFMTA also operates bus lines 8-Bayshore, 8AX-Bayshore "A" Express, 8BX-Bayshore "B" Express, 30-Stockton, and 45-Union-Stockton along Sutter Street east of Mason Street. The nearest stop for these routes is at the Sutter Street/Stockton Street intersection, approximately 2.5 blocks (1,300 feet) east of ES-20. The AM, midday, and PM frequencies of these lines, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 74.

As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, the increased demand from four additional PM peak hour transit trips, even in combination with the 129 transit trips from other nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), has not made a substantial contribution to the existing transit service in the area. Based on the location of the shuttle zone in a tow-away zone (from 4:00 p.m. and 6:00 p.m.) adjacent to a transit-only lane, AAU shuttle service to the site potentially conflicts with the operation of transit vehicles along Sutter Street. Therefore, a Condition of Approval related to relocation of the shuttle stop to an alternate location is recommended below under Existing Constraints and Proposed Conditions of Approval.

Table 74. 620 Sutter Street (ES-20) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2 – Clement	Clement and 14th Ave to Ferry Plaza via Clement and Sutter	12	20	12	240	Sutter St/ Powell St	76%
3 – Jackson	Presidio and California to Sansome and Sutter via Jackson, Fillmore, and Sutter	12	12	12	185	Sutter St/ Taylor St	58%
8 – Bayshore	City College to Kearny and North Point via U.S. 101	7.5	9	7.5	N/A	N/A	N/A
8AX – Bayshore "A" Express	Columbus and Pacific to Geneva and Schwerin via U.S. 101	6	N/A	7	568	Harrison St/ 6th St	75%
8BX – Bayshore "B" Express	City College to Kearny and North Point via U.S. 101	6	N/A	7	480	Geneva Ave/ Paris St	63%
27 – Bryant	Cesar Chavez and Mission to Van Ness via Bryant, 5th, and Leavenworth	15	15	15	116	Harrison St/8th	46%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus, and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union-Stockton	Lyon and Union to Market via Union, Stockton, 3rd St, and 5th St	8	12	12	260	Stockton St/ Sutter St	82%
76X – Marin Headlands Express	Market and Sansome to 1st St and Mitchell via Golden Gate Bridge, Lombard, Sutter, and Post	N/A	60 (Sundays and Holidays Only)	60 (Sundays and Holidays Only)	N/A	N/A	N/A

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

Shuttle

The AAU student housing use at ES-20 generates approximately 43 shuttle riders during the PM peak hour, 20 riders in the inbound direction and 23 riders in the outbound direction. The site was served by five shuttle bus routes (D, H, I, Q and R) in 2010. Route D operated every 20 minutes, Routes H and I each operated every 15 minutes, and Routes Q and R each operated every 30 minutes throughout the day. The total seating capacity for these five routes was 728 seats in the PM peak hour. Routes D, H, I, Q, and R operated at 30, 63, 78, 29 and 18 percent capacity, respectively, at the MLP during the PM peak hour in 2010. During the shuttle peak hour, Routes D, H, I, Q, and R operated at 64, 126, 130, 96, and 55 percent capacity, respectively, at the MLP, with two routes (H and I) operating above the total seating capacity. MLPs occur at 860 Sutter Street on Route D, at 466 Townsend Street and on Route H, at 79 New Montgomery on Route I, at 1849 Van Ness Avenue on Route Q, and at 1916 Octavia Street on Route R. In spring 2015, five regular shuttle bus routes (D, E, G, H, and I) and one express shuttle bus route (Sutter Express) serve this site directly. These six routes operate with a total seating capacity of 433 in the PM peak hour, a 40 percent reduction in service. Spring 2015 capacity utilization data is unavailable. The shuttle buses for these routes range in size from 33 passengers for the D and E routes to a 42-passenger bus for the H and I routes.

Based on the current capacity of shuttle service, the 43 PM peak hour shuttle bus riders, in addition to the estimated 293 shuttle bus trips from nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), are likely accommodated on these routes. However, since these routes also serve other residential and institutional locations, two of the routes (H and I) operate above total seating capacity, and this shuttle zone was observed to be very busy during school hours, a Condition of Approval to monitor shuttle demand on these routes (D, E, G, H, I, M, and Sutter Express) is recommended below under Existing Constraints and Proposed Conditions of Approval.

In 2010, AAU shuttle buses used the 66-foot-long shuttle-only passenger loading zone in front of the site on Sutter Street. The shuttle zone has a “No Parking Shuttle Bus Zone” sign posted on a pole. The hours of shuttle operation are between 7:00 a.m. and 4:00 p.m. and from 6:00 p.m. to 12:00 a.m. Monday through Friday and from 7:00 a.m. to 12:00 a.m. on Saturday and Sunday. AAU shuttle buses continue to use this white zone as of spring 2015. It is noted that this shuttle stop has been used as a hub transfer stop between routes since 2010. While the shuttle buses are observed to arrive often bunched together due to traffic conditions along the route, they operate with fixed schedules and do not wait for transfer or lay over at this location. Based on the current shuttle schedule and shuttle bus size serving ES-20, the existing shuttle trips require providing an 80-foot-long shuttle zone (see Appendix TR-H for loading zone analysis). Therefore, the existing 66-foot-long shuttle zone is not sufficient to accommodate the expected demand. A recommended Condition of Approval related to monitoring shuttle on-time performance on an ongoing basis is included to manage the number of shuttle vehicles arriving at the white passenger loading zone at any given time.

Additionally, the existing shuttle-only white zone at ES-20 (similar to 860 Sutter Street [ES-13], discussed above) is subject to No Stopping Tow Away regulations between the hours of 4:00 p.m. and 6:00 p.m. Thus, continued use of white zones during these PM peak period hours at these two locations is in violation of the City’s regulations. Given the location of the shuttle stop at this site, a recommended Condition of Approval about relocating the shuttle stop to an alternate location.

Sutter Street is a designated bicycle route (Route 16). During field observations, no substantial conflicts between AAU shuttle buses and bicycle traffic was observed on Sutter Street due to the relative low volumes of bicycle traffic observed. Two Muni routes (2-Clement and 3-Jackson) operate along the Sutter Street bus-only lane. AAU shuttle buses occasionally arrived bunched together, and several shuttle vehicles were observed to double park in the adjacent bus-only lane. Field observations indicate that the shuttle-only passenger loading zone was also occasionally used by non-shuttle vehicles, which contributed to shuttle buses double parking in the adjacent bus lane. Therefore, a Condition of Approval measure related to enforcement of the shuttle zone violation is recommended below under Existing Constraints and Proposed Conditions of Approval.

Pedestrian

The AAU student housing use at ES-20 generates approximately 73 pedestrian trips, including 26 walking, four transit, and 43 shuttle trips during the PM peak hour. The 43 shuttle walking trips are short in length, from the building entrance to the shuttle zone on Sutter Street in front of the building. Bush, Hyde, and Sutter streets are designated as High Injury Corridors under the City's Vision Zero Improvement Plan.[678] Intersections near the site have well-defined crosswalk markings, pavement delineations, and traffic lights. The Sutter Street/Mason Street intersection has pedestrian crossing signal heads. Sidewalks along Sutter Street and Mason Street are approximately 12 feet and 14 feet wide, respectively. There is no curb cut adjacent to the site. The primary pedestrian access to the site is from Sutter Street through the main entry doorway. Two secondary entries along Sutter Street provide direct access to the interior sidewalk and handicap access.

Pedestrian volumes were observed to be generally moderate in the vicinity of the site and pedestrians were observed to move freely in the sidewalk and crosswalk areas. There was occasional overcrowding within the sidewalk areas outside of the AAU site, likely because of students waiting for shuttles, and Muni patrons waiting for transit at the adjacent bus stop. No instances of pedestrian-vehicle conflicts at crosswalk locations were observed.[679] The 73 pedestrian trips at ES-20 in combination with the 645 pedestrian trips from other nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]) have added pedestrian volumes in the area; but given that these trips are spread onto multiple streets, they are accommodated on the adjacent pedestrian facilities (12-foot-wide sidewalks along Sutter Street).

A recommended Condition of Approval to assess/monitor shuttle service is presented below. Improving shuttle service frequency at ES-20 could better meet the demand at the site, and students would be less likely to gather or wait for shuttles on sidewalks. An additional recommended Condition of Approval, presented below, suggests that AAU continue to improve shuttle waiting areas so that waiting shuttle passengers would not block sidewalks. Improvements could include adding benches/waiting areas adjacent to the ES-20 building and creating a waiting area inside the building for shuttle bus passengers that would feature information on arriving shuttle buses (similar to Nextbus).

[678] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.
[679] Field observation was made by CHS on Wednesday July 15, 2016 between 1:00 p.m. and 3:00 p.m.

Bicycle

The AAU student housing use at ES-20 generates three bicycle trips during the PM peak hour, one trip in the inbound direction and two trips in the outbound direction. Bicycle Route 16 is a Class III bike route that runs along Sutter Street and provides direct access to this site. This route connects to Route 45 on Steiner Street to the west and to Route 50 on Market Street to the east. AAU reports there are no bicycle parking facilities on site. The nearest Class II bicycle parking racks are located across the street in front of 625 Sutter Street (an AAU institutional building). The site's three PM peak hour bicycle trips, even in combination with 23 bicycle trips generated by other AAU facilities in the vicinity (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 1069 Pine Street [ES-16], 1055 Pine Street [ES-17], and 491 Post Street [ES-23]), have not substantially affected the operation or capacity of bicycle facilities in the area. This site generates a bicycle parking demand of approximately nine spaces.[680] Pursuant to Planning Code Section 155.2, the 129-bed student housing use at ES-20 is required to provide 31 Class I bicycle and three Class II spaces.[681]

Given that the site includes 129 beds of residential use, a Condition of Approval measure related to additional Class I and Class II bicycle parking is recommended below.

Loading

The AAU student housing use at ES-20 generates approximately two daily truck trips, which equates to less than one (0.1) trip in an average or peak hour. AAU reports that one large Sysco truck (either a large panel truck or a small semi-trailer combination, depending on the order volume) makes food deliveries to this site twice a week on Mondays and Thursdays, typically between 11:00 a.m. and 2:00 p.m. This site does not have any off-street loading spaces. In the vicinity of ES-20, there are approximately nine freight loading (yellow) spaces along Taylor Street, Sutter Street, and Mason Street (i.e., 60-foot-long yellow zone on the east side of Taylor Street, 100-foot-long yellow zone on the south side of Sutter Street (approximately 40 feet in front of 625 Sutter Street [an AAU institutional building] and 60 feet in front of 644 Sutter Street [an AAU residential building]), and 20-foot-long yellow zone on the west side of Mason Street). In general a 20-foot-long space can accommodate one sedan, van, or pickup-size vehicle.

Field observations of commercial loading activities in the vicinity of ES-20 were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015. Of the total nine yellow spaces (three spaces on Taylor Street, five spaces on Sutter Street, and one space on Mason Street, assuming each space is approximately 20 feet long), approximately half of the spaces were occupied with freight/delivery vehicles. Site visits did not indicate regular freight/delivery activities to the site. Due to the low daily delivery activity related to this use as noted during observation, loading demand is accommodated in areas near the site

[680] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

[681] Planning Code Section 155.2 requires that one Class I space is provide for every four beds. For buildings containing over 100 beds, 25 Class I spaces plus one Class I space are provided for every five beds over 100. A minimum of two Class II spaces are provided for every 100 beds. Student housing shall provide 50 percent more spaces than would otherwise be required.

Garbage collection at this site occurs on the north side of Sutter Street, next to the entrance for the site. Trash receptacles are pulled through the secondary entrance on Sutter Street and are placed along the sidewalks at designated areas. Garbage collection along Sutter Street occurs six times a week in the early morning hours.

Parking

The AAU student housing use at ES-20 is not expected to generate a substantial amount of parking demand because students are not permitted to park private vehicles at residential sites and AAU discourages students from brining private vehicles into San Francisco.[682] The site does not provide any off-street parking. Although student housing use at the site has not resulted in an increase in parking demand, an on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J. As presented in Table 60 above under 1153 Bush Street (ES-11), on-street parking occupancy in the general surrounding area bounded by Hyde Street to the west, Pine Street to the north, Powell Street to the east, and Post Street to the south during the midday was observed to be moderate to high, averaging about 86 percent during the midday period. There is no general parking provided in the immediate vicinity of this AAU site along Sutter Street between Taylor and Mason streets. The student housing use at this AAU residential site is not expected to have substantially altered parking conditions in the area.

Emergency Vehicle Access

San Francisco Fire Department Station #41 (1325 Leavenworth Street) is the closest station to the AAU site, approximately 0.3 mile north of the site. From the station, vehicles are able to access the AAU site via Jones and Sutter streets and would be able to park along Sutter Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-20 include a potential shuttle deficiency, shuttle double-parking, shuttle loading/unloading in a tow-away zone during PM peak period, a potential shuttle/transit conflict, pedestrian/shuttle zone conflicts, and a limited amount of bicycle parking available at the site. To address these constraints, the following improvement/conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-20: TR-1, Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for the shuttle routes serving the 620 Sutter site (D, E, G, H, I, M and Sutter Express), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.

Recommended Condition of Approval, ES-20: TR-2, Shuttle Zone Size and Double-Parking. Based on the existing shuttle schedule and the size of the shuttle buses serving this AAU site, the existing 66-foot-long loading zone cannot accommodate the peak loading demand, causing shuttle

[682] Student FAQs, http://www.academyart.edu/faqs/faqs-student, accessed on April 20, 2016.

buses to double park along Sutter Street. AAU should monitor on-time performance to ensure the estimated peak shuttle demand is met within the shuttle zone.

Recommended Condition of Approval, ES-20: TR-3, Relocate Shuttle Stop. The AAU shuttle stop is located in a tow-away zone that is active between the hours of 4:00 p.m. and 6:00 p.m. and adjacent to a transit-only lane. AAU shall relocate the shuttle stop to the existing shuttle zone on 491 Post Street during the PM peak hour, or shall work with SFMTA to find another suitable location.

Recommended Condition of Approval, ES-20: TR-4, Shuttle Zone Enforcement. Field observation indicates that the shuttle-only passenger loading zone was occasionally used by non-shuttle vehicles. AAU should deploy staff during the peak periods to enforce exclusive use of the shuttle stop by AAU shuttle vehicles.

Recommended Condition of Approval, ES-20: TR-5, Shuttle Passenger Waiting. For this and/or the potential relocated shuttle stop serving the 620 Sutter Street and nearby residential facilities (i.e., 1153 Bush Street, 1080 Bush Street, 860 Sutter Street, and 817-831 Sutter Street), AAU should continue to conduct a peak semester, peak weekday, 7:30 a.m. to 7:30 p.m. observation/count of shuttle passengers waiting for shuttles to determine if adjacent pedestrian facilities are being blocked at certain times of the day. AAU should consider adding and improving shuttle waiting areas outside the building, and creating a waiting area inside the building, with information about when the next shuttle is expected to arrive, taking into account possible operational and safety considerations. Measures outside the building would be subject to San Francisco Department of Public Works review and approval, and could include adding benches to encourage passengers to wait closer to the building rather than at the curb.

Recommended Condition of Approval, ES-20: TR-6, Class I Bicycle Parking. AAU shall add 31 Class I bicycle parking spaces to meet the Planning Code requirement. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).

Recommended Condition of Approval, ES-20: TR-7, Class II Bicycle Parking. AAU shall provide at least 3 Class II bicycle parking spaces along Sutter Street. The Class II bicycle parking spaces shall be coordinated and reviewed by SFMTA. Given the pedestrian pooling that sometimes occurs in front of the site as students wait for shuttles, these Class II spaces may be more appropriately installed along the edges of the site or at other nearby AAU facilities (e.g., 625 Sutter Street, 655 Sutter Street, or 680 Sutter Street) on the block. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The residential use at 620 Sutter Street (ES-20) is located on the northwest corner of Sutter Street and Mason Street in the Lower Nob Hill area. The building originally housed the San Francisco YWCA and was later used as a tourist hotel. AAU changed the use to student housing with 65 rooms

and a total of 129 beds and office uses. There is a shuttle bus stop directly in front of ES-20. Shuttle Routes D, H, I, Q, and R serve ES-20. No vehicle trips are generated by ES-20;[683] students use the AAU shuttle system, bicycles, and public transit. According to the San Francisco Transportation Noise Map,[684] the existing traffic noise level near ES-20 from vehicular traffic along Sutter Street and Mason Street was approximately 74 dBA L_{dn} in 2008, indicating a noisy commercial environment. Traffic-generated noise levels along Sutter Street and Mason Street currently exceed the "satisfactory" level for a residential land use, according to the *San Francisco General Plan*.

AAU operations at ES-20 have resulted in the installation of three rooftop condenser units. This rooftop-mounted mechanical equipment could generate noise levels as high as 51 dBA L_{eq} from a distance of 100 feet.[685] As discussed in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-52, exterior noise levels of 70 dBA L_{eq} and 60 dBA L_{eq} could result in interior noise levels exceeding the City's daytime and nighttime Noise Ordinance, respectively.

Assuming an attenuation rate of 6 dB per doubling of distance and noise level of 51 dBA L_{eq} from a distance of 100 feet, a residential building located approximately 11 and 37 feet would be exposed to an exterior noise level that would exceed the City's nighttime and daytime noise standard, respectively. Since the nearest sensitive receptors are located over 37 feet away from the rooftop mechanical equipment, it is expected that operational noise generated by the AAU site's rooftop mechanical systems would not meet or exceed the noise limits established in the City's noise ordinance for fixed noise sources.

The *General Plan* noise compatibility guidelines indicate that any new residential construction or development in areas with noise levels above 60 dBA L_{dn} should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. In areas where noise levels exceed 65 dBA L_{dn}, new residential construction or development is generally discouraged, but if it does proceed, a detailed analysis of noise reduction requirements must be done and needed noise insulation features included in the design. Tenant improvements at existing ES-20 residential building may be subject to the requirements contained in the California Noise Insulation Standards in Title 24, the California Building Code. The Building Code requires meeting an interior standard of 45 dBA L_{dn} in any habitable room where dwelling units are located in areas subject to noise levels greater than 60 dBA L_{dn}. In areas with noise levels up to 70 dBA L_{dn}, conventional construction with closed windows and fresh air supply systems or air conditioning will normally be adequate to maintain acceptable interior noise levels 45 dBA L_{dn}.

If the residential building at ES-20 does not meet the California Noise Insulation Standards, traffic noise in the area has the potential to result in unacceptable interior noise levels that could disrupt sleep. The following recommended Condition of Approval for Interior Noise Levels for Residential Uses would reduce the effect of exposure to excessive noise and meet *San Francisco General Plan* recommendations for residential uses:.

Recommended Condition of Approval, 2ES-20: NO-1, Interior Noise Levels for Residential Uses. For existing AAU residential buildings located along streets with noise levels above 60 dBA

[683] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[684] San Francisco Department of Public Health, *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf
[685] Puron, 2005. 48PG03-28 Product Data. 2005 p. 10 - 11.

L_{dn}, where the building does not already meet the California Noise Insulation Standards in California Code of Regulations Title 24, AAU shall conduct a detailed analysis of noise reduction requirements. The analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added, to meet the *San Francisco General Plan* Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (offices, student housing rooms, gymnasium, and swimming pool) at ES-20, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2005, when the AAU occupied the building. Area sources were estimated based on a 65 "dwelling unit," "Mid-Rise Apartments" land use designation in CalEEMod and mobile-source emissions were based on a daily vehicle trip rate of zero round trips per day. There is an on-site pool hot water boiler and a domestic hot water boiler at ES-20. Table 75 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-20, which are all shown to be below the Bay Area Air Quality Management District's (BAAQMD's) daily and annual significance thresholds.

Table 75. 620 Sutter Street (ES-20) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	2.05	0.70	0.12	0.10	0.35	0.12	0.02	0.02
Energy	0.01	0.12	<0.01	<0.01	<0.01	0.02	<0.01	<0.01
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions	2.06	0.81	0.13	0.11	0.35	0.14	0.02	0.02
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:

1. Emissions were estimated using the CalEEMod computer model. Boiler emissions were estimated using emission factors obtained from AP-42. Assumptions and results can be found in Appendix AQ.

ROG = reactive organic gases; NOx = nitrogen oxides; PM10 and PM2.5 = particulate matter 2.5 micrometers in diameter or 2.5 to 10.0 micrometers in diameter, respectively.

Source: ESA, 2016.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-20 is not one of those sites; therefore, AAU occupation of ES-20 has not resulted in increased health risks for nearby sensitive receptors.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. The City's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-20 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Residential Energy Conservation Ordinance (San Francisco Housing Code Chapter 12), Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A), and required bicycle parking infrastructure in accordance with Planning Code Section 155.1-155.4. Compliance with the Residential Water Conservation Ordinance and Residential Energy Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-20 would have produced minimal construction debris. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance and CalGreen Section 5.504.4 would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-20: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure the bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-20 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create

new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-20.

Recreation

620 Sutter Street (ES-20) itself primarily features offices and student housing, but also includes an indoor gymnasium and pool. Visitors and employees of the gymnasium and pool come and go throughout the day. ES-20 reduces recreational demand created by AAU's population of students and staff. Should student residents, visitors, and employees of ES-20 seek other recreation opportunities besides the gymnasium and pool, there are three San Francisco Recreation and Park Department (RPD) facilities located within 0.25 mile of ES-20: Collis P. Huntington Park, Hooker Alley Community Garden, and Union Square, as shown on Figure 4, p. 3-63. Collis P. Huntington Park, located at California and Taylor streets, features a playground, landscaped areas, and the historic Flood Fountain.[686] Hooker Alley Community Garden (also known as Nob Hill Community Garden), is operated by volunteers and allows its members to grow produce and ornamental plants.[687] Union Square, bounded by Geary, Post, Powell and Stockton streets, is a popular tourist plaza location featuring outdoor seating, amplified sound stage area, lawns, sculptures, and a café.[688] Other publicly owned parks are within a 0.5-mile distance of ES-20, including the Tenderloin Recreation Center, Chinese Recreation Center, and Father Alfred E. Boeddeker Park.

As described in Population and Housing on p. 4-444, the capacity of ES-20 is 129 beds. The change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) at ES-20 does not represent a substantial change in the daytime population of the area. The change in population is considered a minimal increase compared to the service population for the Huntington Park, Hooker Alley Community Garden, and Union Square facilities. ES-20 facilitates AAU student and faculty recreation, along with similar facilities at 1069 Pine Street (ES-16), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-20 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous hotel land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been

[686] San Francisco Recreation and Parks, Collis P. Huntington Park. Available online at: http://sfrecpark.org/destination/collis-p-huntington-park/. Accessed on January 15, 2016.
[687] San Francisco Recreation and Parks, Hooker Alley (Nob Hill) Community Garden. Available online at: http://sfrecpark.org/destination/hooker-alley-community-garden/. Accessed on January 15, 2016.
[688] San Francisco Recreation and Parks, Union Square. Available online at: http://sfrecpark.org/reservablefacility/union-square/. Accessed on January 15, 2016.

concluded that sufficient water is available to serve existing customers and planned future uses.[689] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-20. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Residential Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use may have incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[690] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-20 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[691] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[692] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

[689] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.
[690] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.
[691] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.
[692] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

Public Services

Police

ES-20 is located within the Central Police District of the San Francisco Police Department (SFPD). The Central District Police Station is located at 766 Vallejo Street, but the nearest police station is the Tenderloin Task Force Police Station at 301 Eddy Street. The district covers approximately 1.8 square miles with a daily population ranging from 75,000 to over 350,000 because of tourists, workforce/commuters, and shopping areas. In 2013 (the most recent data available), there were 666 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 5,830 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Central District.[693] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

The 620 Sutter Street building has a capacity of 129 beds (65 group-housing rooms). The change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) within the C-3-G Zoning District would not represent a substantial change in the overall population of the area. Therefore, the daytime population of the hotel would have been similar to that of student housing, and additional police protection demand would be negligible. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change of use. No substantial effect on police protection has occurred as a result of the change in use at ES-20.

Fire and Emergency Services

ES-20 is located within 3,000 feet of Fire Station No. 3 (1067 Post Street) and Fire Station No. 41 (1325 Leavenworth Street). Fire Station No. 41 consists of a single fire engine.[694] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 3 responded to 3,286 non-emergency calls with an average response time of 8:03 minutes, with 90 percent of non-emergency calls responded to in under 14:26 minutes. Fire Station No. 3 responded to 6,981 emergency calls with an average response time of 3:04 minutes, with 90 percent of emergency calls responded to in under 4:16 minutes. In 2011, Fire Station No. 41 responded to 448 non-emergency calls with an average response time of 7:27 minutes, with 90 percent of non-emergency calls responded to in under 14:08 minutes. Fire Station No. 41 responded

[693] San Francisco Police Department, Annual Report 2013, p. 114. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

[694] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.

to 1,796 emergency calls with an average response time of 2:57 minutes, with 90 percent of emergency calls responded to in under 4:06 minutes.[695]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-20 meet the Citywide emergency transport goals.

As described above on p. 4-444, the change in use from a tourist hotel to student housing (group housing for a postsecondary educational institution) would not represent a substantial change in the population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU obtained a permit for inspection of the fire alarm system, improving fire safety at the property. No measurable changes in response times have occurred since the change of use. No substantial effect on fire or emergency medical services has occurred as a result of the change in use at ES-20.

Libraries

The nearest public library to ES-20 is the Chinatown Branch Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-444, the change in use from a hotel to student housing (group housing for a postsecondary educational institution) would not represent a substantial change in the daytime population of the area. The change in population would be minimal compared to the service population for the Chinatown Branch and Main Libraries. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change in use at ES-20.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The previous use as a tourist hotel had no effect on nearby schools because tourists' children would not be enrolled in area schools. Similarly, the change in use under AAU to student housing (group housing for a postsecondary educational institution) would not contribute to additional demand to SFUSD, because AAU students are mainly unmarried and without children. In addition, AAU does not offer family housing.[696] No change in the school-aged population would occur. For the reasons stated above, no substantial effect on schools has resulted from the change in use at ES-20.

[695] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.
[696] Academy of Art University, Student FAQs, October 2015. Available at http://www.academyart.edu/content/aau/en/faqs/faqs-student.html. Accessed on October 29, 2015.

Biological Resources

ES-20 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-20. ES-20 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-20.

Geology and Soils

Soils in the vicinity consist of loose, moist, moderate brown sand with brick fragments from the 1906 Earthquake and Fire. Approximately 13 feet below ground surface native soils begin and consist of brown, silty sandy clay. Bedrock is encountered approximately 30 feet below ground surface. Groundwater depth ranges from 16 to 35 feet below ground surface and flows south to southeast.[697] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-20 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake originating from the Hayward Fault.[698,699] ES-20 is not located within a liquefaction zone.[700] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-20 is constructed of brick, terra cotta, and stonework on the ground floor. ES-20 is not composed of unreinforced masonry and does not have a soft story.[701,702] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could still be vulnerable during an earthquake, the building alterations carried out after the change in use from tourist hotel to student house (group housing for a postsecondary educational institution) would not alter the building's performance during a ground-shaking event.

[697] Geologica, Inc. Phase I Environmental Site Assessment for 620 Sutter Street, December 2008.
[698] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[699] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[700] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[701] City and County of San Francisco, UMB – All Report, December 1, 2014.
[702] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-20 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage, security cameras, and lighting). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-20 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[703] ES-20 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-20.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-20 did not identify the presence of underground storage tanks or significant historic use of hazardous materials, although the site was used for industrial and warehousing purposes.[704] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; therefore, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1918, suggests that asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. No PCBs or peeling paint were detected.[705] Prior to building alterations, materials in the common restrooms were tested for ACMs and none were detected.[706] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that

[703] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.

[704] Geologica, Inc., Phase I Environmental Site Assessment for 620 Sutter Street, San Francisco, CA, December 2008.

[705] Geologica, Inc., Phase I Environmental Site Assessment for 620 Sutter Street, San Francisco, CA, December 2008.

[706] Environova, Limited Asbestos Survey, Academy of Art University, 1080 Bush Street – Common Restrooms, June 18, 2013.

tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

AAU uses the building as a student housing, indoor pool, performance space, and fitness gymnasium. Hazardous materials that are used, stored, and disposed of at ES-20 include chemicals that are associated with pool maintenance including stripper, neutracide, chlorine, paint thinner, rust remover, muratic acid, and sanitizer.[707] These products are stored in bottles in the janitor's room; after use they are deposited into hazardous waste drums and disposed of by Brittell Environmental.[708] The AAU facility is regulated by the U.S. Environmental Protection Agency and San Francisco Department of Public Health (SFDPH), and is responsible for complying with San Francisco Health Code Articles 21 and 22. Article 21 requires businesses that handle and store hazardous materials to keep a current certificate of registration and implement a Hazardous Materials Business Plan. Article 22 authorizes the SFDPH Hazardous Materials Unified Program Agency (HMUPA) to implement and enforce requirements of the California Hazardous Waste Control Act, which includes the proper storage, handling, and disposal of hazardous materials. ES-20 must be compliant with HMBP and HMUPA requirements, and the SFDPH and SFFD inspect ES-20 to ensure compliance with applicable regulations. ES-20 is enrolled in the SFDPH Hazardous Materials Unified Program Agency (HMUPA) Program.[709] Because the previous use of the building was a tourist hotel, hazardous materials use has likely increased as a result of the change in use. AAU compliance with applicable regulations, as described above, would minimize any risk associated with hazards and hazardous materials; therefore, the effects are not considered substantial.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects on mineral resources or mineral recovery sites have occurred as a result of the change in use of ES-20.

Tenant improvements at ES-20 associated with the conversion of tourist hotel space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-463. The GHG Compliance Checklist includes the City's Residential Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[710] With the implementation of applicable requirements listed in the GHG Compliance Checklist, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

[707] Academy of Art, Hazardous Materials Inventory List for 620 Sutter Street, August 6, 2015.
[708] Academy of Art, Hazardous Materials Inventory List for 620 Sutter Street, August 6, 2015.
[709] Permit numbers: EPA# CAD981436108; CERS# 10174895.
[710] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 620 Sutter Street, March 4, 2016.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-20. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For these reasons, the change in use at ES-20 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change is use at ES-20 has not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-20 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[711] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-20 has had no substantial effects on agriculture or forest resources.

[711] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

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4.2.17. 491 Post Street (ES-23)

Property Information

The 491 Post Street existing site (ES-23) is a two-story-tall, 37,730-square-foot building constructed in 1913, located on the corner of Post and Mason streets, in the Downtown/Civic Center neighborhood (Photographs 104–107). Figure 14, ES-23: 491 Post St – Existing Condition, in Appendix TDM, shows the location of this site on the corner of Mason and Post streets. The site is Lot 009 in Assessor's Block 0307. The building has a capacity of 1,063 occupants (1,053 students, 10 faculty and staff). The actual use of ES-23 is approximately 124 students and 25 faculty and staff for classrooms, offices, and an auditorium.

Prior to Academy of Art University (AAU) occupation in 2002, the building was used as a church. ES-23 is designated as City Landmark Number 177 and as a Category I building within the Kearny-Market-Mason-Sutter Conservation District.[712] AAU uses the building as an auditorium and for classrooms and offices. A 42-foot-long curb space along the frontage of the site on Post Street has been designated as a shuttle-only passenger loading zone with a "No Parking Shuttle Bus Stop" sign for the hours of 8:00 a.m. to 11:00 p.m. Monday through Friday. No shuttle service is provided to this site as of spring 2016.

The site is in the C-3-G Zoning District (Downtown General Commercial), a district having a variety of uses with Citywide functions. Single room occupancy housing and student housing are principally permitted uses in this district, as are institutional and retail sales uses. The height and bulk district is 80-130-F.

Tenant Improvements and Renovations

At some unknown time, two "First Congregational Church" neon signs and an awning were removed. AAU added a sign over the "First Congregational Church" carving above the main doors on the Post Street façade, then replaced this sign with two canvas banners flanking the pillars at the entrance. AAU also added two free-standing statues to the main façade (legalized with permits in 2011 after an NOV), reroofed the building and installed a new fire sprinkler system for the subbasement and a sprinkler monitoring system in 2011, and removed a wall sign and a free-standing sign in 2013.[713] Metal doors were replaced, and skateboard deterrents and security cameras were added without building permits.[714]

[712] *2011 IMP*, p. 82.
[713] Building Permits obtained for the improvements and renovations at ES-23 are: BPA #200801112355 and #201110277764 (legalize installation of two statues in front of building after NOV #200722712), #201110257607 (reroofing), #201102099892 (fire sprinkler for subbasement), #201112190941 (sprinkler monitoring system), #200811196925 and #201301188360 (non-illuminated banners), and #201301248688 (removal of wall sign and free-standing sign).
[714] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Photograph 104. 491 Post Street (ES-23).

Photograph 105. Mid-block Post Street, facing northwest.

Photograph 106. Post Street at Mason Street, facing southwest.

Photograph 107. Posted signage on 491 Post St.

Required Project Approvals

The 491 Post Street existing site (ES-23) would require a building permit under San Francisco Planning Code (Planning Code) Section 171 to change the use from a religious institution to postsecondary educational institutional use within the C-3-G Zoning District. Because the building is a designated landmark, the Historic Preservation Commission (HPC) will review any exterior or interior modifications to determine whether to issue a Certificate of Appropriateness (COA).

Plans and Policies and Land Use

ES-23 is located in the Downtown/Civic Center neighborhood. In the immediate vicinity of ES-23 there are a mix of uses including medical, hotel, commercial and ground-floor retail/restaurant. The surrounding buildings range from two to 31 stories and have predominantly hotel uses with some interspersed ground-floor retail. Directly across the street, the 490 Post Street building has ground-level retail and commercial with medical uses on the upper floors. The ES-23 building was built in 1913, is two stories, and fronts Post and Mason streets.

Post Street is a two-lane, one-way eastbound road with a bus-only lane and right-turn lane at Post and Powell streets. Limited metered parking is available on the northern side of Post Street between Mason and Powell streets, with much of the street dedicated to loading zones due to the concentration of hotel uses. Mason Street is a two-lane, one-way southbound road with similarly limited metered parking and a proliferation of loading zones.

ES-23 is located within the Kearny-Market-Mason-Sutter Conservation District, which is the center of San Francisco's retail and tourist sectors, containing a concentration of fine shops, department stores, theaters, hotels, and restaurants. As such, it is one of the main attractions to tourists from around the country and world, as well as the prime retail district in the Bay Area. The District is further defined by the location of Union Square in its heart. The pattern of development is one of small-scale, light-colored buildings predominantly four to eight stories in height. The height and scale provide for a streetscape which is attractive to the pedestrian because of the comfortable scale and sunlit sidewalks.[715]

The zoning near ES-23 is C-3-G (Downtown General Commercial). This District covers the western portions of downtown and is composed of a variety of uses: retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Many of these uses have a Citywide or regional function, although the intensity of development is lower here than in the downtown core area. The C-3-R (Downtown Retail) District is located midway down Post Street between Mason and Powell streets. ES-23 is located within the Downtown Planning Area. The Downtown Plan calls for the protection and enhancement of high quality retail uses around Union Square, west of the Financial District, and maintenance of general commercial and service uses. Downtown Plan policies call for the protection of existing residential uses, including residential hotels, and other affordable housing. Height and bulk districts along both sides of Post Street between Taylor and Kearny streets is 80-130-F, which means the maximum height limits is 80–130 feet and the bulk is limited to 80-, 110-, and 140-foot diagonal dimensions.

[715] Appendix E to Article 11 of the Planning Code.

As noted above, the use at ES-23 has been changed by AAU from a religious institution to a postsecondary educational institutional use with an auditorium, classrooms, and offices. The change in use of the existing structure involved limited exterior alterations described above under Tenant Improvements and Renovations. The change in use of the site from a religious institution to postsecondary educational institution would not conflict with the mix of uses that are prevalent in the C-3-G District. ES-23 would require a building permit under Planning Code Section 171.

The postsecondary educational institutional use does not change the scale or neighborhood character, as limited exterior alterations to the building have occurred. AAU signage conforms to other ground-level advertising and displays that are prevalent in the area. Therefore the ES-23 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-23 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-23 is 1,063 occupants (1,053 students and 10 faculty and staff). The change in use at ES-23 from a religious institution to a postsecondary educational institution would have minimally changed the daytime population because the religious institution (i.e., church) likely had a comparable capacity. AAU is essentially replacing the church building population; therefore, the daytime population of the site would be fundamentally unchanged. Similar to the previous church population that would primarily congregate once per week, ES-23 is only used for special events and is not fully occupied on a daily basis. The remainder of the building includes classrooms and offices that represent only a small portion of the total capacity. Conservatively presuming that the building would be occupied to capacity and that all occupants were also new residents of San Francisco, the additional population growth would be minimal and represent much less than 1 percent of the total City population (829,072).[716] No substantial effect on population has occurred from the change in use at ES-23.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The housing demand created by ES-23 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from a religious institution to a postsecondary educational institution at ES-23 contributed to the overall demand for AAU student and employee

[716] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

housing in San Francisco. However, the change of use at ES-23 did not result in the displacement of housing because this site was previously used as a church.

Aesthetics

ES-23 is located in the Downtown/Civic Center neighborhood and is a contributor to the Kearny-Market-Mason-Sutter Conservation District. ES-23, which was built in 1913, is two stories tall and an excellent example of a Classical Revival–style church in downtown San Francisco. ES-23 is a monumentally scaled church built in the style of "banking temples," which although physically smaller than its neighbors manages to hold its own in the dense urban setting.[717] Two AAU banners, approximately 15 feet long, flank the building entrance. Two large statues have also been placed along Post Street in front of the building. There are six street trees on Mason Street that minimize building massing, and no street trees fronting Post Street.

The pattern and development of the Kearny-Market-Mason-Sutter Conservation District is one of small-scale, light-colored buildings predominantly four to eight stories in height. The height and scale provide for a streetscape which is attractive to the pedestrian because of the comfortable scale and sunlit sidewalks. The character of the area is determined by the many fine-quality structures, among the best in the City, and supported by a number of contributory buildings. Since almost the entire area was built in less than 20 years, and the major portion in less than 10 years, buildings were constructed in similar styles and structural technology.[718] The area is a major commercial and retail center intermixed with high volume hotels and retail buildings. In general, density increases toward the Financial District in the east; moving west buildings are characterized by lower heights and massing.

The topography is steep in the north-south direction (toward the top of Nob Hill) and slopes more gently toward the east (in the direction of San Francisco Bay). View corridors are limited to streets and intersections due to the density of development. ES-23 is bordered by Mason Street to the west, Post Street to the north, and buildings to the south and east. Due to the urban character of the neighborhood, bordering roadways carry a high volume of traffic at almost all times of the day and week. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

The surrounding area contains mainly high- and mid-rise buildings with office, residential, medical, and hotel functions. There is an architectural mix of older structures side-by-side with modern buildings. In general, buildings adjoin one another, extend to the sidewalk, and form a continuous façade. The buildings vary greatly in size on the subject block from the two-story ES-23 building, to the 30-story building adjacent and to the east of the existing site at 455 Post Street. Many of the buildings include ground-floor retail spaces and office, medical, or hotel uses on the upper floors.

The change in use at ES-23 has caused some changes to the building and neighborhood character. Two AAU banners flank the building's entrance and two large statues occur along the Post Street frontage. Also, AAU promotional materials are located in two glass display cases attached the building on Post Street. Nevertheless, AAU advertising and signage on ES-23 is comparable to the

[717] City and County of San Francisco, San Francisco Property Information Map, 491 Post Street. Availeble at http://propertymap.sfplanning.org/?dept=planning. Accessed October 8, 2015.
[718] Planning Code Appendix E to Article 11.

visual character of the area. Advertising located on signs, awnings, bus stops, billboards, and pole banners is prevalent within the commercial neighborhood. No other exterior changes are attributable to the AAU use. Therefore, no substantial adverse aesthetic effect has occurred from the change in use at ES-23.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

Exhibiting a Neoclassical/Italian Renaissance-inspired design, 491 Post Street (ES-23) was constructed between 1913 and 1915 as the home of the First Congregational Church of San Francisco. This building replaced the group's earlier Gothic Revival-style church constructed on the site in 1870 and destroyed in the 1906 Earthquake and Fire. Made of steel-reinforced concrete with terra cotta ornament, the building displays a monumental scale and symmetrical design composition. The primary entrance faces Post Street, with the secondary elevation extending southward along Mason Street. The focal point of the design is a series of giant order Corinthian columns on the façade, fluted and clad in terra cotta. The Mason Street elevation is defined by arched, deeply recessed window openings, separated by giant order attached Corinthian columns. Along the roof line, a bold, stepped cornice line defines the horizontal axis and balances the overall design.

On Post Street, the main entrance consists of a recessed entry portico, accessed via a broad stairway. Five bays span the façade, with paired, wood-paneled doors on the ground floor and large multi-light windows recessed within arched, decorative openings on the second floor. Two entrances are sheltered beneath triangular pediments, and the other three are framed beneath lintels. In addition to the giant order Corinthian columns, ornament on the façade includes attached, fluted pilasters, keystones, and other applied ornament. Windows are generally multi-light stained glass windows with aluminum awning inserts. The congregation name appears in scored concrete above the three center doors. On either side of the primary elevation, paired metal doors lead to the basement level. The secondary elevation along Mason Street mirrors the design of the primary elevation, including the use of rectangular and Palladian-style windows accented with decorative keystones. Paired wood doors with a hopper casement transom are located at the southernmost corner of the Mason Street elevation.

The main entrance leads to a rectangular narthex. Marble stairs at the western and eastern end of the narthex lead to the basement and to the second floor balcony. Large wood double-doors lead to the nave, which remains intact with the exception of the stage area. The interiors of the narthex and nave are highly intact. Original character-defining features include wood doors and trim, marble floors, coffered ceilings, crown molding, wooden pews, a second story balcony, and original light fixtures (for representative photographs refer to Photographs 108–110).

Photograph 108. 491 Post Street.

Photograph 109. 491 Post Street, Mason Street elevation.

Photograph 110. Interior nave of subject property.

Site History

The 491 Post Street (ES-23) existing site was constructed between 1913 and 1915 as the home of the First Congregational Church of San Francisco. This building replaced the group's earlier Gothic Revival-style church constructed on the site in 1870 and destroyed in the 1906 Earthquake and Fire. The First Congregational Church owned and occupied the building from the 1910s for nearly 90 years, until 2001, when the building was sold due to the congregation's declining numbers and need for a smaller space.[719] On the occasion of the building's sale, the *San Francisco Chronicle* noted that

[719]David R. Baker, Final Service Is Sunday at First Congregation, Historic Building Sold, Worshippers Seek New Home, *San Francisco Chronicle*, April 23, 2001.

the First Congregational Church had been established in 1850 by a former missionary determined to bring God to the godless masses of a Gold Rush boomtown. Members first met in a small, wooden building on Jackson Street, between Stockton and Powell streets, before moving to the current site, at the corner of Mason and Post streets. Its main hall, with a gently sloping floor and U-shaped balcony, can seat 1,200 comfortably.[720]

As recently as the 1960s, the article noted, the congregation's numbers held steady, with more than 700 well into the postwar period. As the years wore on, however, congregation members "drifted off to the suburbs or other parts of the city. The crowds—even supplemented by tourists wandering in from their hotels—shrank. The church now [as of 2001] has approximately 60 active members."[721]

Faced with a monumental, large-capacity building and a dwindling congregation,

> The magnificent home gradually became a burden. … Church members decided to put the building up for sale and hunt for a more appropriate place. 'It's a wrenching sort of thing and yet we're much too small to stay here,' said Ed Steiner, 82, who joined the congregation in 1950. [722]

The building was occupied by AAU in 2002.

California Register of Historical Resources Evaluation

The 491 Post Street (ES-23) building has multiple designations. It is an Article 10 designated landmark as well as an Article 11 designated contributor (Category I) to the Kearny-Market-Mason-Sutter Conservation District, codified and adopted in Appendix E of Article 11 of the Planning Code. In addition, the property is individually eligible for the National Register of Historic Places (NRHP) under Criteria A and C.

As part of the current study, the property also appears eligible for the California Register of Historical Resources (CRHR) under Criterion 1, for its association with a pioneering church in downtown San Francisco, which occupied the site for over 130 years, nearly 90 of those in the extant building at 491 Post Street. The period of significance for eligibility under CRHR Criterion 1 is 1913 to 1965. In addition, the property appears CRHR eligible under Criterion 3, as an outstanding example of the Neoclassical/Italian Renaissance styles applied to ecclesiastical architecture and as the work of master architects James and Merritt Reid. The period of significance for eligibility under CRHR Criterion 3 is 1913–1915.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[723] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship,

[720] Ibid.
[721] Ibid.
[722] Ibid.
[723] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

Feeling, and Association (each aspect is defined in National Register Bulletin 15). The subject property retains integrity and remains eligible for the NRHP and for the CRHR.

Character-Defining Features Summary

Exterior

- Monumental scale, two-story rectilinear massing
- Five-bay façade, with delineated treatment of ground story (with entrances) and windows on second story
- Neoclassical style, in ornamental program, building composition and massing
- Applied terra cotta sheathing and ornament
- Great order Corinthian columns (free-standing and attached)
- Horizontal axis defined by broad wrap-around cornice line
- Attenuated Palladian-style windows, accented with keystones and applied ornament
- Scored concrete to resemble masonry and quoining
- Double-height, paneled wood doors

Interior

- Spatial relationship of entrance hallway to open, sloped auditorium/nave
- Neoclassical/Italian Renaissance styling and ornamental program
- Decorative details such as paneled wood doors with decorative trim, use of marble and crown molding
- Coffered ceiling
- Original wooden pews
- Second-story balcony
- Original decorative hanging and attached light fixtures

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Statues: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Signage: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Skateboard Deterrents: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Statues: The project does not comply with Rehabilitation Standard No. 2. Installation of the statues resulted in the removal of the original concrete blocks that framed the entrance steps, as well as damage to materials of the original exterior walls. The two original blocks contributed to the proportional, symmetrical design of the façade and represented distinctive character-defining materials.

Signage: The project does not comply with Rehabilitation Standard No. 2. Given the quality of the architectural design, by master San Francisco architects James and Merritt Reid, the banner signs alter character-defining features of the façade. The banner signs project from the façade's projecting end bays, which frame and balance the more ornate, recessed center bays. In their current location, the banner signs introduce a visual element that interrupts the balanced, symmetrical design of the five-bay façade, which is considered a character-defining feature.

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not unduly alter character-defining features.

Skateboard Deterrents: The project complies with Rehabilitation Standard No. 2. Although this change resulted in minimal damage to historic materials, the skateboard deterrents are minimal in scale and appearance and do not unduly alter character-defining features.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Statues: The project does not comply with Rehabilitation Standard No. 3. The statues introduce a modern conjectural element that is inconsistent with the property's historic character, significance, and Neoclassical/Italian Renaissance Revival style.

Signage: The project does not comply with Rehabilitation Standard No. 3. The size and location of banner signs on the façade introduces an element that is not representative of the property's historical appearance, use, or significance.

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Skateboard Deterrents: The project complies with Rehabilitation Standard No. 3. The skateboard deterrents are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Statues: The project does not comply with Rehabilitation Standard No. 5. Installation of the statues resulted in the removal of original concrete blocks that framed the steps on each side, as well as the destruction of historic exterior wall fabric. These features represented distinctive materials and character-defining features that contribute to conveying the property's historic significance.

Signage: The project does not comply with Rehabilitation Standard No. 5. The project resulted in the installation of large mounting brackets directly into historic wall materials. The project is likely to have resulted in damage to wall materials that characterize the property through their removal or destruction as part of the installation of the projecting signs.

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials and character-defining features.

Skateboard Deterrents: The project complies with Rehabilitation Standard No. 5. The installation of the skateboard deterrents likely resulted in some damage to character-defining features. Overall, these character-defining features still retain the distinctive qualities that convey their historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Statues: The project does not comply with Rehabilitation Standard No. 9. The statues rest on square pillars, which are attached to the exterior wall of the building, and climb over one story in height. Given the Neoclassical/Italian Renaissance style of the building, and its purposeful, balanced proportional design and massing, the one-story statues are incompatible with the building. Although they are not attached to the building (their bases are), they are not compatible with the historic features of the façade. Further, though the statues are clearly differentiated, they are composed of metal, which is incompatible with the historic sheathing and ornamental materials that characterize the property.

Signage: The project does not comply with Rehabilitation Standard No. 9. Given the quality of the architectural design, by master architects James and Merritt Reid, the banner signs detract from the design of the primary façade. The projecting side bays on which the signs are mounted were designed to balance and frame the more ornate center bays. In their current location, the banner signs introduce

a visual element that interrupts the balance and proportions of the façade design, which is considered a character-defining feature.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Skateboard Deterrents: The project complies with Rehabilitation Standard No. 9. The skateboard deterrents are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Statues: The project complies with Rehabilitation Standard No. 10. Although installation of the statues may have resulted in the destruction of historic materials, their removal would not permanently impair the essential form and integrity of the historic property.

Signage: The project complies with Rehabilitation Standard No. 10. Although installation of the banner signs may have resulted in the destruction of historic materials, their removal would not permanently impair the essential form and integrity of the historic property.

Security Cameras: The project complies with Rehabilitation Standard No. 10. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and if removed, the essential form of the property would be unimpaired.

Skateboard Deterrents: The project complies with Rehabilitation Standard No. 10. The skateboard deterrents are generally compatible in scale and appearance, they do not obscure character-defining features, and if removed, the essential form of the property would be unimpaired.

Article 11 Analysis

According to Article 11, Appendix E, of the Planning Code, buildings within the Kearny-Mason-Market-Sutter Conservation District typically feature massing that is a vertically oriented rectangle. The two-story rectilinear massing of the subject property is consistent with the architectural features of contributors to the Kearny-Mason-Market-Sutter Conservation District. In their current location, the two banner signs introduce a visual feature that interrupts the vertical design composition of the five-bay façade and detracts from the primary façade.

Furthermore, the introduction of projecting signs such as banners at columns or bays is discouraged in Article 11, Appendix E, of the Planning Code, for properties within the Kearny-Mason-Market-Sutter Conservation District; such signs obscure character-defining features, as exhibited on the subject property, and are therefore not recommended.[724]

[724] San Francisco Planning Department, *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*, Historic Preservation Design Standards, June 2009, p. 5.

Conclusion

The following recommended Condition of Approval is suggested to facilitate bringing the building at 491 Post Street (ES-23) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

Recommended Condition of Approval, ES-23: HR-1, Signs and Statues. The banner signs and statues shall be removed, areas of damage repaired, and the original appearance restored and refinished to match existing in materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and designed and placed to comply with applicable Article 11 guidelines.

Cultural and Paleontological Resources

Building alterations at ES-23 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-23 is located on the southeast corner of the intersection of Post and Mason streets in the Union Square area of the Downtown/Civic Center neighborhood. The two-story building was built in 1913. This site was previously used as a religious institution until AAU occupied it in 2002. AAU postsecondary educational institutional use at ES-23 encompasses an auditorium, classrooms, and offices (approximately 37,730 gross square feet). On a typical day there are approximately 124 students and 25 faculty and staff members.

No vehicle parking is provided on site. There are five doorways into the building and a side entry into the basement of the building along Post Street. Three doorways on Post Street provide access to the main lobby area, and two side doorways provide access to the mezzanine level of the building. There are two bicycle racks (20 Class II spaces) in the basement of the building, accessible through the main lobby and down the stairs. There is a 42-foot-long shuttle-only passenger loading zone on the south side of Post Street between Mason and Powell streets, but since 2010 shuttle routes have been revised and Route H no longer stops at this location. No shuttle service is provided as of spring 2016. Along Post Street in front of the AAU site there is also one commercial loading space (about 20 feet long) and a tour bus zone (about 20 feet long), which extends to Powell Street for a total of 200-foot-long tour bus zone.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at ES-23 generates approximately 268 person trips (118 inbound trips and 150 outbound trips) and 24 vehicle trips (ten inbound trips and 14 outbound trips) during the weekday PM peak hour.

Traffic

ES-23 is located on Post Street between Mason Street and Powell Street. There are eight AAU sites clustered in the lower Nob Hill and Downtown/Civic Center neighborhoods, along Pine, Bush, Sutter, and Post streets: two sites along Pine Street (1055 Pine Street [ES-17], 1069 Pine Street [ES-16]), two sites along Bush Street (1080 Bush Street [ES-12], and 1153 Bush Street [ES-11]), three sites along Sutter Street (620 Sutter Street [ES-20], 817-831 Sutter Street [ES-14], and 860 Sutter Street [ES-13]), and one site along Post Street (491 Post Street [ES-23]). The features of Mason Street are described in detail above under 620 Sutter Street (ES-20) and summarized here. The following includes a discussion of Post Street and Powell Street in the vicinity of the site. Transit and shuttle traffic is discussed below.

Mason Street is a north-south street that runs between Jefferson Street and Market Street. In the vicinity of the AAU sites, Mason Street has two southbound lanes and metered parking on both sides of the street.

Post Street is an east-west downtown residential street that runs between Presidio Avenue and Market Street. In the vicinity of ES-23, Post Street has two eastbound vehicle lanes, one transit-only lane, and metered parking on both sides of the street. The parking lane along the north curb turns to a travel lane during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 pm.) peak periods, increasing the total number of travel lanes to two during this period. The *San Francisco General Plan* classifies Post Street as a Transit Preferential Street (Secondary Transit Street) and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Post Street is designated as a High Injury Corridor in the City's Vision Zero network.

Powell Street is a north-south street that runs between The Embarcadero and Market Street. In the vicinity of the AAU sites, Powell Street has one travel lane in each direction shared with a cable car track and metered parking on both sides of the street. Left turns are prohibited along Powell Street to reduce conflicts with cable cars. The *San Francisco General Plan* classifies Powell Street as a Transit Preferential Street (Transit Oriented Street) and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

The postsecondary educational institutional use at ES-23 adds 24 vehicle trips (ten inbound and 14 outbound) to adjacent streets during the PM peak hour. Based on this level of additional vehicle traffic, traffic operating conditions in the vicinity have not been substantially altered as a result of AAU's use of ES-23.

Transit

The AAU postsecondary educational institutional use at ES-23 generates approximately 109 transit trips during the PM peak hour, 47 trips in the inbound direction and 62 trips in the outbound direction. ES-23 is served by two Muni bus routes (2-Clement, 3-Jackson) along Post Street; six bus routes (8-Bayshore, 8AX-Bayshore "A" Express, 8BX-Bayshore "B" Express, 30-Stockton, 45-Union/Stockton, and 76X-Marin Headlands Express), which are temporarily rerouted to travel along Mason Street due to the Central Subway construction; and two cable car routes (Powell–Mason and Powell-Hyde Cable Car lines) along Powell Street. The nearest transit stops to ES-23 are located at the Post Street/Powell Street intersection (for the 2-Clement and 3-Jackson); at the Geary Street/Mason Street intersection (for the 8-Bayshore, 8AX-Bayshore "A" Express, 8BX-Bayshore

"B" Express, 30-Stockton, 45-Union/Stockton and 76X-Marin Headlands Express); and at the Geary Street/Powell Street intersection (for Powell-Hyde and Powell-Mason cable car lines). None of the bus stops has a shelter or service information (see Figure 8, Muni Transit Network for ES-10 through 14, ES-16, ES-17, ES-20, and ES-23, on p. 4-255). The AM, midday, and PM frequencies of these lines, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 76.

The 109 PM peak hour transit trips generated by the AAU postsecondary educational institutional use at ES-23 are distributed to several routes. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, this increased transit demand, even in combination with 24 transit trips from other nearby AAU sites under analysis (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], and 1055 Pine Street [ES-17]), has not made a substantial contribution to the existing transit service in the area. The AAU shuttle zone is adjacent to the transit-only lane on Post Street, which is used by Muni bus routes 2-Clement, 3-Jackson, and 76X-Marin Headlands Express. The AAU shuttle service to the site has not substantially conflicted with the operation of this transit-only lane because Muni lines 2-Clement and 3-Jackson operate with a combined frequency of every six minutes during the PM peak hour, and AAU shuttle buses (Route M) were observed to pull into the designated shuttle bus zone fully without blocking transit lane. (The 76X-Marin Headlands Express operates on Sundays and holidays only.)

Shuttle

The postsecondary educational institutional use at ES-23 generates approximately 55 shuttle riders during the PM peak hour, 25 riders in the inbound direction and 30 riders in the outbound direction. Shuttle demand is higher at different times of the day for this site, depending on class scheduling. This site was served by one shuttle bus route (H) in 2010, with 15-minute headways throughout the day. The total seating capacity at that time for Route H was 234 seats in the PM peak hour. Route H operated at 63 percent capacity at the MLP (466 Townsend Street) during the PM peak hour, but at 126 percent capacity during the shuttle peak hour. As of spring 2015, no regular shuttle service is provided to this site. Spring 2015 capacity utilization data is unavailable. Although Routes G, H, and Hayes Express also run on Post Street, they do not stop at ES-23 because Post Street is too congested for shuttles to serve the site efficiently.

Based on the 2015 shuttle capacity, the 28 PM peak hour shuttle riders generated at this site during the PM peak hour are likely accommodated on Express Route #1. Since shuttle service is no longer provided to this site, a recommended Condition of Approval to assess and monitor shuttle bus demand and if needed to provide a new shuttle service is recommended below.

There was no designated shuttle stop for this site in 2010. To ride a shuttle bus, students were asked to flag a driver to stop for service in front of the building. Since the spring semester in 2011, a 42-foot-long curb space along the frontage of the site on Post Street has been designated as a shuttle-only passenger loading zone with a "No Parking Shuttle Bus Stop" sign for the hours of 8:00 a.m. and 11:00 p.m. Monday through Friday.

Table 76. 491 Post Street (ES-23) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2 – Clement	Clement and 14th Ave to Ferry Plaza via Clement and Sutter	12	20	12	240	Sutter St/ Powell St	76%
3 – Jackson	Presidio and California to Sansome and Sutter via Jackson, Fillmore, and Sutter	12	12	12	185	Sutter St/ Taylor St	58%
8 – Bayshore	City College to Kearny and North Point via U.S. 101	7.5	9	7.5	N/A	N/A	N/A
8AX – Bayshore "A" Express	Columbus and Pacific to Geneva and Schwerin via U.S. 101	6	N/A	7	568	Harrison St/ 6th St	75%
8BX – Bayshore "B" Express	City College to Kearny and North Point via U.S. 101	6	N/A	7	480	Geneva Ave/ Paris St	63%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus, and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union-Stockton	Lyon and Union to Market via Union, Stockton, 3rd St, and 5th St	8	12	12	260	Stockton St/ Sutter St	82%
76X – Marin Headlands Express	Market and Sansome to 1st St and Mitchell via Golden Gate Bridge, Lombard, Sutter, and Post	N/A	60 (Sundays and Holidays Only)	60 (Sundays and Holidays Only)	N/A	N/A	N/A
Powell-Mason	Fisherman's Wharf to Powell and Market via Mason and Powell	10	8	8	N/A	N/A	N/A
Powell-Hyde	Victorian Park to Powell and Market via Hyde and Powell	10	8	8	N/A	N/A	N/A

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

The 2-Clement and 3-Jackson bus lines operate along the Post Street in the transit-only lane, but no substantial conflicts between AAU shuttle buses and Muni vehicles were noted in 2015. Post Street is a designated bicycle route (Route 16). During field observation in 2015, no substantial conflicts between AAU shuttle buses and bicycle traffic was noted. This is likely due to the relatively low volumes of bicycle traffic observed.

Pedestrian

The AAU postsecondary educational institutional use at ES-23 generates approximately 239 pedestrian trips: 75 walking, 109 transit, and 55 shuttle trips during the PM peak hour. The 28 shuttle walking trips are short in length, from the building entrance to the shuttle zone on Post Street in front of the building. Mason, Geary, and Post streets are designated as High Injury Corridors under the City's Vision Zero Improvement Plan.[725] Intersections near this site have well-defined crosswalk markings, pavement delineations, and traffic lights. The Mason Street/Post Street intersection does not have pedestrian crossing signal heads. Sidewalks along Post Street and Mason Street are approximately 16 and 14 feet wide, respectively. There is no curb cut bordering the site. The primary pedestrian access to the site is from Post Street through the three center doors which lead to the main lobby area. Two side doors on Post Street lead to the mezzanine level. A side entry into the basement is located on Post Street on the west side of the building.

The land uses in the area are a mix of residential, commercial, and hotel uses. Pedestrian volumes were observed to be generally moderate in the vicinity of the site, and pedestrians were observed to move freely in the sidewalks directly fronting the site. Pedestrian volumes at crosswalks can be moderate to high at times, as the other three corners of this intersection have a JW Marriott Hotel and a medical office building at 490 Post Street, and this location is only one block from Union Square. There were no indications of overcrowding within the sidewalk areas, nor a considerable amount of pedestrians standing outside of the site. No instances of pedestrian-vehicle conflicts at crosswalk locations were observed.[726]

The 239 pedestrian trips at ES-23 in combination with the 479 pedestrian trips from other nearby existing AAU sites (i.e., 1153 Bush Street [ES-11], 1080 Bush Street [ES-12], 860 Sutter Street [ES-13], 817-831 Sutter Street [ES-14], 620 Sutter Street [ES-20], 1069 Pine Street [ES-16], and 1055 Pine Street [ES-17]) have added pedestrian volumes in the area, but given that these pedestrian trips are spread onto multiple streets, they are accommodated on the adjacent pedestrian facilities (16-foot-wide sidewalks along Post Street).

Bicycle

The postsecondary educational institutional use at ES-23 generates five bicycle trips during the PM peak hour, two trips in the inbound direction and three trips in the outbound direction. Bicycle Route 16 is a Class III bike route that runs along Post Street and provides direct access to the site. Route 16 connects to Route 45 on Steiner Street to the west and to Route 50 on Market Street to the east. There are two bicycle racks in the basement of the building accessed through the main lobby and down the

[725] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy,* February 2015.
[726] Field observation was made by CHS on Thursday July 16, 2015 between 1:00 p.m. and 3:00 p.m.

stairs, providing a total of 20 Class II bicycle parking spaces.[727] Bicycles were observed to be locked to street signs along Post Street. The site's six PM peak hour bicycle trips have not substantially affected the operation or capacity of bicycle facilities in the area.

This site generates a bicycle parking demand of approximately seven spaces, which are generally accommodated in the existing 20 bicycle parking spaces.[728] Given the location of the existing bicycle parking locations (i.e., basement), a recommended Condition of Approval is suggested to relocate the bicycle parking spaces to a more accessible location. No bicycle parking is required under the Planning Code for this site.

Loading

The AAU postsecondary educational institutional use at ES-23 generates approximately four daily truck trips, which equates to a loading demand of less than 1 (approximately 0.2) trips in an average or peak demand hour. The site does not have any off-street parking or loading spaces. There are freight loading (yellow) zones adjacent to ES-23 along Mason and Post streets, including an approximately 180-foot-long yellow zone on Mason Street and an approximately 20-foot-long yellow space (one van-size vehicle) on Post Street.

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015. Approximately 80 percent of the ten yellow spaces (nine spaces on Mason Street and one space on Post Street, assuming each vehicle occupies an approximately 20-foot-long space) were occupied with freight/delivery vehicles. Commercial vehicles making deliveries to this site have to find available on-street parking or loading spaces in the vicinity. Due to the limited number of daily delivery activities related to the institutional use, loading demand is accommodated on-street near the site.

Garbage collection at the site occurs on the south side of Post Street, next to the entrance for the site. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection along Post Street occurs twice a week in the late night hours.

Parking

The AAU institutional use at ES-23 generates a parking demand of 14 parking spaces (two spaces by faculty/staff and 12 spaces by commuter students). The site does not provide any off-street parking spaces. Therefore, any students or staff who drive to ES-23 are required to park in nearby on-street spaces or off-street parking garages. The on-street and off-street parking survey data for this and other AAU sites is presented in Tables 61 and 62 under the 1153 Bush Street (ES-11), above. On-street parking occupancy in the general surrounding area bounded by Hyde Street to the west, Pine Street to the north, Powell Street to the east, and Post Street to the south during the midday was observed to be moderate to high, averaging about 86 percent during the midday period. There is no general parking provided in the immediate vicinity of this AAU site along Post Street between Mason and Powell streets, or along Mason and Powell streets between Post and Geary streets. The nearest

[727] Bicycle parking data was provided by AAU and verified by Planning Department staff.
[728] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

block with general parking (Mason Street between Bush and Sutter streets) was observed to be 100 percent occupied during the midday peak period. Off-street parking facilities in the area include 433 Mason Street and 500 Post Street, the Mason O'Farrell parking garage at 325 Mason Street, the Union Square parking garage at 569 Post Street, and 415 Taylor Street. Parking occupancy at off-street parking facilities was not observed.

Some of the demand for 15 parking spaces related to the postsecondary educational institutional use at ES-23 is met by nearby on- or off-street parking facilities. However, these spaces are limited in amount and the AAU use at this building could have potentially added to the overall parking demand in the area. Transportation Demand Management strategies are part of a recommended Condition of Approval for all AAU sites (see p. 3-28 and Appendix TDM at the end of this Memorandum) to encourage AAU to reduce staff and faculty vehicle trips and parking demand.

Emergency Vehicle Access

San Francisco Fire Department Station #3 (1067 Post Street) is the closest station to the AAU site, approximately 0.4 mile west of the site. From the station, vehicles are able to access the AAU site via Post Street and would be able to park along Post Street.

Existing Constraints and Proposed Improvements

Based on the above discussion, constraints on the AAU use of ES-23 include an inconvenient location of bicycle parking and the need for adequate shuttle zone space if the shuttle stop at 860 Sutter Street is relocated. To address these constraints, the following conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-23: TR-1, Bicycle Parking. AAU reports the presence of two bicycle racks (20 Class II spaces) in the basement of the building. AAU shall relocate these racks to the ground floor in a more convenient location and add signage to direct students to the bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Recommended Condition of Approval, ES-23: TR-2, Reconfigure Curb Space to Accommodate Relocated Shuttle Stop. If the recommended Condition of Approval in the discussions of 860 Sutter Street (ES 13) and 620 Sutter Street (ES-20) is implemented, the shuttle zone along Post Street at the 491 Post Street site would be required to increase in size, subject to SFMTA approval, from 40 feet to 80 feet to accommodate the additional six routes (E, G, H, I, M, and Sutter Express). With the potential shuttle zone expansion, the commercial loading space in front of the 491 Post Street site would have to be relocated to the west, shortening the tour bus zone along Post Street by 20 feet. All changes to the curb zone shall be reviewed and approved by SFMTA.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 491 Post Street site (ES-23) is at the southeast corner of Post and Mason streets in the Union Square area. This site was previously used by a religious congregation until AAU changed the use to institutional in 2002. AAU currently uses the building as an auditorium, and for classroom and office uses. There was no designated shuttle stop for this site until the 2011 spring semester, when a 40-foot-long curb space on the south side of Post Street between Mason and Powell streets was designated as a shuttle-only passenger loading zone serving Route D. However, as of 2015, there are no AAU shuttles serving ES-23. According to the San Francisco Transportation Noise Map,[729] the existing traffic noise level near ES-23 from vehicular traffic along Post and Mason streets was approximately 74 dBA L_{dn} in 2008, indicating a noisy commercial environment. However, college classrooms are not considered a protected sensitive land use under the *San Francisco General Plan*.

AAU did not install or modify any existing rooftop mechanical equipment at ES-23. Since there are no new rooftop stationary sources at the site, there would have been no increase rooftop mechanical equipment noise that did not already exist prior to AAU occupation. In addition, the activities in the ES-23 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-23 would not have exceeded the standards established by the City for noise effects on sensitive receptors near ES-23.

The noise levels generated by student activity and increased shuttle bus operation would have been compatible with a typical urban environment when the building was occupied by AAU and continue to be compatible. Any noise increases from shuttle bus operations (backup beepers) would have been and are intermittent and minor. The activities within the ES-23 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as would fixed noise sources at the site; therefore, the change in use at ES-23 would not have exceeded the standards established by the City for effects on sensitive receptors near ES-23.

Vehicular traffic noise at ES-23 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 3,153 trips per day.[730] According to the San Francisco Transportation Noise Map,[731] the existing traffic noise level near ES-23 from vehicular traffic along Post and Mason streets was approximately 75 dBA L_{dn} in 2008. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-23 by AAU contribute approximately 47.1 dBA L_{dn} to local traffic noise levels. When the ES-23 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-23 has not substantially increased vehicular traffic noise near the site.

[729] San Francisco Department of Public Health, *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf
[730] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[731] San Francisco Department of Public Health, *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (auditorium, classrooms, and offices) at ES-23, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2001, when AAU occupied the building. Area sources were estimated based on a 37,730-square-foot "Junior College" land use designation in CalEEMod and mobile-source emissions were based on a daily vehicle trip rate of 268 round trips per day. There are no on-site generators or boilers at ES-23. Since CalEEMod only allows the user to model years 1990, 2000, and 2005, an operational year of 2000 was conservatively assumed for ES-23. Table 77 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-23, which are all shown to be below the Bay Area Air Quality Management District's (BAAQMD's) daily and annual significance thresholds.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-23 is not one of those sites; therefore, AAU occupation of ES-23 has not resulted in increased health risks for nearby sensitive receptors.

Table 77. 491 Post Street (ES-23) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	1.05	<0.01	<0.01	<0.01	0.19	<0.01	<0.01	<0.01
Energy	0.03	0.28	0.02	0.02	<0.01	0.05	<0.01	<0.01
Mobile	3.90	6.50	1.27	0.44	0.70	1.23	0.22	0.08
Total Emissions	4.98	6.78	2.58	0.46	0.89	1.28	0.22	0.22
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:

1. Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

ROG = reactive organic gases; NOx = nitrogen oxides; PM10 and PM2.5 = particulate matter 2.5 micrometers in diameter or 2.5 to 10.0 micrometers in diameter, respectively.

Source: ESA, 2016.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-23 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-23 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings Energy Performance Ordinance requires owners of non-residential buildings with greater than or equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-23: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-23 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-23.

Recreation

As shown on Figure 4, p. 3-63, 491 Post Street (ES-23) is located within 0.25 mile of three San Francisco Recreation and Park Department (RPD) facilities: Hooker Alley Community Garden, Union Square, and Father Alfred E. Boeddeker Park. Hooker Alley Community Garden (also known as Nob Hill Community Garden), is operated by volunteers and allows its members to grow produce and ornamental plants.[732] Union Square, bounded by Geary, Post, Powell and Stockton streets, is a popular tourist plaza location featuring outdoor seating, amplified sound stage area, lawns, sculptures, and a café.[733] Alfred E. Boeddeker Park, at 295 Eddy Street, features a basketball half-court, swings, slides, play structures, and a community clubhouse.[734] Other publicly owned parks are within a 0.5-mile distance of ES-23, including the Tenderloin Recreation Center, Collins P. Huntington Park, and St. Mary's Square.

As described in Population and Housing on p. 4-476, the capacity of ES-23 is 1,063 occupants. The change in use from religious institution to postsecondary educational institution at ES-23 has minimally changed the daytime population of the area because the religious institution (i.e., church) likely had a comparable capacity. Therefore, the change in population, if any, is considered a minimal increase compared to the service population for the Hooker Alley Community Garden, Union Square, and Alfred E. Boeddeker Park facilities. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-23 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous institutional land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[735] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-23. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

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[732] San Francisco Recreation and Parks, Hooker Alley (Nob Hill) Community Garden. Available online at: http://sfrecpark.org/destination/hooker-alley-community-garden/. Accessed on January 15, 2016.

[733] San Francisco Recreation and Parks, Union Square. Available online at: http://sfrecpark.org/reservablefacility/union-square/. Accessed on January 15, 2016.

[734] San Francisco Recreation and Parks, Father Alfred E. Boeddeker Park. Available online at: http://sfrecpark.org/destination/father-alfred-e-boeddeker-park/. Accessed on January 15, 2016.

[735] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[736] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-23 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[737] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[738] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-23 is located within the Central Police District of the San Francisco Police Department (SFPD). The Central District Police Station is located at 766 Vallejo Street, but the nearest police station is the Tenderloin Task Force Police Station at 301 Eddy Street. The district covers approximately 1.8 square miles with a daily population ranging from 75,000 to over 350,000 because of tourists, workforce/commuters, and shopping areas. In 2013 (the most recent data available), there were 666 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 5,830 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Central District.[739] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

[736] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

[737] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[738] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

[739] San Francisco Police Department, Annual Report 2013, p. 114. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

The 491 Post Street building has a capacity of 1,063 occupants (1,053 students and 10 faculty and staff). The change in use from a religious institution to postsecondary educational institution would represent a change in the daytime population of the area, because church goers would primarily be present only on Sundays. However, the auditorium is currently only used for special events and is not fully occupied on a daily basis. The classrooms and offices within ES-23 represent a small portion of the total capacity. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change of use at ES-23.

Fire and Emergency Services

ES-23 is located within 3,000 feet of Fire Station No. 3 (1067 Post Street) and Fire Station No. 41 (1325 Leavenworth Street). Fire Station No. 41 consists of a single fire engine.[740] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 3 responded to 3,286 non-emergency calls with an average response time of 8:03 minutes, with 90 percent of non-emergency calls responded to in under 14:26 minutes. Fire Station No. 3 responded to 6,981 emergency calls with an average response time of 3:04 minutes, with 90 percent of emergency calls responded to in under 4:16 minutes. In 2011, Fire Station No. 41 responded to 448 non-emergency calls with an average response time of 7:27 minutes, with 90 percent of non-emergency calls responded to in under 14:08 minutes. Fire Station No. 41 responded to 1,796 emergency calls with an average response time of 2:57 minutes, with 90 percent of emergency calls responded to in under 4:06 minutes.[741]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-23 meet the Citywide emergency transport goals.

As described above on p. 4-476, the change in use from a religious institution to postsecondary educational institution could represent a change in the daytime population of the area. However, because the building would not be at capacity most of the time, similar to a church's weekly service schedule, it would not represent a substantial change in the daily population of the building. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed a new fire sprinkler system for the subbasement and a sprinkler monitoring system, improving fire safety at the property. No measurable changes in response times have occurred since the change in

[740] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[741] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

use. No substantial effect on fire or emergency medical services has occurred as a result of the change of use at ES-23.

Libraries

The nearest public library to ES-23 is the Chinatown Branch Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-476, the change in use would not represent a substantial change in daytime population. The change in population, if any, would be minimal compared to the service population for the Chinatown Branch and Main Libraries. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change of use at ES-23.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The change in use under AAU as postsecondary educational institution would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). For the reasons stated above, no substantial effect on schools has resulted from the change in use at ES-23.

Biological Resources

ES-23 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-23. ES-23 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. No substantial effect on biological resources has occurred as a result of the change in use at ES-23.

Geology and Soils

ES-23 is underlain by a variable thickness of artificial fill that likely relates to debris from the 1906 Earthquake and Fire.[742] Below the fill is well-sorted, fine to medium grained dune sand. The dune sands of San Francisco once formed an extensive coastal system, underlying approximately one-third of the City. The dune sand is typically highly permeable. Within San Francisco, the dune sand reaches

[742] Geologica, Inc., Phase I Environmental Site Assessment for 491 Post Street, March 2003.

thicknesses of up to 150 feet and is underlain by highly fractured bedrock. Groundwater in the general vicinity of the site is approximately 16 to 36 feet below ground surface and flows south and southeast, corresponding to the topography.[743] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-23 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake originating from the Hayward Fault.[744, 745] ES-23 is not located within a liquefaction zone.[746] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-23 is a two-story concrete building that does not include unreinforced masonry or a soft story.[747, 748] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could still be vulnerable during an earthquake, the change in use and associated building alterations would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-23 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., reroofing and doors). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-23 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted

[743] Geologica, Inc., Phase I Environmental Site Assessment for 491 Post Street, March 2003.
[744] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[745] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[746] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[747] City and County of San Francisco, UMB – All Report, December 1, 2014.
[748] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.

by the SFPUC through the year 2100.[749] ES-23 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-23.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-23 did not identify the presence of underground storage tanks or significant historic use of hazardous materials, although the site was used for industrial and warehousing purposes.[750] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; therefore, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1913, suggests that asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present throughout the building, although there is no evidence of damage or leaks. No peeling paint was detected.[751] Prior to building alterations, materials were tested for ACM and LBP. ACM was detected on ceiling materials and LBP was discovered in the basement and on the stairwell walls.[752] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

ES-23 is currently used as an auditorium and for classrooms and offices. Hazardous materials that are used, stored, and disposed of at ES-23 include commercial household-style consumer products, such as cleaners, disinfectants, and chemical agents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Use of these materials generates household-type hazardous waste, which does not result in substantial adverse effects.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral resource recovery sites as a result of the change in use of ES-23.

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[749] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.

[750] Geologica, Inc., Phase I Environmental Site Assessment for 491 Post Street, March 2003.

[751] Geologica, Inc., Phase I Environmental Site Assessment for 491 Post Street, March 2003.

[752] RGA Environmental, Inc., Limited Asbestos and Lead Survey Report, Academy of Art University, 491 Post Street, December 14, 2010.

Tenant improvements at ES-23 associated with the conversion of a religious institution to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-494. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[753] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-23, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-23. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For these reasons, the change in use at ES-23 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change in use at ES-23 has not had a substantial effect on mineral and energy resources.

Agricultural and Forest Resources

ES-23 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[754] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-23 has had no substantial effects on agriculture or forest resources.

[753] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 491 Post Street, March 4, 2016.

[754] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

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4.2.18. 77 New Montgomery Street (ES-27)

Property Information

The 77 New Montgomery Street existing site (ES-27), also known as 79 New Montgomery Street, is a five-story, 147,509-square-foot building constructed in 1907 (Photographs 111–114). The building is located at the corner of New Montgomery and Mission streets, in the Financial District neighborhood. Figure 15, ES-27: 77 New Montgomery St – Existing Condition, in Appendix TDM, shows the site and surrounding streets. The site is Lot 014 in Assessor's Block 3707. The building has a capacity of 908 occupants (741 students, 167 faculty and staff).

Prior to AAU occupation in 1996, the building was used as an office. AAU currently uses the building for administrative offices, classrooms, labs/art studios, a theater, and a ground-floor gallery. Currently, two AAU shuttle bus routes (G and Hayes Express) stop at the 44-foot-long white passenger-loading zone on the south side of Jessie Street between New Montgomery and Second streets.

The site is zoned C-3-O(SD) (Downtown Office - Special Development) and is within the New Montgomery-Mission-Second Street Conversation District. Office and institutional uses are principally permitted with some related retail and service uses. The height and bulk district is 150-S. ES-27 is located within the Central South of Market (SoMa), Transit Center District, and Downtown Planning Areas. It is also within the Yerba Buena Community Benefit District.

Tenant Improvements and Renovations

AAU added four electric blade signs at the building's corners and installed 17 awnings above the ground-floor windows along New Montgomery, Mission, and Jessie streets. In addition, in 2000 AAU reroofed the building, replaced concrete on encased beams, and in 2012 installed a new fire alarm system. AAU painted signs in 2011 without a building permit and subsequently removed them in 2015.[755] Security cameras were added, a secondary entrance door was installed, and a roll-up door were replaced without building permits.[756] AAU installed six rooftop condenser units without building permits.

Required Project Approvals

The 77 New Montgomery Street existing site (ES-27) would require a building permit under San Francisco Planning Code (Planning Code) Section 171 to change the use from office to postsecondary educational institution within the C-3-O(SD). A Major Permit to Alter is required under Planning Code Article 11 to legalize or modify past building alterations performed without benefit of permit.

[755] Building Permits obtained for the improvements and renovations at ES-27 are: BPA #200011286673 (reroofing), #201104284951 (concrete replacement), #200106282578 (awnings), #9305460/#9305461/9305463 (signs), #201105095673 (paint sign, permit never issued); #201204248995 (fire alarm system); and #201509247946 (remove painted wall sign).

[756] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Photograph 111. 77 New Montgomery Street (ES-27).

Photograph 112. Mid-block New Montgomery Street, facing northeast, toward the Palace Hotel and Market Street.

Photograph 113. Mid-block New Montgomery Street, facing southwest.

Photograph 114. Mid-block Mission Street, facing northeast toward 2nd Street.

Plans and Policies and Land Use

ES-27 is located in the Financial District neighborhood. In the immediate vicinity of ES-27 there are a mix of uses including commercial, hotel, and ground-floor retail/restaurant. The surrounding buildings range from five to 15 stories and have predominantly office uses above ground-level retail/restaurant uses.

The ES-27 building is five stories and fronts the entirety of New Montgomery Street between Jessie and Mission streets, and fronts approximately three-quarters of Jessie and Mission streets between New Montgomery and Second streets. ES-27 is one block south of Market Street, the major transportation corridor through downtown San Francisco. Metered parallel parking is permitted along New Montgomery Street, Mission Street, Jessie Street, and Second Street. Motorcycle and scooter parking is also located on Jessie Street. Parking is limited on surface streets with many loading zones, bus stops, and 15-minute parking signs.

ES-27 is located in the New Montgomery-Mission-Second Street Conversation District. Many of the buildings in the Conservation District, including ES-27, were built between 1906 and 1930. More than two-thirds of the buildings are three- to seven-story brick or concrete commercial loft buildings constructed during the 5 years after the 1906 Earthquake and Fire. Most buildings have either square or rectangular massing. The eight-story Palace Hotel is located on the city block bordered by Market, New Montgomery, Jessie, and Annie streets to the northwest of ES-27.

ES-27's current use is an administrative building for AAU, with offices, classrooms, labs/studios, a theater, and a publicly accessible gallery on the ground-floor. The ground-floor of ES-27 fronting New Montgomery and Mission streets showcases various student works and AAU program opportunities.

The zoning near ES-27 is C-3-O(SD) (Downtown Office [Special Development]). The C-3-O(SD) zoning boundaries are approximately located south of Market Street, east of Annie Street, west of Steuart Street, and north of Folsom Street. The area comprises the southern side of the core central business district, and is similar to and generally indistinguishable from the C-3-O District in terms of uses and character. The area is centered on the Transbay Transit Center. This District permits densities that exceed those in the C-3-O District and contains the tallest height limits in the City, reflecting its unparalleled public transportation access and geographically central position in the downtown."[757] ES-27 is located within the Central SoMa, Transit Center District, and Downtown Planning Areas. The Central SoMa Area Plan has not been approved. The Transit Center District Plan's objective is to build onto the Downtown Area Plan and support the next generation of downtown growth. The Central SoMa Area Plan proposes to support transit-oriented growth, shape the area's urban form, maintain vibrant economic and physical diversity, and support growth with improved streets and open space. The Downtown Area Plan contains objectives and policies to guide decisions affecting the downtown area. The Plan foresees a downtown known for a center of ideas, services, and trade, and as a place for stimulating experiences. The use of ES-27 as a postsecondary educational institution is consistent with the Downtown Area Plan and Transit Center District Plan.

[757] Planning Code Section 210.2

The height and bulk district for New Montgomery Street between Market and Mission streets is 150-S.

As noted above, use of ES-27 has been changed by AAU from office to a postsecondary educational institutional use. It is being used as an AAU administrative building, with offices, classrooms, labs/studios, a theater, and a gallery. The change in use of the existing structure involved limited exterior alterations described above under Tenant Improvements and Renovations. The change in use of the site from an office to a postsecondary educational institutional use within the C-3-O(SD) District slightly deviates from the predominantly office use that is generally supported by limited service and retail uses on the ground-floor. The C-3-O and C-3-O(SD) Zoning Districts' uses are intended to facilitate face-to-face business contacts to be made conveniently by travel on foot. This change in use of ES-27 limits land and space intended for office and business use, along with the opportunity for ground-floor supporting services (i.e., restaurants) and retail. However, change in use of one building in the context of the number of buildings in the vicinity would not have a substantial effect on the large real estate and land use characteristics of the C-3-O and C-3-O(SD) Zoning Districts. ES-27 would require a building permit under Planning Code Section 171.

The postsecondary educational institutional use does not change the scale or neighborhood character, as limited exterior alterations to the building have occurred. AAU signage and showcases conform to the standards of other ground-level advertising and displays that are prevalent in the area. Therefore, the ES-27 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-27 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-27 is 908 occupants (741 students and 167 faculty and staff). The capacity does not represent total population, because AAU students and some faculty and staff members may use multiple sites for all or part of any given day. The change in use may indirectly result in new residents of San Francisco due to student and employment growth at the site. Conservatively presuming that ES-27 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in daytime population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[758]

The change in use at ES-27 from an office use to a postsecondary educational institution would have minimally changed the daytime population because the building, as an office, likely had a comparable capacity. AAU is essentially replacing the office building population; therefore, the

[758] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

daytime population of the site would be fundamentally unchanged. Therefore, no substantial effect on population has occurred from the change in use at ES-27.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The housing demand created by ES-27 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from office to a postsecondary educational institution at ES-27 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-27 did not result in the displacement of housing because this site was previously used as office.

Aesthetics

ES-27 is located in the Financial District neighborhood and within the New Montgomery-Mission-Second Street Conversation District. The five-story building, which was built in 1907, was enlarged to its current form in 1920 and remodeled in 1960. ES-27 is a Category I building in the New Montgomery-Mission-Second Street Conversation District. The building has a symmetrical square design set flush with the sidewalk. ES-27 has a flat roof terminating with a stepped cornice. The top floor windows have arched openings, a horizontal axis diving the middle story windows, and large storefront windows on the ground floor that display AAU advertising, artwork, and displays. There are no street trees along New Montgomery Street, Mission Street, Jessie Street, or Second Street near ES-27.

Many of the buildings in the New Montgomery-Mission-Second Street Conversation District, including ES-27, were built between 1906 and 1930. More than two-thirds of the buildings are three- to seven-story brick or concrete commercial loft buildings constructed during the five years after the 1906 Earthquake and Fire. Most buildings have either square or rectangular massing. The area is entirely built out and urban in character with no public parkland or open space. The historic district is highly cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street.[759]

ES-27 is viewable from Market Street, which is designated as a street that defines city form and is important for significant building viewing.[760] Due to the relatively flat topography and large scale of the buildings, view corridors are limited to streets and intersections. ES-27 is bordered by New Montgomery Street to the west, Mission Street to the south, Jessie Street to the north, and Second Street to the east. Due to the urban character of the neighborhood, bordering roadways with the exception of Jessie Street contain a high volume of traffic, especially during weekday business hours. Jessie Street is an alley that connects New Montgomery and Second streets, and is used by pedestrians and some cars. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

[759] Planning Code Appendix F to Article 11.
[760] San Francisco Planning Department, *San Francisco General Plan*, Urban Design Element, Map 11, Street Areas Important to Urban Design and Views.

The surrounding area contains mainly high- and mid-rise buildings containing office, residential, cultural, and hotel functions. There is an architectural mix of older structures side-by-side with modern buildings. In general, buildings extend to the sidewalk and vary greatly in size from the two-story building on the northwestern corner of Mission and Second streets, to the 15-story building at 90 New Montgomery Street, across from ES-27. Many of the buildings include ground-floor retail spaces and office uses on the upper floors. The intensity of development generally increases to the north and east of the site.

The change in use at ES-27 has caused some changes to the building and neighborhood character. Three AAU illuminated blade signs are prominent exterior features that can be seen along the view corridors of New Montgomery Street, Mission Street, and Second Street. Because the signs extend from the building, they can be seen from several blocks away along the view corridors. In addition, awnings with the AAU logo are located above the ground-floor windows. Nevertheless, AAU signage on ES-27 is comparable to the visual character of the area. Advertising located on signs, awnings, bus stops, and pole banners is prevalent within the neighborhood. No other exterior changes are attributable to the AAU use. Therefore, no substantial adverse aesthetic effect has occurred from the change in use at ES-27.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

Exhibiting a Renaissance Revival–influenced style, ES-27 is a five-story commercial building in the Article 11-designated New Montgomery-Mission-Second Street Conservation District. Spanning eight bays on New Montgomery Street and six on Mission Street, the building displays a symmetrical design composition, with continuous bands of windows, separated by recessed spandrel panels accented with applied ornament. The building is nearly square in plan and set flush to the sidewalk, on a flat lot. The primary elevation faces New Montgomery Street, with secondary elevations fronting Mission Street and Jesse Street. The building is capped with a flat roof, terminating in a stepped cornice.

On the primary (New Montgomery Street) elevation, the first floor features a deeply recessed main entry, trimmed with marble walls and flooring and unadorned, paired glass doors and transom windows, set flush with the floor. This entrance represents a 1960 remodel carried out by renowned San Francisco architect Gardner A. Dailey for Allied Properties. In a career spanning over 40 years, from the 1920s until his death in 1967, Dailey designed and completed numerous celebrated and award-winning commissions throughout the Bay Area.

Flanking the main entry are large storefront windows, sheltered beneath slim projecting awnings. Dividing the second and third floors is a prominent belt course, which appears to mark the original 1913 construction of the first two stories, with the upper three stories added in 1920. Encircling the building are wood double-hung windows, slightly recessed in the wall plane. The fourth story windows are articulated with segmental arched openings and keystone accents. The secondary elevations are virtually identical to the primary elevation, which the exception of in-filled openings and a roll-up door installed on the eastern portion of the lot, on Jesse Street.

The entrance leads to a rectangular lobby with a marble floor. Three elevator bays stand opposite the main entry; the elevators appear to date to the Dailey remodel in 1960. The lobby appears to retain features from both the original interior as well as subsequent remodeling, with updated features combined with remnants of the original lobby, including a chandelier, intact crown molding, and Classic Revival-inspired decorative features (for representative photographs refer to Photographs 115–117).

Photograph 115. 77 New Montgomery Street

Photograph 116. 77 New Montgomery Street, detail, window and spandrel ornament.

Photograph 117. Interior lobby of subject property.

Site History

The 77 New Montgomery Street building was constructed in 1913 as a two-story commercial building designed to be expanded in phases up to eight stories.[761] This commission replaced the Crossley Building, which originally occupied the site but was destroyed in the 1906 Earthquake and Fire. In the initial phase of construction, the first two stories were designed by San Francisco architect Sylvain Schnaittacher (1874–1926), for an estimated cost of $150,000. The property was commissioned by Central Realty Company and its principal stockholder, A. Aronson, "one of the ablest realty operators in the city."[762] The phased building plan was due to the size and divisions of the parcel, which consisted of three separate lots. As building plans were announced in May 1913, the *San Francisco Chronicle* thus described 77 New Montgomery:

> "Among the new building announcements made this week the most interesting is that of a Class A structure at the northeast corner of Mission and New Montgomery streets [sic]. …The site of the new building was recently acquired by Aronson. Aronson in an exchange of properties from Mrs. Oelrichs. The building is intended to be eventually the first two stories and basement of a big office structure of eight stories. ...The plans have been so laid out that in the event of a purchaser acquiring either one of the three buildings he could add six stories and be independent of the other buildings."[763]

Although the architect listed for the 1920 expansion of the property is Mel Schwartz, it appears that the design had already been determined in Schnaittacher's 1913 plans. The 1920 addition brought three more stories, bringing the building to its current five-story massing (rather than the original planned eight stories).

Ownership and tenancy in the building appears to have changed hands on several occasions through the years. Owners/tenants included Associated Oil Company, which occupied the building as early as the 1920s through the mid-1950s, Allied Properties as of the late 1950s, which commissioned the Gardner Dailey remodel of the entrance, and Crocker National Bank/Crocker Properties, which occupied at least a portion of the property from as early as 1960 through the late 1980s. As of 1968, Pacific Telephone and Telegraph occupied office space as a tenant.

California Register of Historical Resources Evaluation

In addition to being a contributing property in the New Montgomery-Mission-Second Street Conservation District, 77 New Montgomery (ES-27) Street appears California Register of Historical Resources (CRHR) eligible both individually and as part of a historic district under Criterion 1, as an exemplification of widespread commercial development/recovery in downtown San Francisco in the post-1906 Earthquake and Fire Reconstruction period. The property also qualifies individually and as a contributor to a historic district under CRHR Criterion 3, as an excellent example of Renaissance Revival-influenced commercial architecture in downtown San Francisco. The

[761] San Francisco Chronicle, City Realty Market Is Stirred by Important Transactions, May 17, 1913. The San Francisco Property Information Map shows a date of construction of 1907; available primary sources indicate the year 1913 for the building's first phase of construction.
[762] San Francisco Chronicle, May 1913.
[763] San Francisco Chronicle, May 1913.

corresponding California Historic Resources Code is 3CB. The evaluation also considered the 1960 entrance/lobby remodel by master architect Gardner Dailey. Because the remodel represents only a small portion of the building, it does not qualify for landmark listing (but is of note in the property's history).

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[764] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15). The subject property retains integrity and remains CRHR-eligible both individually and as a contributor to the historic district. The period of significance is 1913–1933, with the end date corresponding with end of the period of significance for New Montgomery-Mission-Second Street Conservation District.

Character-Defining Features Summary

Exterior

- Symmetrical design composition
- Building set flush to sidewalk
- Rectilinear building plan
- Ornamental detailing, accenting bays, spandrels, and windows
- Continuous, parallel bands of double-hung windows, slightly recessed in wall plane
- Five-story square plan building
- Flat roof terminating in projecting ornamental cornice line
- Top floor windows articulated with segmental arched openings and keystone accents
- Belt course defining the horizontal axis between second and third stories
- Large storefront windows

Interior

- Entrance configuration, deeply recessed entrance, leading to open lobby and three elevator bays
- Marble floor and walls in lobby
- Remnants of original ornamental program and detailing (crown molding accenting the ceiling, molded panels, chandelier)

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for*

[764] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

Rehabilitation. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Awnings: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Signage: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Awnings: The project complies with Rehabilitation Standard No. 2. The storefront openings (in size, configuration, and profile) that span the ground-level are considered character-defining. As of 1992, the building had barrel-vault awnings that were significantly larger and blocked views of these character-defining features to a greater degree than the extant awnings. The extant awnings, although they also span all primary elevations of the building, their profile/projection widths are thin and relatively unobtrusive. Therefore, the shape, size, and character of the original storefront windows are easily discernible. With the stucco-cladding and in-filled transoms constituting noncontributing features, the awnings do not block or obscure character-defining features.

Signage: The project does not comply with Rehabilitation Standard No. 2. The building features a symmetrical, rhythmic design consisting of parallel bands of window bays that span each story of the building. This feature is character-defining. The projecting signs, as currently installed on three prominent corners of the building, in a position that spans the first and second stories, present a visual interruption of this symmetrical, rhythmic design, segmenting what was intended to be a continuous, unified façade design.

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not unduly alter character-defining features, spaces, and spatial relationships that characterize the property.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Awnings: The project does not comply with Rehabilitation Standard No. 3. Although awnings are often found on similar commercial properties from this era, historic photographs indicate that such a

feature was not present on the building during the period of significance. The awning introduces an element that is not representative of the property's historical use and appearance.

Signage: The project does not comply with Rehabilitation Standard No. 3. Historic photographs indicate that the building did not have blade signs during the period of significance. The signs introduce elements that are not representative of the property's historical use and appearance.

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Awnings: The project complies with Rehabilitation Standard No. 5. Although the ground-level storefront openings are character defining, the wall materials to which the awnings are fastened consist of noncontributing stucco sheathing. This stucco was used to infill the transom windows in the 1980s. The project affects materials that do not characterize or convey the historic significance of the property.

Signage: The project does not comply with Rehabilitation Standard No. 5. For each of the three signs, the project involved the installation of two steel, L-shaped mounting brackets, which are bolted to the masonry of the exterior walls. Each L-shaped mounting bracket is fastened to the masonry walls with at least eight bolts. The recommended approach in the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) for installing signage is to use mortar joints or the jamb of a noncontributing storefront component (rather than character-defining masonry). The project is likely to have resulted in damage to character-defining wall materials as part of the installation of the projecting signs.

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials and the property still retains the distinctive materials, features, and finishes that convey its historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Awnings: The project complies with Rehabilitation Standard No. 9. The awnings are located within the existing storefronts and installed into noncontributing wall materials (in stucco sheathing applied in the early 1980s). Thin in profile and unobtrusive in appearance, the awnings are compatible in size, scale, and proportion, and do not obscure character-defining storefront openings.

Signage: The project does not comply with Rehabilitation Standard No. 9. The building's symmetrical, rhythmic design is character-defining. The projecting signs interrupt the two-part vertical design as well as the horizontal banding of fenestration across all visible elevations of the building. In addition, the signs interrupt the bold, unadorned corner piers of the building. In this way,

the signs add a highly visible element that is not compatible with the historic character, materials, and features of the property.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Awnings: The project complies with Rehabilitation Standard No. 10. If the awnings were removed, the essential form and integrity of the historic property would remain unimpaired.

Signage: The project complies with Rehabilitation Standard No. 10. If the signs were removed, the essential form and integrity of the historic property would remain unimpaired.

Security Cameras: The project complies with Rehabilitation Standard No. 10. If the security cameras were removed, the essential form and integrity of the historic property would remain unimpaired.

Article 11 Analysis

The 77 New Montgomery Street (ES-27) building is a Category I ("Significant") contributing property within the New Montgomery-Mission-Second Street Conservation District. Article 11, Appendix F, Section 6 of the Planning Code describes the overall character and scale of the New Montgomery-Mission-Second Street Conservation District. Throughout the district, contributors are divided into bays that establish a cohesive, rhythmic character along the street line. The subject property is consistent with this overall character, as reflected in the building's symmetrical, rhythmic design composition, repeating window bays that span the building on each floor. These character-defining design elements are the focus of the following Article 11 compliance analysis.

Prior to AAU's occupation of the property, the ground-level storefronts facing New Montgomery and Mission streets were altered in 1960 and 1982, according to building permits on file with the San Francisco Department of Building Inspection. Alterations resulted in the infill of transom windows, application of stucco over the windows, and the extensive reconfiguration of the primary entrance on New Montgomery Street.

The AAU awnings currently spanning the ground floor of the property appear compliant with Article 11 guidelines. Although partially altered, the storefront openings continue to be character-defining features of the building. The AAU awnings are thin in profile and located within the frame of each storefront opening. Given this, they do not obscure the spacing of bays and the elements that characterize and define those bays. The piers that separate the bays are still clearly visible, and the transoms located above the awnings, while in-filled, are still discernible.

Per the applicable guidelines for projecting signs within Conservation Districts (including in Article 11 and Article 6), the scale and placement of signs shall be appropriate to the elements of the

building.[765] Installed on prominent, highly visible corners, the three projecting signs interrupt the symmetrical, rhythmic design of the building, segmenting what was intended to be a continuous, unified composition. The three signs are considered to be in noncompliance with applicable guidelines for projecting signs in Article 11 Conservation Districts.

In addition, the signs appear to be internally illuminated signs with plastic lenses, supplied power via conduit that is exposed and attached to the face of the building. Under Article 11 guidelines, internally illuminated signs are not permitted (the guidelines call for either indirectly or externally illuminated lights), and conduit must be concealed rather than attached to and left exposed on the face of the building, the sign structure, or the sign itself.[766]

In terms of location, the signs were installed above the storefront transom openings, extending above the lintel of the second-floor windows. According to Article 11 guidelines, projecting signs may not be located above the window sill of the first residential floor.[767] The location of the signs appears to be in noncompliance with Article 11 guidelines.

Moreover, the installation of signs on properties in Conservation Districts is to be undertaken in such a way that "avoids damaging or obscuring any of the character-defining features" of the property and that "allows for their removal without adversely impacting the exterior" of the building.[768] The L-shaped mounting brackets and bolts installed in the exterior masonry walls appear to be in noncompliance with these requirements.

Conclusion

The following Condition of Approval is recommended to facilitate bringing the building at 77 New Montgomery Street (ES-27) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

Recommended Condition of Approval, ES-27: HR-1, Signage. The projecting signs do not appear to comply with the SOIS or Article 11 guidelines. With three large projecting signs, placed above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. To facilitate compliance, the two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign) shall be removed, and the original surface patched and repaired where necessary and refinished to match existing in materials and appearance.

To facilitate compliance with Article 11 guidelines, the one remaining sign shall be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting.

[765] San Francisco Planning Department. *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," November 2012, 14.
[766] *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," pp. 11-13.
[767] *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," p. 14.
[768] *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," pp. 11-13.

During site inspections, exposed conduit was noted on the exterior walls left of the entrance. AAU shall conceal any exposed conduit from view, per the Article 11 guidelines for properties in adopted Conservation Districts.

Archaeology and Paleontology

Building alterations at ES-27 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

The 77 New Montgomery Street site is located on the east side of New Montgomery Street, south of Jessie Street (alley) and north of Mission Street in the Yerba Buena/Financial District neighborhood. The five-story building, built in 1907 and enlarged in 1920, was at one time the Crocker Bank Offices. AAU occupied the building beginning in 1992, and it includes approximately 147,509 gross square feet of AAU postsecondary educational institutional use, comprised of administrative offices, classrooms, labs/studios, a theater, and a ground-floor galleries with approximately 908 occupants (275 students and 167 faculty/staff members) at ES-27. Since the relocation of main administrative functions to 150 Hayes Street in 2013, ES-27 does no longer serve as the main administrative office for AAU and the number of office workers is substantially lower than analyzed. The trip generation for ES-27 was estimated using the trip generation rate for an academic/admin use (4.56 PM peak hour trips per 1,000 square feet), which is approximately seven percent higher than the trip generation rate for an an academic/admin-office building (4.24 PM peak hour trips per 1,000 square feet). Therefore, the analysis presented here in presents more conservative trip estimation.

No vehicle parking is provided on site, but ES-27 serves as a centralized receiving area for mail and commercial deliveries. There are two off-street loading spaces in the loading dock along Jessie Street (alley) between Second Street and New Montgomery Street. There are three pedestrian entries to the building, one main entry along New Montgomery Street and two secondary entries along Jessie Street for fire egress. There is one bicycle rack with a total of eight Class II bicycle parking spaces in the basement of the building. Additionally, there are four Class II public bicycle racks near the entrance of the building on New Montgomery Street. Two AAU shuttle bus routes (G and Hayes Express) use the 44-foot-long white passenger loading zone on the south side of Jessie Street between New Montgomery and Second streets for passenger loading.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at ES-27 generates approximately 673 person trips (258 inbound trips and 415 outbound trips) and 65 vehicle trips (23 inbound trips and 42 outbound trips) during the weekday PM peak hour.

Traffic

There are two AAU sites located along New Montgomery Street in the Yerba Buena/Financial District neighborhood: 77 New Montgomery Street (ES-27), located on the east side of Montgomery Street between Jessie and Mission Streets, and 180 New Montgomery Street (ES-28), located on the west side of New Montgomery Street between Natoma and Howard streets. In the vicinity of these

two AAU sites, New Montgomery Street has a mix of office, hotel, retail and institutional uses. Traffic volumes are heavy along New Montgomery Street during the PM peak period as it carries traffic to the Bay Bridge. ES-27 is one of the most heavily used AAU sites. Pedestrian volumes along the east side sidewalks along New Montgomery Street are heavy, partly because it connects buildings in the SoMa area with the Market Street transit systems. AAU students use this and the adjacent Jessie Street sidewalks for circulation and access, as well as for loitering and socializing. Access to the off-street loading dock is located on the south side of Jessie Street via a roll-up door. SFMTA operates three Muni bus routes (14-Mission, 14X-Mission Express, and 14R-Mission Rapid) along Mission Street. Previously, four AAU shuttle routes stopped at the 44-foot-long white passenger loading zone on the south side of Jessie Street (west of the loading dock area) in 2010; due to restructuring of shuttle routes, two AAU shuttle bus routes (G and Hayes Express) currently stop at this zone.

The existing roadway systems in the vicinity of the AAU site are described below, including roadway designations, number of lanes, and traffic flow directions. The functional designation of these roadways was obtained from the *San Francisco General Plan* and the *Better Streets Plan*.[769,770] Roadways identified under the *Vision Zero San Francisco Two-Year Action Strategy* are also noted.[771]

New Montgomery Street is a one-way southbound Downtown commercial street between Market Street and Howard Street. New Montgomery Street has two southbound lanes and metered parking on both sides of the street. The eastside parking lane is a PM peak period (3 p.m. to 7 p.m.) tow-away lane, converting to a vehicle travel lane during the PM peak period. Traffic volumes along New Montgomery Street are moderate all day, except during the PM peak period, during which vehicle queues extend to Market Street. Occasional conflicts between pedestrians and vehicles were observed along New Montgomery Street at Jessie Street with vehicles making a left-turn onto Jessie Street.

Mission Street is an east-west Downtown commercial throughway between Wellington Avenue and The Embarcadero. In the vicinity of the AAU site, Mission Street has two eastbound travel lanes and one travel lane and one transit-only lane in the westbound direction. There are metered parking spaces on both sides of the street. The *San Francisco General Plan* classifies Mission Street as a Transit Conflict Street, a Transit Preferential Street (Transit Oriented Street), and a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Mission Street is designated as a High Injury Corridor in the City's Vision Zero network.

Jessie Street is an east-west alleyway that runs discontinuously from Third Street to First Street. In the vicinity of the AAU site, Jessie Street has one eastbound travel lane and metered parking on both sides of the street. The parking on the north side of the street is exclusively for motorcycles.

The postsecondary educational institutional use at ES-27 adds 65 additional vehicle trips to adjacent streets during the PM peak hour (23 inbound and 42 outbound). No off-street vehicle parking is provided at ES-27. Therefore, AAU-related vehicle trips likely park on-street (where available) and

[769] San Francisco Planning Department, *San Francisco General Plan,* Transportation Element, July 1995.
[770] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 2010.
[771] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

in off-street parking garages (such as SF MOMA Garage at 147 Minna Street). Based on the level and likely distribution of the additional vehicle traffic, traffic operating conditions in the vicinity have not been substantially altered as a result of AAU's use of ES-27. The level of PM peak hour traffic, even on streets or at intersections that operate poorly, does not represent a substantial contribution to these operating conditions. Shuttle and loading circulation is further discussed below.

Transit

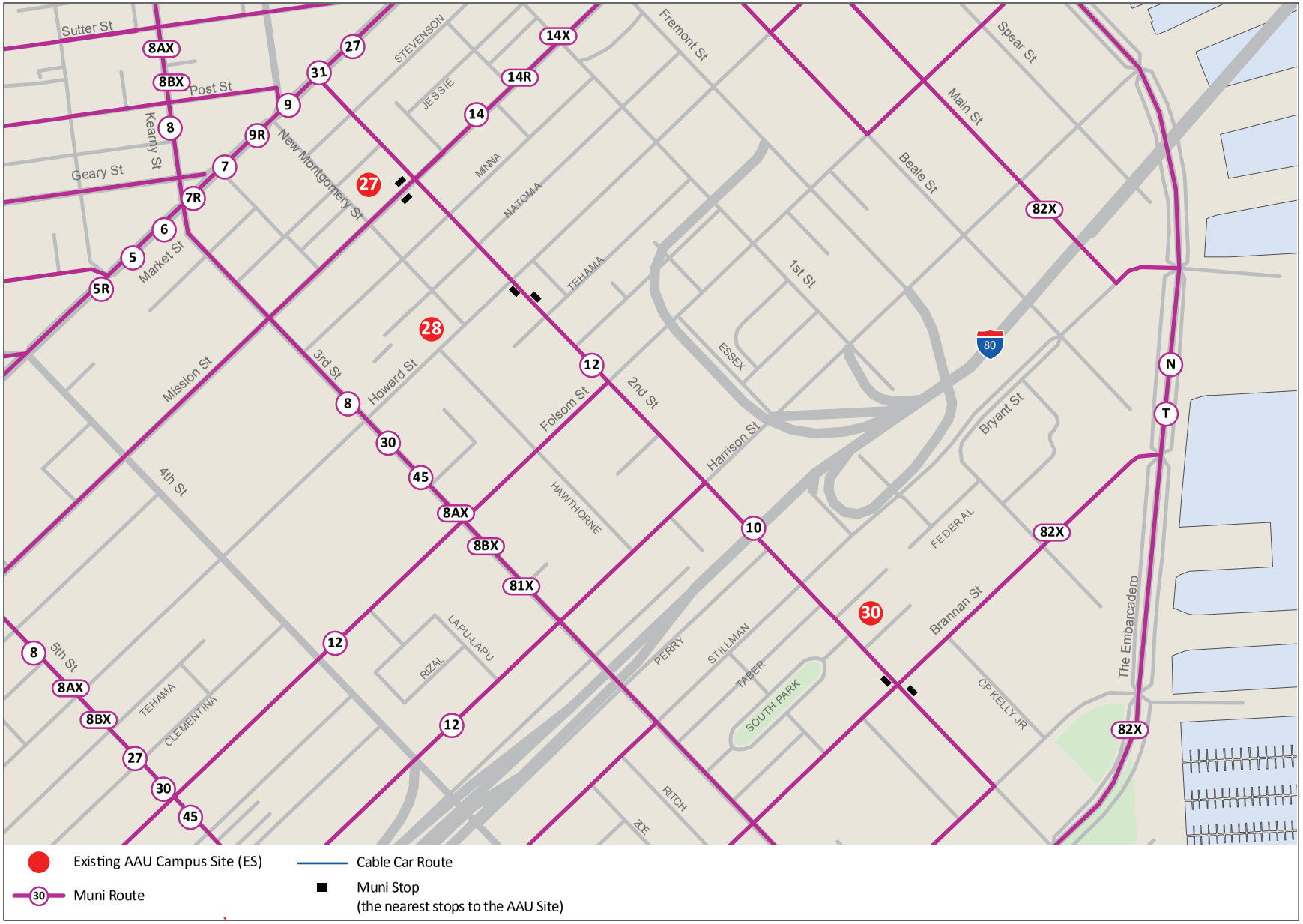
The AAU postsecondary educational institutional use at ES-27 generates approximately 295 transit trips during the PM peak hour, 106 trips in the inbound direction and 189 trips in the outbound direction. ES-27 is in close proximity (approximately 200 feet south) from the Market Street transit spine, which includes four regional rail transit lines operated by Bay Area Rapid Transit (BART) and six light rail lines (J-Church, K-Ingleside, T-Third, L-Taraval, M-Ocean View, and N-Judah) and seven bus lines (2-Clement, 5-Fulton, 6-Parnassus, 21-Hayes, 31-Balboa, 38-Geary, 38R-Geary Rapid) operated by Muni.

In the immediate vicinity of ES-27, two Muni bus routes (10-Townsend and 12-Folsom/Pacific) travel along Second Street, and three routes (14-Mission, 14R-Mission Rapid, and 14X-Mission Express) travel along Mission Street. The 10-Townsend and 12-Folsom/Pacific provide further connections to Muni rail service on Market Street and to regional transit service at the Temporary Transbay Terminal. No Muni routes travel on New Montgomery Street. The nearest bus stops to the site are on Mission Street between New Montgomery and Second streets (for the 14-Mission, 14X-Mission Express, and 14R-Mission Rapid lines) and on Second Street between Jessie and Mission streets (for the 12-Folsom/Pacific line). The stop on Mission Street has a shelter and signage with transit information, but the stop at Second Street does not. There are also three Golden Gate Transit bus lines (70, 101, and 101X) and three SamTrans bus lines (292, 391, and KX) that use the bus stop on Mission Street between New Montgomery and Second streets (see Figure 9**,** Muni Transit Network for ES-27, ES-28, and ES-30).

Table 78, 77 New Montgomery Street – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour, presents the AM, midday, and PM frequencies of the nearby Muni lines operating in the immediate vicinity of ES-27 as well as the passenger load and their capacity utilization at the maximum load point (MLP) during the PM peak hour. While two routes (10-Townsend and 45-Union-Stockton) are near the standard capacity utilization, all seven routes operate below the SFMTA performance standard of 85 percent capacity utilization during the PM peak hour.

As part of the SFMTA's Muni Forward, the following changes are proposed to four of the bus routes in the vicinity of ES-27:

- Route 10-Townsend would have increased frequency east of Van Ness Avenue from 20 to six minutes during AM and PM peak period and from 20 to 10 minutes during midday period. It would also have a contraflow transit-only lane on Sansome Street.
- Route 12-Folsom/Pacific would be discontinued.
- Route 14R-Mission Rapid would extend all-day service to the Daly City BART station.
- Route 30-Stockton would increase frequency east of Van Ness Avenue from 4 to 3.5 minutes.



Source: CHS Consulting Group (2016)

AAU EXISTING SITES TECHNICAL MEMORANDUM

FIGURE 9: MUNI TRANSIT NETWORK FOR ES-27, ES-28, AND ES-30

Table 78. 77 New Montgomery Street – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
10 – Townsend	24th and Potrero to Pacific and Van Ness via Pacific, 2nd, and Townsend	10	20	20	153	2nd St/ Townsend St	80%
12 – Folsom/ Pacific	24th Street BART Station to Van Ness and Pacific via Pacific, Sansome, and Folsom	20	20	20	108	Harrison St/ 7th St	57%
14 – Mission	Daly City BART to Ferry Plaza via Mission	8	8	7	285	Mission St/ Precita St	40%
14R – Mission Rapid	Daly City BART to Ferry Plaza via Mission	8	8	8	467	Mission St/ 24th St	74%
14X – Mission Express	Daly City BART to Ferry Plaza via Mission	6	N/A	7	318	6th St/ Harrison St	56%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus, and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union-Stockton	Lyon and Union to Market via Union, Stockton, 3rd St and 5th St	8	12	12	260	Stockton St/ Sutter St	82%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

The 295 PM peak hour transit trips (106 inbound and 189 outbound) generated by the AAU postsecondary educational institutional use at ES-27 and the 380 transit trips from the 180 New Montgomery Street site (ES-28) are distributed to several Muni routes as well as to regional transit service lines, given their proximity to the Market Street corridor. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Outbound, on p. 3-30, this increased transit demand in combination with transit trips from other AAU locations has not substantially contributed to the existing transit service in the area. AAU shuttle service to the site has not substantially conflicted with the operation of transit vehicles because there are no Muni lines operating along New Montgomery or Jessie streets.

Shuttle

While the postsecondary educational institutional use at ES-27 is estimated to generate approximately 109 shuttle riders during the PM peak hour, 50 riders in the inbound direction and 59 riders in the outbound direction, the current level of shuttle demand as observed by CHS on March

2016 is approximately 30 percent lower than the estimated demand. Appendix TR-L includes a summary of trip generation and travel behavior survey conducted at ES-27. Shuttle demand is higher at different times of the day for this site, depending on class scheduling. The site was served by four shuttle bus routes (E, H, I, and M) in 2010. Routes E, H, and I each operated with 15-minute headways throughout the day, and Route M operated with 60-minute headways throughout the day. The shuttle stop was at Jessie Street. The total seating capacity for these four routes was 691 seats in the PM peak hour. Routes E, H, I, and M operated at 63, 30, 78, and 44 percent capacity at the MLP, respectively, in 2010 during the PM peak hour. During the shuttle peak hour, Routes E, H, I, and M operated at 63, 126, 130, and 81 percent capacity, respectively, at the MLP. MLPs occurred at the Cannery on Route E, at 466 Townsend Street and on Route H, at 79 New Montgomery on Route I, and at 860 Sutter Street on Route M. The shuttle stop at Jessie Street was used as a hub transfer stop between routes in 2010, but this function moved to 180 New Montgomery Street (ES-28) as of spring semester of 2015. Therefore, the E, H, and I shuttle routes were altered to stop at the 180 New Montgomery Street site (ES-28) instead. Route M no longer operates along New Montgomery Street. Currently, two shuttle bus routes (G and Hayes Express) stop at ES-27 on Jessie Street, with 30-minute headways for each route and a total seating capacity of 82 in the PM peak hour. Although they do not stop at ES-27, Routes D and H also travel near this AAU site on New Montgomery Street.

Based on the current shuttle capacity, only a portion of the estimated demand (approximately 109 shuttle riders) at ES-27 are expected to use the G and Hayes Express routes. The remaining shuttle riders likely walk approximately 500 feet to 180 New Montgomery Street (ES-27) to access Routes D, E, H, and I. Since it is unknown whether Routes G and Hayes Express can sufficiently serve the expected shuttle trips generated by ES-27 and given the lower shuttle demand as observed by CHS Consulting Group, a Condition of Approval to assess and monitor the shuttle bus capacity for Routes G and Hayes Express, potentially increasing frequency or capacity to meet the measured demand, is recommended below.

In 2010, the four AAU shuttle bus routes used the 44-foot-long white passenger-loading zone on the south side of Jessie Street between New Montgomery and Second streets for passenger loading. As of 2015, two AAU shuttle bus routes (G and Hayes Express) use this white zone.[772] Based on the frequency of service on these routes, one to two shuttles are expected to use the zone at the same time, and therefore the 44-foot length is sufficient to meet the expected demand.

Neither New Montgomery Street nor Jessie Street is part of a designated bicycle route, and no Muni routes operate along New Montgomery or Jessie streets. Therefore, the AAU shuttle service on New Montgomery Street and Jessie Street does not directly conflict with bicycle traffic or Muni vehicles.[773]

Pedestrian

The AAU postsecondary educational institutional use at ES-27 generates approximately 579 pedestrian trips during the PM peak hour: 175 walking, 295 transit, and 109 shuttle trips. The 109 shuttle walking trips are short in length, from the building entrance to the shuttle zone on Jessie

[772] As a general rule, all shuttle buses (Routes G and Hayes Express, and campus tour shuttle buses) use the shuttle zone on Jessie Street. The white passenger loading zone on New Montgomery Street is primarily used by students, staff, and parents and the public for loading/unloading of passengers.

[773] Field observation was made by CHS on Thursday, July 16, 2015 between 1:00 p.m. and 3:00 p.m.

Street. South of the site, Mission Street is designated as a High Injury Corridor in the City's Vision Zero network. Intersections near the site have well-defined crosswalk markings, pavement delineations, and traffic lights. The New Montgomery Street/Mission Street intersection has pedestrian crossing signal heads. Sidewalks along Jessie Street, New Montgomery Street, and Mission Street are approximately 10, 14, and 15 feet wide, respectively. There is a curb cut bordering the site, with a driveway on the south side of Jessie Street. The primary pedestrian access to the site is from New Montgomery Street through the doorway. There are two secondary entries from Jessie Street for fire egress.

Pedestrian volumes along New Montgomery Street are generally heavy, especially during the AM and PM peak hours and at lunchtime. New Montgomery Street is a major pedestrian corridor to Market Street. Pedestrian flows and speeds were observed to be restricted, and crowding was observed at times on the sidewalk and particularly heavy at crosswalk areas. The land uses in the area are a mix of hotels and office uses on the upper levels and retail and restaurant uses on the ground floors. The Sheraton Palace Hotel is located on the west side of New Montgomery Street, across from ES-27. The 579 PM peak hour pedestrian trips at ES-27 and 745 pedestrian trips at nearby 180 New Montgomery Street (ES-28) add pedestrian volumes in the area. Pedestrians were observed to be able to move freely along the adjacent pedestrian facilities, which are 14 feet in width, and the estimated pedestrian trips are accommodated. Therefore, pedestrian traffic has not been substantially blocked by the additional pedestrian trips.

A recommended Condition of Approval to assess/monitor shuttle service is presented below. If shuttle service could meet the demand at ES-27, students would be less likely to gather or wait for any length of time for shuttles near Jessie Street. Additionally, since pedestrian flows on adjacent sidewalks are intermittently heavy, a Condition of Approval to monitor pedestrian volumes at the site, particularly student volumes during the peak periods, is recommended. If pedestrian traffic is observed to be blocked during any of these periods, AAU should implement measures such as having students wait inside for shuttles, reminding students not to block adjacent sidewalks, or providing a gathering area inside the building.

Bicycle

The AAU postsecondary educational institutional use at ES-27 generates 23 bicycle trips during the PM peak hour, 6 trips in the inbound direction and 17 trips in the outbound direction. The closest bicycle routes are Route 50 along Market Street and Route 11 along Second Street with sharrow marking in the pavement. There is one bicycle rack with a total of eight Class II bicycle parking spaces in the basement accessed via the main entrance of the building and through the elevator or stairs.[774] Additionally there are four Class II public bicycle racks (eight spaces) in front of the building on New Montgomery Street. During the school year, the Class II spaces out front were observed to be well utilized. The site's 23 PM peak hour bicycle trips in combination with 30 PM peak hour bicycle trips from nearby 180 New Montgomery Street (ES-28) have not substantially affected the operation or capacity of bicycle facilities in the area.

[774] Bicycle parking data was provided by AAU and verified by Planning Department staff.

This site generates a bicycle parking demand of approximately 34 spaces, which is not met with the existing 16 bicycle parking spaces.[775] A recommended Condition of Approval suggests that AAU provide 18 additional Class I bicycle parking spaces, or coordinate with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery, Mission, and Jessie streets, to meet the estimated demand. As stated, the public bicycle racks along New Montgomery Street were observed to be highly utilized during the school year by AAU students and/or staff. Additionally, given the location of the existing bicycle parking locations, a recommended Condition of Approval is suggested to relocate the existing Class II bicycle parking spaces to a more convenient location on the ground floor, and to add signage to help students locate the bicycle parking. Recommended Conditions of Approval are presented below. No bicycle parking is required under the Planning Code for this site.

Loading

The AAU postsecondary educational institutional use at ES-27 generates approximately 15 daily truck trips, which equates to a loading demand of less than one (approximately 0.7) trip(s) in an average hour or 0.9 trip during the peak demand hour. There are approximately 20-foot-long freight loading (yellow) zones on Jessie, New Montgomery, and Mission streets, adjacent to or across from ES-27. ES-27 serves as a centralized receiving area, and most deliveries, except food and small items, are delivered to this location and then distributed to the other AAU buildings. Based on information provided by AAU, there are approximately eight to nine daily deliveries to this location.[776] There are two off-street loading spaces in the loading dock area along Jessie Street, between Second Street and New Montgomery Street. The loading dock accommodates up to two courier vans, and larger trucks typically park at the entrance of the loading dock.

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015. The existing yellow freight loading zones on Jessie, New Montgomery, and Mission streets were usually occupied during the observation period. No double parking was observed. The loading dock was closed and not in use at the time of observation.[777]

Garbage collection at this site occurs on the south side of Jessie Street, next to the entrance of the site. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection along New Montgomery Street occurs six times a week in the late night hours.

[775] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

[776] Approximately three mail deliveries are made to the 77 New Montgomery Street building on a typical day, including USPS delivery and pickups, and daily deliveries from FedEx and DHL (two to five times per week). Once the mail and packages from the mail carriers are sorted, they are placed on mailroom runs to the other buildings. Deliveries to the other buildings are made by AAU vehicles (Ford Transit Connect van) twice a day. In addition, all supplies, such as paper, ink, computers, and other specially ordered items, are delivered to 77 New Montgomery Street, averaging four to five deliveries per day. A third-party vendor (Admail) in Sacramento makes deliveries to 77 New Montgomery Street, usually at the beginning of each semester.

[777] Field observation was made by CHS on Thursday, July 16, 2015 between 1:00 p.m. and 3:00 p.m.

Parking

The AAU postsecondary educational institutional use at ES-27 generates a parking demand of 16 parking spaces (two spaces by faculty/staff and 14 spaces by commuter students). The site does not provide any off-street parking spaces, so parking demand must be met on-street or at off-site facilities, such as the Moscone Center garage at 255 Third Street or the SFMOMA garage at 147 Minna Street. For students, parking rates in the vicinity are generally high for short-term parking (typically a student would need to park in a parking garage for a minimum of 2.5 hours for a class and the cost could be $20 or higher). Additionally, most commuter students attend more than one class on days they commute to campus and thus likely park their vehicle only once, near (or in close proximity to) the AAU building (or related facility) where they will attend their first or last class of the day, or at another location convenient to the shuttle lines. Off-street facilities such as the Moscone Center garage at 255 Third Street or the SFMOMA garage at 147 Minna Street are available for faculty or staff at ES-27.

An on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J.

Curb spaces bordering the site generally consist of a no parking zone along New Montgomery Street and time-limited (2-hour) metered parking along Jessie and Mission streets. Table 79, 77 New Montgomery Street – On-Street Parking Supply and Occupancy (Midday Peak) summarizes on-street parking supply and weekday midday occupancy for streets bordering 77 New Montgomery Street. There are a total of six on-street parking spaces surrounding the site. During the survey period, parking occupancy was moderate, averaging about 67 percent between 1:00 p.m. and 3:00 p.m.

Table 79. 77 New Montgomery Street – On-Street Parking Supply and Occupancy (Midday Peak)

Street	From	To	Side	Supply	Occupied	% Utilization
New Montgomery St	Jessie St	Mission St	East	0	0	0%
			West	0	0	0%
Jessie St	New Montgomery St	2nd St	South	3	2	67%
Mission St	New Montgomery St	2nd St	North	3	2	67%
Total				6	4	67%

Note: Parking utilization above 100 percent indicates double parking or other illegal activity.

Source: CHS Consulting Group, 2015.

Given the limited amount of on-street parking, the location of off-street parking within the study area, generally bounded by Market Street, Fourth Street, Folsom Street, and First Street, was examined. Table 80, 77 New Montgomery Street – Off-Street Parking Supply lists 29 public off-street parking facilities with a total of 5,193 parking spaces. Parking occupancy at off-street parking facilities was not observed.

Table 80. 77 New Montgomery Street – Off-Street Parking Supply

Address	Type	Capacity
101 2nd St	Garage	70
55 2nd St	Garage	N/A
555 Market St	Garage	80
75 Hawthorne St	N/A	125
525 Market St	Garage	65
71 Stevenson St	Garage	70
147 Minna St	Garage	410
223 Stevenson St	Garage	350
500 Howard St	Lot	110
55 Hawthorne St	Garage	280
125 Stevenson St	Garage	180
75 Natoma St	Lot	32
204 2nd St	Lot	N/A
560 Mission St	Garage	210
201 2nd St	Lot	21
222 2nd St	Lot	120
41 Tehama St	Lot	120
85 2nd St	Garage	60
255 3rd St	Garage	752
1 Bush St	Garage	260
521 Mission St	Garage	180
45 3rd St	Garage	798
515 Howard St	Lot	150
524 Howard St	Lot	70
680 Mission St	Garage	240
150 1st St	Garage	180
535 Mission St	Garage	100
546 Howard St	Lot	60
81 Minna St	Lot	100
Total		**5,193**

Source: SF Park, 2011; CHS Consulting Group, 2015.

Some of the 16 parking space demand related to the postsecondary educational institutional use at ES-27 is met by on- or off-street parking facilities. However, these spaces are limited in amount and

the AAU use at this building could have potentially added to the overall parking demand in the area. Transportation Demand Management strategies are part of a recommended Condition of Approval for all AAU sites (see p. 3-28 and Appendix TDM at the end of this Memorandum) to encourage AAU to reduce staff and faculty vehicle trips and parking demand.

Emergency Vehicle Access

San Francisco Fire Department Station #1 (935 Folsom Street) is the closest station to the AAU site, approximately 0.5 mile west of the site. From the station, vehicles are able to access the AAU site via Third, Jessie, and New Montgomery streets and would be able to park along New Montgomery Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-27 include a potential shuttle deficiency, excess white zone on New Montgomery Street, pedestrian volume concern, and a limited amount and location of bicycle parking,. To address these constraints, the following improvement/conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-27: TR-1, Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for its shuttle routes, specifically Routes G and Hayes Express, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.

Recommended Condition of Approval, ES-27: TR-2, White Passenger Zone on New Montgomery Street. A 44-foot-long white passenger loading zone is located adjacent to the site on New Montgomery Street. Since this white zone is not used for AAU shuttle operations, AAU shall, with the approval of SFMTA, return this area to on-street off-peak parking or commercial loading.

Recommended Condition of Approval, ES-27: TR-3, Monitor Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks of the 77 New Montgomery Street site are intermittently heavy, AAU shall monitor pedestrian volumes at the site, particularly student volumes during the peak periods. If pedestrian traffic is observed to be blocked during any of these periods, AAU shall implement measures such as having students wait inside for shuttles, reminding students not to block adjacent sidewalks, providing a gathering area inside the building, or other measures to reduce this activity, taking into account possible operational and safety considerations.

Recommended Condition of Approval, ES-27: TR-4, Bicycle Parking Location. AAU shall relocate the Class I bicycle parking to a more convenient location on the ground floor, and add signage to help students locate the bicycle parking. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Recommended Condition of Approval, ES-27: TR-5, Bicycle Parking Spaces. AAU shall provide an additional 18 Class I bicycle parking spaces (for a total of 34 Class I spaces) to meet the parking demand, or in coordination with SFMTA add 18 Class II bicycle parking spaces along New Montgomery Street. The public bicycle racks along New Montgomery Street were observed to be

highly utilized during the school year by AAU students and/or staff. Bicycle parking shall be consistent with San Francisco Planning Department guidance..

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 77 New Montgomery Street site (ES-27) is located on the east side of New Montgomery Street, south of Jessie Street and north of Mission Street in the Yerba Buena neighborhood. This building was at one time Crocker Bank Offices. Since AAU occupied the building in 1992, it has been an institutional use, composed of administrative and classroom uses. In 2010, AAU shuttle routes E, H, I, and M served ES-27. As of 2015, AAU shuttle routes G and Hayes Express serve ES-27. According to the San Francisco Transportation Noise Map,[778] the existing traffic noise level near ES-27 from vehicular traffic along New Montgomery Street is approximately 74 dBA L_{dn}, indicating a noisy commercial environment. However, college classrooms are not considered a protected sensitive land use under the *San Francisco General Plan*.

AAU operations at ES-27 have resulted in the installation of six rooftop condenser units. This rooftop-mounted mechanical equipment could generate noise levels as high as 51 dBA L_{eq} from a distance of 100 feet.[779] As previously discussed in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-52, exterior noise levels of 70 dBA L_{eq} and 60 dBA L_{eq} could result in interior noise levels exceeding the City's daytime and nighttime Noise Ordinance, respectively.

Assuming an attenuation rate of 6 dB per doubling of distance and noise level of 51 dBA L_{eq} from a distance of 100 feet, a residential building located approximately 11 and 37 feet would be exposed to an exterior noise level that would exceed the City's nighttime and daytime noise standard, respectively. Since the nearest sensitive receptors are located over 37 feet away from the rooftop mechanical equipment, it is expected that operational noise generated by the AAU site's rooftop mechanical systems would not meet or exceed the noise limits established in the City's noise ordinance for fixed noise sources.

The noise levels generated by student activity and increased shuttle bus operation would have been compatible with a typical urban environment and continue to be compatible. Any noise from shuttle bus operations (backup beepers) would have been and is intermittent and minor. The activities within the ES-27 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as would fixed noise sources at the site; therefore, the change in use at ES-27 would have not exceeded the standards established by the City for effects on sensitive receptors near ES-27.Vehicular traffic noise at ES-27 was calculated using the Federal Highway Administration Highway Noise Prediction Model

[778] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf
[779] Puron, 2005. 48PG03-28 Product Data. 2005 p. 10 - 11.

(FHWA-RD-77-108) based on a daily round trip rate of 650 trips per day.[780] According to the San Francisco Transportation Noise Map,[781] the existing traffic noise level near ES-27 from vehicular traffic along New Montgomery Street would have been approximately 75 dBA L_{dn}. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-27 by AAU contribute approximately 51.4 dBA L_{dn} to local traffic noise levels. When the ES-27 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increase in ambient noise levels less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-27 has not substantially increased vehicular traffic noise near the site.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (main administrative building, labs, studios, classrooms, offices, a theater, and gallery) at ES-27, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 1992, when AAU occupied the building. Area sources were estimated based on a 147,509-square-foot "Junior College" land use designation in CalEEMod, and mobile-source emissions were based on a daily vehicle trip rate of 650 round trips per day. There are no on-site generators or boilers at ES-27. Since CalEEMod only allows the user to model years 1990, 2000, and 2005, an operational year of 1990 was conservatively assumed for ES-27. Table 81, 77 New Montgomery Street (ES-27) Operational Emissions, presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (Nox), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-27, which are all shown to be below BAAQMD's daily and annual significance thresholds.

ES-27 is located in the Air Pollutant Exposure Zone, as explained in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-55 to 3-57; however, there are no residential uses at ES-27 and there are no emergency backup generators or boilers located on this site. Therefore, the operation of stationary sources at ES-27 has not increased health risks to nearby sensitive receptors. The AAU change in use has not resulted in the exposure of new sensitive receptors within the Air Pollutant Exposure Zone and has not resulted in any impacts to on-site sensitive receptors.

[780] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[781] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Table 81. 77 New Montgomery Street (ES-27) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	4.10	<0.01	<0.01	<0.01	0.75	<0.01	<0.01	<0.01
Energy	0.12	1.08	0.08	0.08	0.02	0.20	0.01	0.01
Mobile	22.37	27.76	3.52	1.26	4.13	5.32	0.62	0.22
Total Emissions	26.58	28.84	3.60	1.34	4.90	5.51	0.63	0.24
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:

[1] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

ROG = reactive organic gases; Nox = nitrogen oxides; PM10 and PM2.5 = particulate matter 2.5 micrometers in diameter or 2.5 to 10.0 micrometers in diameter, respectively.

Source: ESA, 2016.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-27 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-27 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings

Energy Performance Ordinance requires owners of non-residential buildings with greater than or equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-27: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-27 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-27.

Recreation

As shown on Figure 4, p. 3-63, 77 New Montgomery Street (ES-27) is located within 0.25 mile of one publicly owned space: Yerba Buena Gardens. Yerba Buena Gardens, bounded by Fourth Street, Third Street, Mission Street, and Folsom Street, features gardens, terraces and seating areas, children's play areas, water features, and other indoor features such as art galleries, cafés, the Metreon, and Moscone Event Center. Other publicly owned parks are within a 0.5-mile distance of ES-27, including Union Square and St. Mary's Square. In addition, numerous privately owned public open spaces (POPOS) are located downtown within a 0.25-mile walking distance of ES-27, including five which are open during business hours (1 Kearny Street, Citygroup Center at 1 Sansome Street, 101 Second Street, Crocker Galleria at 165 Sutter Street, and 55 Second Street) as well as 13 POPOS available at all times (1 Bush Street, 1 Post Street, 100 First Street, 25 Jessie Street, Trinity Alley at 333 Bush Street, 49 Stevenson Street, 525 Market Street, 536 Mission Street at Golden Gate University, 555 Market Street, 560 Mission Street, 595 Market Street, and 71 Stevenson Street).[782],[783]

As described in Population and Housing on p. 4-506 - 4-507, the capacity of ES-27 is 908 occupants. The change in use from office to postsecondary educational institution at ES-27 does not represent a

[782] San Francisco Planning Department, Privately-Owned Public Open Space and Public Art (POPOS) Map. Available online at: http://www.sf-planning.org/index.aspx?page=3339#map. Accessed on February 20, 2016.

[783] Privately-owned public open spaces in the City consist of publicly accessible spaces in the form of plazas, terraces, atriums, and small parks and landscaped areas (some with few pedestrian amenities) that are provided and maintained by private developers. In San Francisco, POPOS mostly appear in the Downtown office district area.

substantial change in the daytime population of the area. The change in population, if any, is considered a minimal increase compared to the service population for Yerba Buena Gardens and is typical for the existing densely developed downtown. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-27 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous office land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[784] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-27. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[785] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation

[784] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.
[785] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-27 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[786] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[787] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-27 is located within the Southern District of the San Francisco Police Department (SFPD). The Southern District Police Station is located at 1251 Third Street. The district covers approximately 2.9 square miles with a daily population ranging from 26,145 to over 300,000. In 2013 (the most recent data available), there were 1,371 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 9,894 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Southern District.[788] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

The 77 New Montgomery building has a capacity of 908 occupants (741 students and 167 faculty and staff). The change in use from offices to postsecondary educational institution would not represent a substantial change in the daytime population of the area. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change of use at ES-27.

Fire and Emergency Services

ES-27 is located within 700 feet of Fire Station No. 1 (935 Folsom Street) and within 3,000 feet of Fire Station No. 13 (530 Sansome Street). Fire Station No. 1 consists of a single fire engine, truck,

[786] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[787] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

[788] San Francisco Police Department, Annual Report 2013, p. 117. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

and rescue squad. Fire Station No. 13 consists of a single fire engine and truck.[789] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 1 responded to 3,787 non-emergency calls with an average response time of 8:41 minutes, with 90 percent of non-emergency calls responded to in under 14:47 minutes. Fire Station No. 1 responded to 11,299 emergency calls with an average response time of 3:25 minutes, with 90 percent of emergency calls responded to in under 4:48 minutes. In 2011, Fire Station No. 13 responded to 564 non-emergency calls with an average response time of 9:29 minutes, with 90 percent of non-emergency calls responded to in under 17:09 minutes. Fire Station No. 13 responded to 2,550 emergency calls with an average response time of 3:12 minutes, with 90 percent of emergency calls responded to in under 4:25 minutes.[790]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-27 meet the Citywide emergency transport goals.

As described above on p. 4-506 – 4-507, the change in use from office to postsecondary educational institution would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed a new fire alarm system, improving fire safety at the property. No measurable changes in response times have occurred since the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change of use at ES-27.

Libraries

The nearest public library to ES-27 is the Chinatown Branch Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-506 – 4-507, the change in use from office to postsecondary educational institution would not represent a substantial change in the daytime population of the area. The change in population, if any, would be minimal compared to the service population for the Chinatown Branch and Main Libraries. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change of use at ES-27.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

[789] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[790] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

The change in use under AAU as a postsecondary educational institution would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). No substantial effect on schools has occurred as a result of the change of use at ES-27.

Biological Resources

ES-27 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-27. ES-27 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-27.

Geology and Soils

ES-27 is underlain by Quaternary dune sands.[791] The dune sands of San Francisco once formed an extensive coastal system, underlying approximately one-third of the City. The dune sand is described as clean, well-sorted, fine- to medium-grained sand. The dune sand is typically highly permeable. Within San Francisco, the dune sand reaches thicknesses of up to 150 feet and is underlain by highly fractured bedrock. At the property and immediate vicinity, atop the dune sand is likely fill that could include debris from the 1906 Earthquake and Fire. Groundwater is reported to be approximately 20 feet below ground surface and flows northeast.[792] Because building alterations undertaken by AAU were mostly interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-27 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake origination from the Hayward Fault.[793, 794] ES-27 is located in a liquefaction zone.[795] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-27 is a

[791] Geologica, Inc., Phase I Environmental Site Assessment for 79 New Montgomery Street, San Francisco, CA, March 2003.
[792] Geologica, Inc., Phase I Environmental Site Assessment for 79 New Montgomery Street, San Francisco, CA, March 2003.
[793] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[794] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[795] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

steel-reinforced concrete building. ES-27 is not an unreinforced masonry building and does not have a soft story.[796, 797] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could still be vulnerable during an earthquake, the associated building alterations carried out after the change in use to postsecondary educational institution would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-27 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage, painting, and reroofing). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-27 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[798] ES-27 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-27.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-27 did not identify the presence of underground storage tanks or significant historic use of hazardous materials, although the site was used for industrial and warehousing purposes.[799] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; therefore, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1907, suggests that asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs) may be present or have been present at the

[796] City and County of San Francisco, UMB – All Report, December 1, 2014.
[797] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.
[798] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.
[799] Geologica, Inc., Phase I Environmental Site Assessment for 79 New Montgomery Street, March 2003.

property. Suspected ACMs were observed during the site visit for the ESA and were confirmed during a subsequent ACM survey.[800] In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present in the basement and on the ground floor, although there is no evidence of damage or leaks. No peeling paint was detected.[801] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

ES-27 is an AAU administrative building with classrooms, labs, studios, a theater, and a gallery. Hazardous materials that are used, stored, and disposed of at ES-27 include commercial household-style consumer products, such as cleaners, disinfectants, and chemical agents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Use of these materials generates household-type hazardous waste, which does not result in substantial adverse effects.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral recovery sites as a result of the change in use of ES-27.

Tenant improvements at ES-27 associated with the conversion of office space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-529 – 4-530. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[802] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-27, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-27. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For these reasons, the change in use at ES-27 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

[800] RGA Environmental, Limited Asbestos Report, Academy of Art University, 77 New Montgomery Street, April 12, 2013.
[801] Geologica, Inc., Phase I Environmental Site Assessment for 79 New Montgomery Street, March 2003.
[802] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 77 New Montgomery Street, March 4, 2016.

Therefore, the change in use at ES-27 has not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-27 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[803] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-27 has had no substantial effects on agriculture or forest resources.

[803] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

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4.2.19. 180 New Montgomery Street (ES-28)

Property Information

The 180 New Montgomery Street existing site (ES-28) is a 190,066-square-foot, eight-story-tall building constructed in 1920, located at the corner of New Montgomery and Howard streets, in the Financial District neighborhood (Photographs 118–121). Figure 16, ES-28: 180 New Montgomery St – Existing Condition, in Appendix TDM, shows the site and surrounding streets. The site is Lot 022 in Assessor's Block 3722. The capacity at the building is 1,716 occupants (1,430 students, 286 faculty and staff).

Formerly telephone company offices, ES-28 was occupied by Academy of Art University (AAU) in 1995. In 2010, AAU used the building to house its library and for classrooms, labs/studios, offices, and a café; these are the current uses of the building as well. AAU shuttle bus routes (D, E, H, and I) use the existing 103-foot-long shuttle-only passenger loading zone with a "No Parking Shuttle Bus Zone" sign along the frontage of ES-28.

The site is zoned C-3-O(SD) (Downtown Office – Special Development) and is within the New Montgomery-Mission-Second Street Conversation District.[804] Office and institutional uses are principally permitted with some related retail and service uses. The height and bulk district is 150-S. ES-28 is located within the Central South of Market (SoMa), Transit Center District, and Downtown Planning Areas. It is also within the Yerba Buena Community Benefit District.

Tenant Improvements and Renovations

At an unknown date AAU added three electric blade signs, installed a new fire sprinkler system and made life safety upgrades; demolished and added interior partitions and a new door to a suite in 2010; and remodeled the basement without a permit in 2011. AAU painted wall signs without a building permit and subsequently removed the signs in 2013 and 2015 to abate a San Francisco Planning Code (Planning Code) violation.[805] AAU painted an in-filled former storefront panel and added security cameras without building permits. AAU installed one rooftop condenser unit and one cooling tower without building permits.

Required Project Approvals

The 180 New Montgomery Street existing site (ES-28) would require a building permit under Planning Code Section 171 to change the use from office to postsecondary educational institution within a C-3-O(SD) Zoning District. A Major Permit to Alter is required under Planning Code Article 11 to legalize or modify past building alterations performed without benefit of permit.

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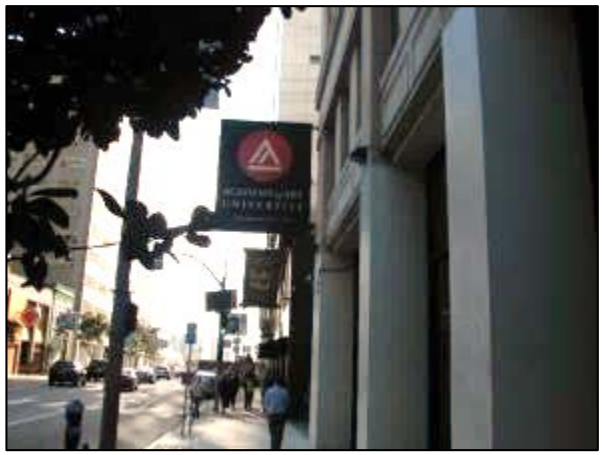
[804] 2100 IMP, p. 81.

[805] Building Permits obtained for the improvements and renovations at ES-28 are: BPA #200404151434 and #200603207105 (electric sign), #200405184205 (new sprinkler system), #200505162548 (life-safety upgrades), #201101128260 (basement remodel, permit never issued), #2012003319389 and #201003228697 and #201003228697 (wall sign removal), #201008199117 (non-structural interior demolitions), #201008249493 (partitions and door), #201312043359 (legalize wall sign, permit never issued), and #201509247953 (wall sign removal).

Photograph 118. 180 New Montgomery Street (ES-28).

Photograph 119. New Montgomery Street at Natoma Street, facing southwest, toward the San Francisco Museum of Modern Art.



Photograph 120. Mid-block Howard Street, facing southwest.

Photograph 121. Blade sign on ES-28.

Plans and Policies and Land Use

ES-28 is located in the Financial District neighborhood. In the immediate vicinity of ES-28 there are a mix of uses including commercial, institution, hotel, and ground-floor retail/restaurant. ES-27 at 77 New Montgomery Street is located two blocks north of ES-28. The surrounding buildings range from two to 26 stories and are predominantly a mix of office and residential uses above ground-level retail/restaurant uses. The ES-28 building was built in 1920, is eight stories, and fronts the entirety of New Montgomery Street between Natoma and Howard streets.

New Montgomery Street, a one-way, two-lane street, dead-ends at Howard Street, in front of ES-28. Howard Street is a one-way, four-lane street with one left-turn lane and a bicycle lane. Metered parking is permitted on both sides of New Montgomery Street and Howard Street. Nevertheless, surface parking is limited due to loading zones, bus stops, and 15-minute parking signs in the vicinity.

Along with ES-27, ES-28 is located within the New Montgomery-Mission-Second Street Conversation District. Many of the buildings in the New Montgomery-Mission-Second Street Conversation District were built between 1906 and 1930. More than two-thirds of the buildings are three- to seven-story brick or concrete commercial loft buildings constructed during the five years after the 1906 Earthquake and Fire. Most buildings have either square or rectangular massing. Notable buildings in the vicinity include the San Francisco Museum of Modern Art and W San Francisco Hotel, which are located to the west of ES-28, fronting Third Street.

The zoning near ES-28 is C-3-O(SD), (Downtown Office – Special Development). The C-3-O(SD) zoning boundaries are located approximately south of Market Street, east of Annie Street, west of Steuart Street, and north of Folsom Street. The area comprises the southern side of the core central business district, and is similar to and generally indistinguishable from the C-3-O District in terms of uses and character. The area is centered on the Transbay Transit Center. This District permits densities that exceed those in the C-3-O District and contains the tallest height limits in the City, reflecting its unparalleled public transportation access and geographically central position in the downtown."[806] ES-28 is located within the Central SoMa, Transit Center District, and Downtown Planning Areas. The Central SoMa Area Plan has not been approved. The Transit Center District Plan's objective is to build onto the Downtown Area Plan and support the next generation of downtown growth. The proposed Central SoMa Area Plan attempts to support transit-oriented growth, shape the area's urban form, maintain vibrant economic and physical diversity, and support growth with improved streets and open space. The Downtown Area Plan contains objectives and policies to guide decisions affecting the downtown area. The Plan foresees a downtown known for a center of ideas, services, and trade, and as a place for stimulating experiences. The use of ES-27 as a postsecondary educational institution is consistent with the Downtown Area Plan and Transit Center District Plan. Height and bulk districts along both sides of New Montgomery Street between Mission and Howard streets are 150-S. Height and bulk districts along Howard Street between 2nd and 3rd street range from 150-S to 350-S.

ES-28's current use is the main library for AAU and also consists of classrooms, labs/studios, offices, and a café. As noted above, the use of ES-28 has changed by AAU from office to a postsecondary

[806] Planning Code Section 210.2.

educational institutional use. The change in use of the existing structure involved limited exterior alterations, including the installation of AAU signage, described above under Tenant Improvements and Renovations. The change in use of the site from an office to a postsecondary educational institutional use within the C-3-O(SD) Zoning District slightly deviates from the predominantly office use that is generally supported by limited service and retail uses on the ground-floor. The C-3-O and C-3-O(SD) Zoning Districts' uses are intended to facilitate face-to-face business contacts to be made conveniently by travel on foot. The change in use at ES-28 limits land and space intended for office and business use, along with the opportunity for ground-floor supporting services (i.e., restaurants) and retail. However, the change in use of one building in the context of the number of building in the vicinity would not have a substantial effect on the larger real estate and land use characteristics of the C-3-O and C-3-O(SD) Zoning Districts. ES-28 would require a building permit under Planning Code Section 171.

The postsecondary educational institutional use does not change the scale or neighborhood character, as limited exterior alterations to the building have occurred. AAU signage and showcases conform to standards set by other ground-level advertising and displays that are prevalent in the area. Therefore the ES-28 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-28 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-28 is 1,716 occupants (1,430 students and 286 faculty and staff). The capacity does not represent total population, because AAU students and some faculty and staff members may use multiple sites for all or part of any given day. The change in use may indirectly result in new residents of San Francisco due to student and employment growth at the site. Occupation by AAU may have resulted in displacement of employees; however, office space was likely found elsewhere. Conservatively presuming that ES-28 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[807]

The change in use at ES-28 from an office use to a postsecondary educational institution would have minimally changed the daytime population because the building, as an office, likely had a comparable capacity. AAU is essentially replacing the office building population; therefore, the daytime population of the site would be fundamentally unchanged. Therefore, no substantial effect on population has occurred from the change in use at ES-28.

[807] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The housing demand created by ES-28 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from office to a postsecondary educational institution at ES-28 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-28 did not result in the displacement of housing because this site was previously used as office.

Aesthetics

ES-28 is located in the Financial District neighborhood and is a Category IV building within the New Montgomery-Mission-Second Street Conversation District. The building is eight stories and was built in 1920. ES-28 is a Renaissance Revival–influenced commercial building. The building has a symmetrical, rhythmic design composition and is flush with the sidewalk. The ground floor is tall with columns and vertical bays. The four street trees located along the Howard Street frontage shade the sidewalk and reduce the visual impact of the building massing. There are no street trees on New Montgomery or Natoma Streets. ES-28 is bordered by New Montgomery Street to the east, Howard Street to the south, and Natoma Street to the north.

Many of the buildings in the Conservation District, including ES-28, were built between 1906 and 1930. More than two-thirds of the buildings are three- to seven-story brick or concrete commercial loft buildings constructed during the five years after the 1906 Earthquake and Fire. Most buildings have either square or rectangular massing. The area is entirely built out and urban in character with no public parkland or open space. The historic district is highly cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street.[808]

Due to the relatively flat topography and large scale of the buildings, view corridors are limited to streets and intersections. New Montgomery Street dead-ends at Howard Street and becomes Hawthorne Street, slightly east of the New Montgomery Street terminus. A loading dock area with dumpsters and heating, ventilation, and air conditioning (HVAC) equipment is adjacent and to the east of the site. Due to the urban character of the neighborhood, bordering roadways with the exception of Natoma Street carry a high volume of traffic, especially during weekday business hours. Natoma Street is an alley that dead-ends at the backside of the San Francisco Museum of Modern Art. The density of development and activity generates a substantial amount of pedestrian and vehicle traffic that adds to the visual character of the area.

The surrounding area contains mainly high- and mid-rise buildings encompassing office, residential, cultural, and hotel functions. There is an architectural mix of older structures side-by-side with modern buildings. In general, buildings extend to the sidewalk and vary greatly in size from the two-story building adjacent and to the east of ES-28, to the 26-story apartment building at 1 Hawthorne Street, to the south of ES-28. Many of the buildings include ground-floor retail spaces and office or residential uses on the upper floors. The intensity of development generally increases to the north and east of the site.

[808] Planning Code Appendix F to Article 11.

The change in use at ES-28 has caused some changes to the building and neighborhood character. Three AAU illuminated blade signs are prominent exterior features that can be seen along the view corridors of New Montgomery Street and Howard Street. Because the signs extend from the building, they can be seen from several blocks away along the view corridors. In addition, in-filled former storefront panels have been painted bright red. Nevertheless, AAU signage and coloring on ES-28 is comparable to the visual character of the area. Advertising located on signs, awnings, bus stops, and pole banners is prevalent within the neighborhood. No other exterior changes are attributable to the AAU use. Therefore, no substantial adverse aesthetic effect has occurred from the change in use at ES-28.

Cultural and Paleontological Resources

Historic Architectural Resources

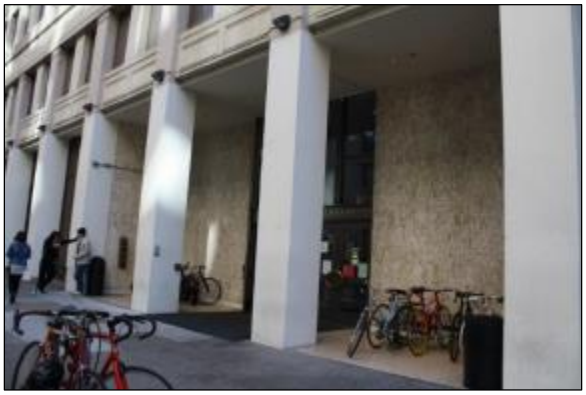
Building Description

Constructed as a mid-rise office building in 1920, 180 New Montgomery (ES-28) is rectangular in plan and set flush to the sidewalk. The primary elevation, which spans 11 bays, faces New Montgomery Street. Secondary elevations front Howard Street (with eight bays), Natoma Street (nine bays), and a small service lot adjacent to Howard Street. The building displays a Renaissance/Classical Revival-influenced style, the building has a symmetrical design composition, with bands of windows defining the horizontal axis, and bold corner piers marking the vertical axis. The building is capped with a flat roof, terminating in a terra cotta cornice, accented with decorative panels.

On the primary elevation, the oversized ground-story displays a recessed main entry with terrazzo sheathing on the floor and walls. Former large storefront windows, separated by columns, have been in-filled or the extant glass over-painted. Above the first floor, parallel bands of rectangular fixed windows are separated by ornamental terra cotta spandrel panels. On the secondary elevations, fenestration patterns match those of the primary elevation. Along Howard Street, all windows are fixed. Natoma Street elevation retains its original steel-frame casement windows. The ground-floor storefront windows along Howard and Natoma Street have either been in-filled or over-painted/covered. No fenestration is located on the southwest elevation; however, a stair tower has been added.

The main entry leads to a T-shaped lobby featuring terrazzo flooring and walls. The rectangular lobby sections provide access to an enclosed main stair and a bank of elevators at the rear of the lobby (for representative photographs refer to Photographs 122–124).

Photograph 122. 180 New Montgomery Street.



Photograph 123. 180 New Montgomery Street, detail, main entry of the primary elevation.

Photograph 124. Interior lobby of subject property.

Site History

Designed by architect Kenneth MacDonald, Jr., 180 New Montgomery Street (ES-28) was constructed in 1920 to serve as the San Francisco Furniture Exchange. The building was constructed for an estimated cost of $700,000 and commissioned by the Sharon Estate and Henry J. Moore, head of the city's Furniture Exchange. Upon its construction, the building was heralded in the *San Francisco Chronicle* as offering "a practical solution of what has been one of the city's greatest commercial problems"—namely, that previously "foreign buyers landing at any Pacific Coast port and representatives of Western houses" had been "compelled to make a long trip East to inspect

furniture stocks."[809] Once completed, space in the building went quickly, with "practically all the large manufacturers of furniture in the United States represented" in the Furniture Exchange.

By the late 1960s, for at least 20 years, the building served as one of several locations in San Francisco for the offices of Pacific Telephone & Telegraph Company/Pacific Bell.

California Register of Historical Resources Evaluation

In addition to being a contributing property in the New Montgomery-Mission-Second Street Conservation District, 180 New Montgomery Street (ES-28) appears California Register of Historical Resources (CRHR) eligible both individually and as part of a historic district under Criterion 1, as an exemplification of widespread commercial development/recovery in downtown San Francisco in the post-1906 Earthquake and Fire Reconstruction period. The property also qualifies individually and as a contributor to a historic district under CRHR Criterion 3, as an intact example of Renaissance Revival-influenced commercial architecture in downtown San Francisco. The corresponding California Historic Resources Code is 3CB.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[810] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15). The subject property retains integrity and remains CRHR-eligible both individually and as a contributor to the historic district. The period of significance is 1920–1933, with the end date corresponding with end of the period of significance for New Montgomery-Mission-Second Street Conservation District.

Character-Defining Features Summary

Exterior

- Symmetrical, rhythmic design composition
- Set flush with the sidewalk
- Renaissance Revival-influenced design
- Eight-story building with oversized ground story
- Parallel bands of rectangular window openings, slightly recessed in wall plane, on each floor
- Concrete construction with stucco finish
- Floral molding and friezes
- Ornamental terra cotta panels, belt course, and cornice
- Original steel casement windows on northwest elevation (Natoma Street)

[809] San Francisco Chronicle, City to Have $700,000 Furniture Exchange Building, Block Will Be Covered by Big 8-Story Edifice, April 24, 1920.
[810] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

- Columns and vertical bays on ground-level
- Flat roof terminating in projecting ornamental cornice line
- Top floor windows articulated with segmental arched openings and keystone accents
- Belt course defining the horizontal axis between second and third stories
- Large storefront windows

Interior

- Overall spatial configuration of main lobby and bank of elevators

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Signage: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Signage: The project does not comply with Rehabilitation Standard No. 2. The building features a symmetrical, rhythmic design consisting of parallel bands of window bays that span each story of the building. This feature is character-defining. The projecting signs, as currently installed on three prominent corners of the building, in a position that spans the first and second stories, present a visual interruption of this symmetrical, rhythmic design, segmenting what was intended to be a continuous, unified façade design.

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not unduly alter character-defining features, spaces, and spatial relationships that characterize the property.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Signage: The project does not comply with Rehabilitation Standard No. 3. Historic photographs indicate that the building did not have blade signs during the period of significance. The signs introduce elements that are not representative of the property's historical use and appearance.

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Signage: The project does not comply with Rehabilitation Standard No. 5. For each of the three signs, the project involved the installation of two steel, L-shaped mounting brackets, which are bolted to the masonry of the exterior walls. Each L-shaped mounting bracket is fastened to the masonry walls with at least eight bolts. The recommended approach in the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) for installing signage is to use mortar joints or the jamb of a noncontributing storefront component (rather than character-defining masonry). The project is likely to have resulted in damage to character-defining wall materials as part of the installation of the projecting signs.

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials and the property still retains the distinctive materials, features, and finishes that convey its historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Signage: The building's symmetrical, rhythmic design is character-defining. The projecting signs interrupt the two-part vertical design as well as the horizontal banding of fenestration across all visible elevations of the building. In addition, the signs interrupt the bold, unadorned corner piers of the building. In this way, the signs add a highly visible element that is not compatible with the historic character, materials, and features of the property.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Signage: The project complies with Rehabilitation Standard No. 10. Although installation of the projecting signs may have resulted in the destruction of historic materials, their removal would not permanently impair the essential form and integrity of the historic property.

Security Cameras: The project complies with Rehabilitation Standard No. 10. If the security cameras were removed, the essential form and integrity of the historic property would remain unimpaired.

Article 11 Analysis

The 180 New Montgomery Street (ES-28) building is a Category IV ("Contributory") property within the New Montgomery-Mission-Second Street Conservation District. Article 11, Appendix F, Section 6 of the Planning Code describes the overall character and scale of the New Montgomery-Mission-Second Street Conservation District. Throughout the district, contributors are divided into bays that establish a cohesive, rhythmic character along the street line. The subject property is consistent with this overall character, as reflected in the building's symmetrical, rhythmic design composition, repeating window bays that span the building on each floor. These character-defining design elements are the focus of the following Article 11 compliance analysis.

Per the applicable guidelines for projecting signs within Conservation Districts (including in Article 11 and Article 6), the scale and placement of signs shall be appropriate to the elements of the building.[811] Installed on prominent, highly visible corners, the three projecting signs interrupt the symmetrical, rhythmic design of the building, segmenting what was intended to be a continuous, unified composition. The three signs are considered to be in noncompliance with applicable guidelines for projecting signs in Article 11 Conservation Districts.

In addition, the signs appear to be internally illuminated signs with plastic lenses, supplied power via conduit that is exposed and attached to the face of the building. Under Article 11 guidelines, internally illuminated signs are not permitted (the guidelines call for either indirectly or externally illuminated lights), and conduit must be concealed rather than attached to and left exposed on the face of the building, the sign structure, or the sign itself.[812]

In terms of location, the signs were installed above the storefront openings, extending just above the ground story. According to Article 11 guidelines, projecting signs may not be located above the window sill of the first residential floor.[813] The location of the signs appears to be in noncompliance with Article 11 guidelines.

Moreover, the installation of signs on properties in Conservation Districts is to be undertaken in such a way that "avoids damaging or obscuring any of the character-defining features" of the property and that "allows for their removal without adversely impacting the exterior" of the building.[814] The L-shaped mounting brackets and bolts installed in the exterior masonry walls appear to be in noncompliance with these requirements.

[811] San Francisco Planning Department. *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," November 2012, 14.
[812] *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," 11-13.
[813] *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," 14.
[814] *DRAFT Sign Controls, Planning Code Article 6,* "Requirements for Signs within Article 11 Conservation Districts," 11-13.

In addition, several infill panels over former storefronts have been painted bright red. Although paint color is generally reversible and not included in SOIS compliance analysis, the bright primary color is in noncompliance with the provisions of Article 11 for the New Montgomery-Mission-Second Street Conservation District. Article 11, Appendix F, Section 7: "Traditional light colors should be used in order to blend in with the character of the district. Dissimilar buildings may be made more compatible by using similar or harmonious colors, and to a lesser extent, by using similar textures."

Conclusion

The following recommended Condition of Approval is suggested to facilitate bringing the building at 180 New Montgomery Street (ES-28) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

Recommended Condition of Approval ES-28: HR-1, Signage: The projecting signs do not comply with the SOIS or Article 11 guidelines. With three large projecting signs, placed just above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. In order to facilitate compliance, AAU shall remove the two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign), and patch and repair the original surface where necessary and refinish to match existing in materials and appearance.

In order to facilitate compliance with Article 11 guidelines, the one remaining sign would ideally be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting.

Archaeology and Paleontology

Building alterations at ES-28 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-28 is located on the west side of New Montgomery Street, south of Natoma Street and north of Howard Street in the Yerba Buena/Financial District neighborhood. The eight-story San Francisco Furniture Exchange building was built in 1920 and in the past has been occupied by the Pacific Bell offices. This building includes approximately 190,066 gross square feet of AAU postsecondary educational institutional use, comprised of classrooms, labs/studios, a library, offices, and a café. On a typical day there are approximately 1,498 students and 286 faculty and staff members at ES-28.

No vehicle parking is provided on site, but the site has one off-street loading space in the loading dock area along Howard Street, west of New Montgomery Street. There is one main pedestrian entry to the building along New Montgomery Street and entryways to the rear loading area from Howard Street. There are two bicycle racks (16 Class II spaces) located on either side of the main entry. In addition, there are six Class II public bicycle racks along New Montgomery Street. No fixed-route shuttle buses served this site until 2011. As of spring 2015, four shuttle bus routes (D, E, H, and I) use the existing 103-foot-long shuttle-only passenger loading zone on New Montgomery Street.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at ES-28 generates approximately 866 person trips (333 inbound trips and 533 outbound trips) and 83 vehicle trips (30 inbound trips and 53 outbound trips) during the weekday PM peak hour.

Traffic

ES-28 has the largest number of students and faculty/staff; therefore it generates the largest amount of person trips of all AAU buildings. Pedestrian volumes along the west sidewalks along New Montgomery Street were observed to be heavy. AAU students not only use this sidewalk for circulation and access, but also for loitering, socializing, and waiting for AAU shuttle buses. Students often use Natoma Street, west of New Montgomery Street, for loitering and socializing as well. Howard Street, adjacent to the site, includes a bicycle lane, and bicycles were observed locked to racks, parking meters, and signs along New Montgomery and Natoma streets. New Montgomery Street dead-ends at Howard Street, which is a major westbound arterial road in the SoMa area. Traffic volumes along Howard Street are moderate to high all day and very heavy during the PM peak period. Potential conflicts between pedestrians and vehicles exist at all intersections along New Montgomery Street and between pedestrians and bicycles along Howard Street in the vicinity of ES-28. The curb cut in front of the site on New Montgomery Street is a major AAU shuttle bus hub, which is served by four AAU shuttle bus routes (D, E, H, and I).

The existing roadway systems in the vicinity of the AAU site are described below, including roadway designations, number of lanes, and traffic flow directions. The functional designation of these roadways was obtained from the *San Francisco General Plan* and *the Better Streets Plan*.[815, 816] Roadways identified under the *Vision Zero San Francisco Two-Year Action Strategy* are also noted.[817]

New Montgomery Street is a one-way southbound Downtown commercial street between Market Street and Howard Street. New Montgomery Street has two southbound lanes and metered parking on both sides of the street. The eastside parking lane is a PM peak period (3 p.m. to 7 p.m.) tow-away lane, converting to a vehicle travel lane during the PM peak period. Traffic volumes along New Montgomery Street are moderate all day, except during the PM peak period, during which vehicle queues extend to Market Street. Occasional conflicts between pedestrians and vehicles were observed along New Montgomery Street at Jessie Street with vehicles making a left-turn onto Jessie Street.

Mission Street is an east-west Downtown commercial throughway between Wellington Avenue and The Embarcadero. In the vicinity of the AAU site, Mission Street has two eastbound travel lanes and one travel lane and one transit-only lane in the westbound direction. There are metered parking spaces on both sides of the street. The *San Francisco General Plan* classifies Mission Street as a Transit Conflict Street, a Transit Preferential Street (Transit Oriented Street), and a Neighborhood

[815] San Francisco Planning Department, *San Francisco General Plan,* Transportation Element, July 1995.
[816] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 2010.
[817] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

Pedestrian Street (Neighborhood Commercial Street). Mission Street is designated as a High Injury Corridor in the City's Vision Zero network.

Natoma Street is an east-west alleyway that runs between Howard Street and Fremont Street. It has one eastbound travel lane and metered parking on the south side of the street.

Howard Street is an east-west Downtown commercial throughway that runs between The Embarcadero and South Van Ness Avenue. In the vicinity of the AAU site, it has four westbound travel lanes, metered parking on both sides of the street, and a westbound bicycle lane. Howard Street is designated as a High Injury Corridor in the City's Vision Zero network.

The postsecondary educational institutional use at ES-28 adds 83 additional vehicle trips to adjacent streets during the PM peak hour (30 inbound and 53 outbound). No off-street parking is provided at the site. Therefore, vehicle trips associated with the postsecondary educational institutional use at ES-28 park on-street or at nearby (or further away) off-street parking facilities (such as Moscone Center garage at 255 Third Street or the SFMOMA garage at 147 Minna Street). Given this distribution and the 34 additional PM peak hour vehicle trips, traffic operating conditions in the vicinity have not been substantially altered as a result of AAU's use of ES-28.

Transit

The AAU postsecondary educational institutional use at ES-28 generates approximately 380 transit trips during the PM peak hour, 137 trips in the inbound direction and 243 trips in the outbound direction. Similar to 77 New Montgomery Street (ES-27), ES-28 is well-served by transit. It is two blocks away from the Market Street transit spine, which includes four regional rail transit lines operated by BART, six Muni light rail lines (J-Church, K-Ingleside, T-Third, L-Taraval, M-Ocean View, and N-Judah), and seven Muni bus lines (2-Clement, 5-Fulton, 6-Parnassus, 21-Hayes, 31-Balboa, 38-Geary, 38R-Geary Rapid). Transit services are very similar to those of 77 New Montgomery Street (ES-27), with the exception that the nearest lines are the 30-Stockton and the 45-Union/Stockton, which run along Third Street. The nearest Muni bus stops to this AAU site are at the New Montgomery Street/Mission Street and Howard Street/2nd Street intersections. The New Montgomery Street/Mission Street stop has a shelter with transit information, but the Howard Street/Second Street stop does not (see Figure 9, p. 4-519). The AM, midday, and PM frequencies of these lines, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 82.

The 380 PM peak hour transit trips generated by the AAU postsecondary educational institutional use at ES-28 and the 295 transit trips from the 77 New Montgomery Street (ES-27) site are distributed to several Muni routes as well as to regional transit service lines, given their proximity to the Market Street corridor. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Outbound, on p. 3-30, the increased transit demand, in combination with transit trips from other AAU locations, has not made a substantial contribution to the existing transit service in the area. AAU shuttle service to the site does not substantially conflict with the operation of transit vehicles because there are no Muni lines operating along New Montgomery Street.

Table 82. 180 New Montgomery Street (ES-28) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
10 – Townsend	24th and Potrero to Pacific and Van Ness via Pacific, 2nd, and Townsend	10	20	20	153	2nd St/ Townsend St	80%
12 – Folsom/ Pacific	24th Street BART Station to Van Ness and Pacific via Pacific, Sansome, and Folsom	20	20	20	108	Harrison St/ 7th St	57%
14 – Mission	Daly City BART to Ferry Plaza via Mission	8	8	7	285	Mission St/ Precita St	40%
14R – Mission Rapid	Daly City BART to Ferry Plaza via Mission	8	8	8	467	Mission St/ 24th St	74%
14X – Mission Express	Daly City BART to Ferry Plaza via Mission	6	N/A	7	318	6th St/ Harrison St	56%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus, and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union-Stockton	Lyon and Union to Market via Union, Stockton, 3rd St and 5th St	8	12	12	260	Stockton St/ Sutter St	82%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

Shuttle

While the AAU postsecondary educational institutional use at ES-28 is estimated to generate approximately 141 shuttle riders during the PM peak hour, 65 riders in the inbound direction and 76 riders in the outbound direction, the current level of shuttle demand as observed by CHS on March 2016 is approximately 30 percent lower than the estimated demand. Appendix TR-L includes a summary of trip generation and travel behavior survey conducted at ES-27. Shuttle demand is likely higher at different times of the day for this site, depending on class scheduling. The site was not served by AAU fixed-route shuttle service until the spring semester in 2011. As of spring 2015, four shuttle bus routes (D, E, H, and I) operate with 20- to 30-minute headways each and a total seating capacity of 348 during the PM peak hour. It is noted that this shuttle stop has been used as a hub transfer stop between routes since 2011. While the shuttle buses are observed to arrive often bunched

together due to traffic conditions along the route, they operate with a fixed schedule and do not wait for transfers or lay over at this location.

Based on the current shuttle capacity serving this site, the estimated demand generated by this site (approximately 141 PM peak hour shuttle bus riders) and a portion of 109 shuttle riders from 77 New Montgomery Street (ES-27) are likely accommodated on Routes D, E, H and I. However, since these routes also serve other residential and institutional locations and given the lower shuttle demand as observed by CHS Consulting Group, a Condition of Approval to monitor shuttle demand on these routes is recommended below.

Since the spring semester in 2011, Routes D, E, H, and I use the existing 103-foot-long shuttle-only passenger loading zone with a "No Parking Shuttle Bus Zone" sign along the frontage of ES-28 between 7:00 a.m. and 2:00 a.m., Monday through Sunday. Based on the current shuttle schedule and shuttle bus size serving the site, the existing shuttle demand requires providing an 80-foot-long loading zone (see Appendix TR-H for loading zone analysis). Although the existing 103-foot-long shuttle zone would be sufficient to accommodate the estimated demand, a recommended Condition of Approval is suggested to monitor shuttle on-time performance on an ongoing basis to manage the number of shuttle vehicles arriving at the white passenger loading zone.

New Montgomery Street is not part of a designated bicycle route, and no Muni routes operate along New Montgomery Street. Therefore, the AAU shuttles on New Montgomery Street do not directly conflict with bicycle traffic or Muni vehicles.

Pedestrian

The AAU postsecondary educational institutional use at ES-28 generates approximately 745 pedestrian trips during the PM peak hour, 225 walking, 380 transit, and 140 shuttle trips. The 140 shuttle walking trips are short in length, from the building entrance to the shuttle zone on New Montgomery Street, in front of the building. Adjacent to the site, Howard Street is designated as a High Injury Corridor in the City's Vision Zero network. Intersections near the site have well-defined crosswalk markings, pavement delineations, and traffic lights. The New Montgomery Street/Howard Street intersection has pedestrian crossing signal heads along the north and east legs. Sidewalks along Natoma Street, New Montgomery Street, and Howard Street are approximately 7, 15, and 12 feet wide, respectively. There is a curb cut at the rear of the site to the off-street loading area, with a driveway on the north side of Howard Street. The primary pedestrian access to the site is from New Montgomery Street through a doorway. There is a secondary exit onto Howard Street for fire egress.

Pedestrian volumes were observed to be generally heavy in the vicinity of the site. Due to large numbers of AAU students using the sidewalk to wait for shuttle buses, loitering, and socializing, effective sidewalk width is reduced, especially near the main entrance to the building. Pedestrian flows were observed to be restricted at times, especially before or after classes and during lunch time and peak afternoon commute hours. The land uses in the area are a mix of offices on the upper levels, and retail and restaurant uses on the ground floor.[818] The 745 pedestrian trips at ES-28 and 579 pedestrian trips at nearby 77 New Montgomery Street (ES-27) add pedestrian volumes to the area, but generally the adjacent pedestrian facilities on New Montgomery Street, which are 14 feet in

[818] Field observation was made by CHS on Wednesday, July 15, 2015, between 1:00 p.m. and 3:00 p.m.

width, accommodate the estimated pedestrian trips, and have not been substantially blocked by the additional AAU pedestrian trips.

A recommended Condition of Approval to assess/monitor shuttle service is presented below. If shuttle service could meet the demand at ES-28, students would be less likely to gather or wait for long periods of time for shuttles along New Montgomery Street. Since pedestrian flows on adjacent sidewalks are intermittently heavy, a recommended Condition of Approval to monitor pedestrian volumes at the site, particularly student volumes during the peak periods, is suggested. If pedestrian traffic is observed to be blocked during any of these periods, then AAU should implement measures such as having students wait inside for shuttles (providing up-to-date arrival information [similar to NextBus]), reminding students not to block adjacent sidewalks, and/or providing a gathering area inside the building.

Bicycle

The AAU postsecondary educational institutional use at ES-28 generates 30 bicycle trips during the PM peak hour, eight trips in the inbound direction and 22 trips in the outbound direction. The closest bicycle routes are a bicycle lane on Howard Street (Route 30) adjacent to the site in the westbound direction, Route 50 along Market Street, and Route 11 along Second Street, which has sharrow lanes. There is no bicycle lane or designated route along New Montgomery Street. There are two bicycle racks with a total of 16 Class II bicycle parking spaces located near the entrance of the building. The type of bicycle rack is not consistent with San Francisco Planning Department guidance due to the rack's narrow support tubes, which are prone to cutting. Additionally, there are six Class II public bicycle racks (12 spaces) along New Montgomery Street. During the school year, observations indicate the AAU bicycle rack, the nearby public bicycle racks, and most signs and parking meters adjacent to ES-28 are heavily used for bicycle parking, indicating a high demand that is not being met. The site's 30 PM peak hour bicycle trips, in combination with 23 PM peak hour bicycle trips from nearby 77 New Montgomery Street (ES-27), have not substantially affected the operation or capacity of bicycle facilities in the area.

This site generates a bicycle parking demand of approximately 44 spaces.[819] Because of the high demand for bicycle parking, a Condition of Approval related to additional bicycle parking is recommended below. No bicycle parking is required for this site under the Planning Code.

Loading

The AAU postsecondary educational institutional use at ES-28 generates approximately 19 daily truck trips, which equates to a loading demand of approximately 0.9 trip in an average hour or 1.1 trips during the peak demand hour. The building includes an off-street loading area which is used on a daily basis. Trucks do not pull into the loading dock, but instead park at the entrance of the loading dock. Additionally, there are approximately 40-foot-long freight loading (yellow) zones adjacent to the site on New Montgomery Street.

[819] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015. The existing yellow freight loading zones on Natoma Street and New Montgomery streets were occupied most of the time during the observation period. On-street parking spaces along adjacent streets experience moderate to high parking utilization during the midday period. Given the existing loading dock, the site is able to accommodate the estimated demand for 0.9 trip in an average hour and does not present a substantial constraint on the AAU use at this location.

Garbage collection at this site occurs on the north side of Howard Street, next to the off-street loading area. Trash receptacles are pulled from the off-street loading dock and are collected on an on-call basis.

Parking

The AAU postsecondary educational institutional use at ES-28 generates a parking demand of 53 parking spaces (14 spaces by faculty/staff, two spaces by visitors, and 37 spaces by commuter students). The site does not provide any off-street parking spaces, so parking demand must be met on-street or at off-site facilities, such as Moscone Center garage at 255 Third Street or the SFMOMA garage at 147 Minna Street. Similar to 77 New Montgomery Street (ES-27), it is reasonable to assume that most commuter students do not park in the vicinity for cost reasons, but that faculty and staff could park at off-street garages (e.g., Moscone Center garage at 255 Third Street or the SFMOMA garage at 147 Minna Street) in the area. An on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J.

On-street parking spaces bordering the site generally consist of time-limited (2-hour) metered parking. Table 83 summarizes on-street parking supply and weekday midday occupancy for streets bordering ES-28. There are a total of 18 on-street parking spaces surrounding the site. During the survey period, parking occupancy was low, averaging about 28 percent between 1:00 p.m. and 3:00 p.m.

Table 83. 180 New Montgomery Street – On-Street Parking Supply and Occupancy (Midday Peak)

Street	From	To	Side	Supply	Occupied	% Utilization
Natoma St	New Montgomery St	End	South	7	0	0%
Howard St	New Montgomery St	Hawthorne St	North	5	4	80%
New Montgomery St	Natoma St	Howard St	East	6	1	17%
			West	0	0	0%
Total				**18**	**5**	**28%**

Note: Parking utilization above 100 percent indicates double parking or other illegal activity.

Source: CHS Consulting Group, 2015.

There are 29 public off-street parking facilities with a total of 5,193 parking spaces within walking distance of the site. Parking occupancy at off-street parking facilities was not observed.

Some of the 53 parking space demand related to the postsecondary educational institutional use at ES-28 is met by on- or off-street parking facilities. However, these spaces are limited in amount and the AAU use at this building could have potentially added to the overall parking demand in the area. Transportation Demand Management strategies are part of a recommended Condition of Approval for all AAU sites (see p. 3-28 and Appendix TDM at the end of this Memorandum) to encourage AAU to reduce staff and faculty vehicle trips and parking demand.

Emergency Vehicle Access

San Francisco Fire Department Station #1 (935 Folsom Street) is the closest station to the AAU site, approximately 0.5 mile west of the site. From the station, vehicles are able to access the AAU site via Third, Howard, and New Montgomery streets and would be able to park along New Montgomery Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU's use of ES-28 include a potential shuttle deficiency, pedestrian volume concern, a limited amount of AAU and Class II public bicycle parking available at the site, and a limited amount of vehicle parking to meet demand. To address these constraints, the following improvement/conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-28: TR-1, Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.

Recommended Condition of Approval, ES-28: TR-2, Monitor Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks of the 180 New Montgomery Street site are intermittently heavy, AAU shall monitor pedestrian volumes and queuing on the sidewalk at the site, particularly student volumes during the peak periods. If pedestrian traffic is observed to be blocked during any of these periods, AAU shall implement measures such as having students wait inside for shuttles (providing real-time information on shuttle arrivals [similar to NextBus]), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity, taking into account possible operational and safety considerations.

Recommended Condition of Approval, ES-28: TR-3, Bicycle Parking. AAU shall provide at least an additional 16 Class I bicycle parking spaces (adding to the existing 28, for a total of 44 spaces), or shall coordinate with SFMTA to provide 16 Class II bicycle parking spaces along New Montgomery Street to meet the estimated demand. The Class II bicycle parking spaces on the adjacent street shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance. AAU may propose Bay Area Bike Share as an alternative.

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Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 180 New Montgomery Street site (ES-28) is located on the west side of New Montgomery Street, south of Natoma Street and north of Howard Street in the Yerba Buena Center neighborhood. AAU's institutional uses in ES-28 are composed of classrooms, labs/studios, a library, offices, and a café. No fixed-route shuttle buses served this site until 2011. As of spring 2015, four shuttle bus routes (D, E, H and I) use the existing 103-foot-long shuttle-only passenger loading zone. According to the San Francisco Transportation Noise Map,[820] the existing traffic noise level near ES-28 from vehicular traffic along New Montgomery Street was approximately 74 dBA L_{dn} in 2008, indicating a noisy commercial environment. However, college classrooms and offices are not considered protected sensitive land uses under the *San Francisco General Plan*.

AAU operations at ES-28 have resulted in the installation of one rooftop condenser unit and one cooling tower. This rooftop-mounted mechanical equipment could generate noise levels as high as 51 dBA L_{eq} from a distance of 100 feet.[821] As previously discussed in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-52, exterior noise levels of 70 dBA L_{eq} and 60 dBA L_{eq} could result in interior noise levels exceeding the City's daytime and nighttime Noise Ordinance, respectively.

Assuming an attenuation rate of 6 dB per doubling of distance and noise level of 51 dBA L_{eq} from a distance of 100 feet, a residential building located approximately 11 and 37 feet would be exposed to an exterior noise level that would exceed the City's nighttime and daytime noise standard, respectively. Since the nearest sensitive receptors are located over 37 feet away from the rooftop mechanical equipment, it is expected that operational noise generated by the AAU site's rooftop mechanical systems would not meet or exceed the noise limits established in the City's noise ordinance for fixed noise sources.

The noise levels generated by student activity and increased shuttle bus operation would have been compatible with a typical urban environment when the building was occupied by AAU, and continue to be compatible. Any noise increases from shuttle bus operations (backup beepers) would have been and are intermittent and minor. The activities within the ES-28 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as would have fixed noise sources at the site; therefore, the change in use at ES-28 would not have exceeded the standards established by the City for effects on sensitive receptors near ES-28.

[820] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf
[821] Puron, 2005. 48PG03-28 Product Data. 2005 p. 10 - 11.

Vehicular traffic noise at ES-28 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 830 trips per day.[822] According to the San Francisco Transportation Noise Map,[823] the existing traffic noise level near ES-28 from vehicular traffic along New Montgomery and Howard streets was approximately 74 dBA L_{dn}. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-28 by AAU contribute approximately 52.5 dBA L_{dn} to local traffic noise levels. When the ES-28 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels of less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-28 has not substantially increased vehicular traffic noise near the site.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (classrooms, labs/studios, library, offices, lounge, and café) at ES-28, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 1995, when the AAU occupied the building. Area sources were estimated based on a 190,066-square-foot "Junior College" land use designation in CalEEMod, and mobile-source emissions were based on a daily vehicle trip rate of 830 round trips per day. There are no on-site generators or boilers at ES-28. Since CalEEMod only allows the user to model years 1990, 2000, and 2005, an operational year of 1990 was conservatively assumed for ES-28. Table 84 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-28, which are all shown to be below the Bay Area Air Quality Management District's (BAAQMD's) daily and annual significance thresholds.

ES-28 is located in the Air Pollutant Exposure Zone, as explained in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-60; however, there are no residential uses at ES-28 and there are no emergency backup generators or boilers located on this site. Therefore, the operation of stationary sources at ES-28 has not increased health risks to nearby sensitive receptors. The AAU change in use has not resulted in the exposure of new sensitive receptors within the Air Pollutant Exposure Zone and has not resulted in any impacts to on-site sensitive receptors

[822] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[823] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Table 84. 180 New Montgomery Street (ES-28) Operational Emissions

Source	Average Daily (pounds/day)[1]				Maximum Annual (tons/year)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	5.28	<0.01	<0.01	<0.01	0.96	<0.01	<0.01	<0.01
Energy	0.15	1.39	0.11	0.11	0.03	0.25	0.02	0.02
Mobile	28.56	35.45	4.50	1.61	5.28	6.79	0.79	0.29
Total Emissions	33.99	36.83	4.60	1.71	6.27	7.04	0.81	0.30
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:
[1] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

Source: ESA, 2016.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-28 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-28 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings Energy Performance Ordinance requires owners of non-residential buildings with greater than or

equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-28: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use would be insubstantial.

Wind and Shadow

The tenant improvements at ES-28 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-28.

Recreation

As shown on Figure 4, p. 3-63, 180 New Montgomery Street (ES-28) is located within 0.25 mile of one publicly owned space: Yerba Buena Gardens. Yerba Buena Gardens, bounded by Fourth Street, Third Street, Mission Street, and Folsom Street, features gardens, terraces and seating areas, children's play areas, water features, and other indoor features such as art galleries, cafés, the Metreon and Moscone Event Center. Other publicly owned parks are within a 0.5-mile distance of ES-28, including Union Square and South Park. In addition, numerous privately owned public open spaces (POPOS) are located downtown within a 0.25 mile walking distance of ES-28, including four which are open during business hours (101 Second Street, 55 Second Street, 235 Second Street, and the Marriott Courtyard at 299 Second Street) as well as 8 POPOS available at all times (100 First Street, 25 Jessie Street, 555 Mission Street, 560 Mission Street, 595 Market Street, 611 Folsom Street, 71 Stevenson Street, and Golden Gate University at 536 Mission Street).[824, 825]

As described in Population and Housing on p. 4-542, the capacity of ES-28 is 1,716 occupants. The change in use from office to postsecondary educational institution at ES-28 does not represent a substantial change in the daytime population of the area. The change in population is considered a minimal increase compared to the service population for Yerba Buena Gardens and is typical for the

[824] San Francisco Planning Department, Privately-Owned Public Open Space and Public Art (POPOS) Map. Available online at: http://www.sf-planning.org/index.aspx?page=3339#map. Accessed on February 20, 2016.

[825] Privately owned public open spaces in the City consist of publicly accessible spaces in the form of plazas, terraces, atriums, and small parks and landscaped areas (some with few pedestrian amenities) that are provided and maintained by private developers. In San Francisco, POPOS mostly appear in the Downtown office district area.

existing densely developed downtown. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-28 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous office land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[826] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-28. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[827] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-28 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and

[826] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

[827] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

is in the process of implementing new strategies to meet its zero waste goal by 2020.[828] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[829] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-28 is located within the Southern District of the San Francisco Police Department (SFPD). The Southern District Police Station is located at 1251 Third Street. The district covers approximately 2.9 square miles with a daily population ranging from 26,145 to over 300,000. In 2013 (the most recent data available), there were 1,371 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 9,894 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Southern District.[830] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

180 New Montgomery has a capacity of 1,716 occupants (1,430 students and 286 faculty and staff). The change in use from office to postsecondary educational institution would not represent a substantial change in the daytime population of the area, as the population of an office building would be similar to that of a postsecondary educational institutional use. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change of use at ES-28.

Fire and Emergency Services

ES-28 is located within 2,500 feet of Fire Station No. 8 (36 Bluxome Street) and Fire Station No. 1 (935 Folsom Street). Fire Station No. 8 consists of a single fire engine and truck.[831] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

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[828] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[829] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

[830] San Francisco Police Department, Annual Report 2013, p. 117. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

[831] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.

In 2011, Fire Station No. 1 responded to 3,787 non-emergency calls with an average response time of 8:41 minutes, with 90 percent of non-emergency calls responded to in under 14:47 minutes. Fire Station No. 1 responded to 11,299 emergency calls with an average response time of 3:25 minutes, with 90 percent of emergency calls responded to in under 4:48 minutes. In 2011, Fire Station No. 8 responded to 857 non-emergency calls with an average response time of 9:51 minutes, with 90 percent of non-emergency calls responded to in under 16:56 minutes. Fire Station No. 8 responded to 2,455 emergency calls with an average response time of 3:38 minutes, with 90 percent of emergency calls responded to in under 4:55 minutes.[832]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-28 meet the Citywide emergency transport goals.

As described above on p. 4-542, the change in use from offices to postsecondary educational institution would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed a new fire sprinkler system and made life safety upgrades, improving fire safety at the property. No measurable changes in response times have occurred since the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change of use at ES-28.

Libraries

The nearest public library to ES-28 is the Main Library. Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-542, the change in use from office to postsecondary educational institution would not represent a substantial change in the daytime population of the area. The change in population, if any, would be minimal compared to the service population for the Main Library. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change of use at ES-28.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The change in use under AAU as a postsecondary educational institution would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have

[832] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

children). For the reasons stated above, no substantial effect on schools has resulted from the change in use at ES-28.

Biological Resources

ES-28 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-28. ES-28 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. No substantial effect on biological resources has occurred as a result of the change in use of ES-28.

Geology and Soils

ES-28 is underlain by Quaternary dune sands.[833] The dune sands of San Francisco once formed an extensive coastal system, underlying approximately one-third of the City. The dune sand is described as clean, well-sorted, fine- to medium-grained sand. The dune sand is typically highly permeable. Within San Francisco, the dune sand reaches thicknesses of up to 150 feet and is underlain by highly fractured bedrock. At the property and immediate vicinity, atop the dune sand is likely fill that could include debris from the 1906 Earthquake and Fire. Groundwater is reported to be approximately 20 feet below ground surface and flows northeast.[834] Because building alterations undertaken by AAU were mostly interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-28 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake origination from the Hayward Fault.[835,836] ES-28 is located within a liquefaction zone.[837] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-28 is a steel-reinforced concrete construction building. ES-28 is not an unreinforced masonry building and

[833] Geologica, Inc., Phase I Environmental Site Assessment for 180 New Montgomery Street, San Francisco, CA, March 2003.
[834] Geologica, Inc., Phase I Environmental Site Assessment for 180 New Montgomery Street, San Francisco, CA, March 2003.
[835] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[836] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[837] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

does not have a soft story.[838, 839] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could still be vulnerable during an earthquake, the building alterations carried out after the change in use from office to postsecondary educational institution would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-28 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage, painting, and security cameras). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-28 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[840] ES-28 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-28.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-28 identified a vent pipe, which is characteristic of an old underground storage tanks (USTs) or oil storage tanks. The vent pipe was discovered above the door of the Natoma Street entrance. There was no other indication of a UST or evidence identified during the government and agency record search. The use of the general vicinity for industrial purposes suggests that regional soil and groundwater contamination may be present.[841] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; therefore, no buried hazardous materials could have been exposed after the change in use.

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[838] City and County of San Francisco, UMB – All Report, December 1, 2014.
[839] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.
[840] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.
[841] Geologica, Inc., Phase I Environmental Site Assessment for 180 New Montgomery Street, San Francisco, CA, 94107, March 2003.

The date of the building's construction, 1920, suggests that asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present in the basement and on the ground floor, although there is no evidence of damage or leaks. No peeling paint was detected.[842] Asbestos was removed from the building in accordance with state and federal laws and regulation in 2010.[843] Therefore, effects from these hazardous materials would have been negligible.

AAU currently uses ES-28 to house its library, as well as classrooms, labs, art studios, offices, and a café. Hazardous materials that are used, stored, and disposed of at ES-28 include torch fuel, oil, adhesives, solder materials, bronzing flux, degreasers, cutting fluids, solvents, sealants, paints, epoxy putty, and mold making materials associated with the postsecondary educational institutional use.[844] These products are stored in hazardous materials cabinets; after use they are deposited into hazardous waste drums and disposed of by Brittell Environmental.[845] The AAU facility is regulated by the U.S. Environmental Protection Agency and San Francisco Department of Public Health (SFDPH), and is responsible for complying with San Francisco Health Code Articles 21 and 22. ES-28 is enrolled in the SFDPH Hazardous Materials Unified Program Agency (HMPUA) Program.[846] Article 21 requires businesses that handle and store hazardous materials to keep a current certificate of registration and implement a Hazardous Materials Business Plan. Article 22 authorizes the SFDPH HMUPA to implement and enforce requirements of the California Hazardous Waste Control Act, which includes the proper storage, handling, and disposal of hazardous materials. ES-28 must be compliant with HMBP and HMUPA requirements, and the SFDPH and SFFD inspect ES-28 to ensure compliance with applicable regulations. Because the previous use of the building was offices, hazardous materials use has likely increased as a result of the change in use. AAU compliance with applicable regulations, as described above, would minimize any risk associated with hazards and hazardous materials; therefore, the effects are not considered substantial.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral recovery sites as a result of the change in use of ES-28.

Tenant improvements at ES-28 associated with the conversion of office space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, pp. 4-560 - 4-561. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits

[842] Geologica, Inc., Phase I Environmental Site Assessment for 180 New Montgomery Street, San Francisco, CA, 94107, March 2003.
[843] Bluewater Environmental Services, Uniform Hazardous Waste Manifest, EPA Form 8700-22, December 29, 2010.
[844] Academy of Art, Hazardous Materials Inventory List for 180 New Montgomery Street, August 6, 2015.
[845] Academy of Art, Hazardous Materials Inventory List for 180 New Montgomery Street, August 6, 2015.
[846] Permit numbers: EPA# CAL000129564; CERS# 10058527.

Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[847] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-28 no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-28. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For these reasons, the change in use at ES-28 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change in use at ES-28 has not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-28 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[848] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-28 has had no substantial effects on agriculture or forest resources.

[847] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 180 New Montgomery, March 4, 2016.

[848] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

4.2.20. 58–60 Federal Street (ES-30)

Property Information

The 58–60 Federal Street existing site (ES-30) is a five-story, 91,522-square-foot building constructed in 1912, located on Federal Street between Second and Delancey streets, in the South of Market (SoMa) neighborhood (Photographs 125–128). Figure 17, ES-30: 58-60 Federal St – Existing Condition, in Appendix TDM, shows the location of this site. The site is Lot 074 in Assessor's Block 3774. The building has a capacity of 636 occupants (595 students, 41 faculty and staff).

Academy of Art University (AAU) occupied ES-30 in 2002 and in 2010 used the former office building for art studios, a frame shop, a prop room, and archival room. AAU currently uses the building for classrooms, labs/art studios, offices, an art store, and student and faculty lounges. The site does not include a designated shuttle stop. AAU shuttle buses have been observed to use an available curb space or parking spaces (when not occupied) along the west side of Second Street, between Taber Alley and Federal Street for passenger loading/unloading activities. Double-parking occurs along Second Street if no parking space is available. The site is served by Route G.

The site is in a MUO (Mixed-Use Office) Zoning District, which is designed to encourage office uses and housing as well as allowing a variety of retail, production, distribution, repair, home services, and business services uses. ES-30 is located in a 65-X height and bulk district. ES-30 is located within the East SoMa and South of Market Area Plans.

Tenant Improvements and Renovations

AAU painted a sign on the building's primary façade and logos on the garage door that have since been removed. AAU added concrete piers to provide vertical support in 2014. AAU installed a fire alarm, and corrected wooden step risers in two rooms to provide seismic restraints to movable partitions in response to a Notice of Violation (NOV) in 2011. AAU modified the fire sprinkler system and life safety upgrades without building permits in 2013 and 2014.[849] AAU added security cameras without building permits. AAU installed one rooftop condenser unit and seven exhaust fans without building permits.

Required Project Approvals

The 58-60 Federal Street existing site (ES-30) would require a building permit under San Francisco Planning Code (Planning Code) Section 171 to change the use from office to educational services within a MUO Zoning District. A Certificate of Appropriateness (COA) is required under Planning Code Article 10 to legalize or modify past building alterations performed without benefit of permit.

[849] Building Permits obtained for the improvement and renovation at ES-30 are: BPA #201406138388 (concrete piers), #201108152452 (correct wooden step riser in response to NOV #201054769), #201412012705 (fire sprinkler system), #201303011305 (fire alarm), #201103091746 (life safety upgrades in response to NOV #201054769, permit never issued).

Photograph 125. 58–60 Federal Street (ES-30).

Photograph 126. Federal Street, facing southwest toward 2nd St.

Photograph 127. Federal Street, facing southeast toward Delancey Street.

Photograph 128. The rear of ES-30. Federal Street, facing southwest.

Plans and Policies and Land Use

ES-30 is located in the SoMa neighborhood. In the immediate vicinity of ES-30 there are a mix of land uses including commercial, residential, and parking. On the subject block, the buildings range from two to five stories and are predominantly office use, with exception of residential buildings at 1 and 41 Federal Street, to the east of ES-30. Land uses along Second Street are largely offices interspersed with restaurants and small retail operations. To the east and southeast of ES-30 and Second Street, land uses transform from principally office to residential, retail, and restaurant uses.

Federal Street runs north-south for approximately 0.16 mile between Second Street and Delancey Street. ES-30 lies in the middle of Federal Street and divides it into two distinct and separated streets with no connection. A parking lot serves office uses at 75 Federal Street and an underground public/private parking lot is east of ES-30, below the residential building at 41 Federal Street. The office building at 501 Second Street has reserved parking in its lower level accessed from the Federal Street frontage.

Adjacent to and south of ES-30, a new six-story commercial office building at 270 Brannan Street is under construction. 270 Brannan will consist of 189,000 square feet of office uses and an approximately 13,000-square-foot sub-grade parking garage containing 16 off-street parking spaces with egress to Brannan Street.

Many of the buildings along Second Street and the western portions of Federal Street were built in the nineteenth and early twentieth century as warehouses and light industrial buildings that served San Francisco's working waterfront and are part of the South End Historic District. The buildings within the South End Historic District have primarily been converted to office uses.

The zoning on either side of Second Street between Interstate-80 and King Street is a MUO (Mixed-Use Office). The MUO Zoning District is designed to encourage office uses and housing, as well as small-scale industrial and arts activities.[850] The South Beach Downtown Residential Use District is on the eastern side of Federal Street. This Zoning District supports high-density residential uses and supporting commercial and institutional uses.[851] ES-30 is located within the East SoMa and South of Market Area Plans. The South of Market and East SoMa Area Plans encourage an appropriate mix of uses and zoning controls. The use of ES-30 as a postsecondary educational institution is consistent with these plans. ES-30 is located in a 65-X height and bulk district.

As noted above, the use at ES-30 has been changed by AAU from office to an educational services use with classrooms, labs/studios, offices, an art store, and student and faculty lounges. The change in use of the existing structure involved limited exterior alterations described above under Tenant Improvements and Renovations. Immediately outside of the ES-30 west entrance, AAU has installed an outdoor leisure area with benches, chairs, tables, and an umbrella. The use of the site as an educational services use within the MUO Zoning District varies from the predominantly office and residential uses in the area; however, educational services are allowed within the MUO Zoning District as defined in Planning Code Section 890.50(c). The educational services use of ES-30 does

[850] Planning Code Section 842.
[851] Planning Code Section 829.

not conflict with the goals and objectives identified in the East SoMa and South of Market Area Plans, both of which encourage a mix of uses.

The educational services use may act as a perceptual line between the primarily office uses to the west and the residential uses to the east, but the change in use would not physically divide an established community. The educational services use does not change the scale or neighborhood character, as limited exterior alterations to the building have occurred. Therefore the ES-30 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-30 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-30 is 636 occupants (595 students and 41 faculty and staff). The capacity does not represent total population, because AAU students and some faculty and staff members may use multiple sites for all or part of any given day. The change in use may indirectly result in new residents of San Francisco due to student and employment growth at the site. Occupation by AAU may have resulted in displacement of employees; however, office space was likely found elsewhere. Conservatively presuming that ES-30 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[852]

The change in use at ES-30 from an office use to educational services would have minimally changed the daytime population because the building, as an office, likely had a comparable capacity. AAU is essentially replacing the office building population; therefore, the daytime population of the site would be fundamentally unchanged. Therefore, no substantial effect on population has occurred from the change in use at ES-30.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU. The housing demand created by ES-30 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from office to educational services at ES-30 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-30 did not result in the displacement of housing because this site was previously used as office.

[852] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

Aesthetics

ES-30 is a five-story concrete warehouse that exemplifies the development of the industrial San Francisco waterfront between the years 1867 and 1935. ES-30 is a contributor to and is located in the South End historic district, which is an important visual landmark for the City with a large number of intact masonry warehouses. The warehouses are reminders of the maritime and rail activities that helped make San Francisco an important turn-of-the-century port city.[853] The buildings of the South End Historic District represent a rich and varied cross-section of the prominent local architects and builders of the period.

The topography is generally flat and does not feature any prominent hills or drastic elevation changes. The visual character of Second Street is primarily small-, medium-, and large-scale commercial buildings that are converted warehouses or light industrial spaces. Federal Street consists of medium-scale commercial buildings and accompanying parking facilities.

An overhead electrical distribution line runs along the south side of Federal Street and east side of Second Street. Overhead San Francisco Municipal Railway (Muni) wires run along Second Street. Buildings along this street are typically built with standard brick masonry and reinforced concrete. Street trees line Second Street and several street trees are located along Federal Street. Some of the street trees are mature and can create shade on sidewalks and reduce the visual impact of building massing.

Second Street is a medium- to high-volume commuter street that serves local neighborhood traffic. In contrast, Federal Street dead-ends at ES-30 and is generally only used by pedestrians and cars whose destination is on that street.

The change in use of ES-30 has caused no changes to the visual character of the building or neighborhood. AAU had installed signage on the walls and garage doors, but they were subsequently removed from the garage doors and walls in 2010 and 2013, respectively.[854] Currently, no exterior features are unique to the AAU use. No scenic vistas or view corridors are located near ES-30. Therefore, no substantial effect on aesthetics from the change in use has occurred.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

Constructed between 1910 and 1912, ES-30 was commissioned by the Rincon Warehouse Company. The warehouse is five stories in height and rectangular in plan, with steel-reinforced concrete construction. The property is built out to fill the lot and set flush with the sidewalk. Utilitarian in design, the building is capped with a flat roof, terminating in a shallow copping along the sixth story. Centered atop the fifth story of the property is a one-story sixth floor. The façade is characterized by an asymmetrical, purpose-driven design, with little evident or extant ornamental detailing on the exterior. On the primary elevation, the entrance consists of paired glass doors with a single-light

[853] Planning Code Appendix I to Article 10.
[854] San Francisco Department of Building Inspection, Building Permit #201301248671 and #201301248671, March 28, 2013.

transom, deeply recessed within the wall plane. Framing the entrance portico is a Classical Revival–inspired pediment and door surround. The main entrance, currently located in the north portion of the façade, was originally centered on the façade. On the primary elevation, access is provided through a series of roll-up doors of various sizes, as well as single and paired doors with simple wood frames. Fenestration consists of a variety of window configurations and types, with multi-light, fixed, and casement steel-frame windows. As with the primary elevation, the northeast elevation exhibits a series of roll-up doors on the first and second stories. Fenestration consists of varying window types, including steel-frame multi-light, fixed, casement, and sliding windows. On the northwest elevation, the overall pattern of window openings is asymmetrical and program-driven. Metal railings have been added in front of some of the larger sliding windows (for representative photographs refer to Photographs 129–131).

Photograph 129. 58–60 Federal Street.

Photograph 130. 58–60 Federal Street, detail, main entrance, primary elevation.

Photograph 131. 58–60 Federal Street, southwestern perspective of the northeastern elevation.

Site History

Constructed between 1910 and 1912, in advance of the 1914 opening of the Panama Canal, 58–60 Federal Street was commissioned by M.J. Hawley of the Rincon Warehouse Company for an estimated cost of $200,000.[855] Designed by Perseo Righetti & August G. Headman, the building was "one of the largest and most costly warehouses in the city" at the time of its construction.[856] The site was particularly promising, given its proximity to both the harbor and adjacent rail lines, an advantage that had become "recognized within the last two weeks by capitalists, who bought two valuable holdings in the same warehouse districts."[857] The building was originally occupied by Weston Basket and Barrel Company, which used the space for offices, storage, and manufacturing operations.

The cohesive, industrial character of the adjacent area reflects "the development of warehouses over a 120-year period along the southern waterfront" of San Francisco.[858]

The interdependence of architecture and history can be seen from a look at the evolution of warehouse forms along the southern waterfront. Unlike most other areas of the San Francisco waterfront, the South End district contains an extraordinary concentration of buildings from almost every period of San Francisco's maritime history. Several street fronts are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End Historic District is clearly a visually recognizable place. The buildings of the South End Historic District represent a rich and varied cross-section of the prominent local architects and builders of the period.[859]

[855] *San Francisco Chronicle*, "Improvement is Reported in the City's Real Estate Situations," October 1, 1910.
[856] *San Francisco Chronicle*, 1910.
[857] *San Francisco Chronicle*, 1910.
[858] Planning Code, Article 10, Appendix I, South End Historic District.
[859] Planning Code, Article 10, Appendix I, South End Historic District.

California Register of Historical Resources Evaluation

Known as the Rincon Warehouse, this industrial property exemplifies the development of the San Francisco waterfront in the mid- to late nineteenth and early twentieth century. On the basis of this association, the property is a contributor to Article 10–designated South End Historic District. The district's period of significance, 1867 to 1935, marks the era when "the waterfront became a vital part of the City's and nation's maritime commerce. The buildings of the South End Historic District represent a rich and varied cross-section of the prominent local architects and builders of the period."

In addition, the subject property was evaluated for eligibility for the California Register of Historical Resources (CRHR). The property at 58–60 Federal Street (as well as the cohesive grouping of adjacent waterfront-related properties) appear eligible for the CRHR under Criterion 1, for their exemplification of the development of the San Francisco waterfront between 1867 and 1935. The property also appears eligible for the CRHR under Criterion 3, as an intact warehouse within the larger historic district of waterfront-related properties.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[860] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15). The subject property retains integrity and remains eligible as a contributor to the National Register of Historic Places– and CRHR-eligible historic district. The period of significance is 1912 to 1935.

Character-Defining Features Summary

Exterior

- Steel-reinforced concrete construction
- Utilitarian, program-driven design
- Five-story massing, with centered one-story pop-up on roof; one- and two-story wings
- Bands of industrial sash, steel-frame windows with no ornamental detailing, slightly recessed in wall plane
- Door surround with Classical Revival-inspired pediment on ground-floor of west elevation
- Roll-up bay (former elevator) door openings on ground floor
- Original elevator door on west elevation
- Ghost sign reading "Weston" on central upper bay

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for*

[860] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

Rehabilitation. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not negatively affect the historic character of the property.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials, and the property retains the distinctive materials, features, and finishes that convey its historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Conclusion

The project complies with the SOIS and no Condition of Approval is recommended at this time.

Archaeology and Paleontology

Building alterations at ES-30 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-30 is located in the middle of Federal Street between Second and Delancey streets in the SoMa neighborhood. The approximately 99,580-square-foot, five-story Rincon Warehouse building was built as 1912. This building currently has approximately 91,522 gross square feet of AAU postsecondary educational institutional use, comprised of classrooms, labs/studios, offices, an art store, and student and faculty lounges.[861] On a typical day there are approximately 322 students and 41 faculty/staff members at this site.

The basement and sub-basement levels of the building include a 37-space parking garage, of which nine spaces are reserved for AAU staff and the remaining 28 spaces are leased to a tenant (51 Federal Street Associates). The parking garage is accessed from the eastern portion of Federal Street. There is one main pedestrian entry to the building provided at the western end of Federal Street near the loading dock area and a secondary entrance at the eastern end of Federal Street. There are four bicycle racks in the building in the basement with a total of 36 Class II bicycle parking spaces. AAU shuttle bus Route G uses any available curb space along the west side of Second Street, between Taber Alley and Federal Street, for passenger loading.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at this AAU site generates approximately 455 person trips (174 inbound trips and 281 outbound trips) and 74 vehicle trips (26 inbound trips and 48 outbound trips) during the weekday PM peak hour.

[861] Trip generation for this site was estimated based on a total square footage of 99,522 square feet as reported in 2011 IMP. Given the reduced total square footage as of 2016 (91,522 square feet), the trip estimation for this site presents a conservative trip generation estimation.

Traffic

ES-30 is located at the end of Federal Street (Federal Street dead-ends at the entrance of this building). AAU students rely on Federal Street sidewalks to access Second Street. Traffic volumes along Second Street are moderate during the AM peak period and midday, but very high during weekday PM peak period when there are long queues to the Bay Bridge. Vehicle access to the parking garage is from the east side of Federal Street. Loading access to ES-30 is from the west side of Federal Street. Primary pedestrian access is from the west side of the building. SFMTA operates one Muni route (10-Townsend) along Second Street. AAU shuttle bus Routes H and I served this location in 2010; only Route G serves this site in 2015.

Existing roadway systems in the vicinity of the AAU site, including roadway designations, number of lanes, and traffic flow directions, are discussed below. The functional designation of these roadways was obtained from the *San Francisco General Plan* and *the Better Streets Plan*.[862,863] Roadways identified under the *Vision Zero San Francisco Two-Year Action Strategy* are also noted.[864]

Second Street is a north-south Downtown commercial street that runs between Market Street and King Street. In the vicinity of ES-30, Second Street has two travel lanes in each direction and metered parking on both sides of the street. Traffic volumes along Second Street are moderate during the AM peak period and midday, but very high during the weekday PM peak period when there are long queues to the Bay Bridge. The *San Francisco General Plan* classifies Second Street as a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Federal Street is an east-west alleyway that runs discontinuously between Second Street and Delancey Street. It has one travel lane in each direction and dead ends at ES-30 (on both sides). Parking is prohibited along both sides of the street.

The postsecondary educational institutional use at ES-30 adds 74 additional vehicle trips to adjacent streets during the PM peak hour (27 inbound and 47 outbound). There are a total of 37 off-street parking spaces provided on the site, but only nine of these spaces are reserved for AAU use and the remaining spaces are leased. Therefore, the majority of AAU-related vehicle trips likely park on-street (where available) and in off-street parking garages (such as the California Parking Garage at 470 Brannan Street or the Pacific Park Garage at 250 Brannan Street). Therefore, the 74 PM peak hour vehicle trips are distributed among downtown streets. Based on the level and likely distribution of the additional vehicle traffic, traffic operating conditions in the vicinity have not been substantially altered as a result of AAU's use of ES-30. The level of PM peak hour traffic as a result of the AAU change in use, even on streets or at intersections that operate poorly, does not represent a substantial contribution to these operating conditions. Parking circulation is further discussed below.

[862] San Francisco Planning Department, *San Francisco General Plan,* Transportation Element, July 1995.
[863] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 2010.
[864] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

Transit

The AAU postsecondary educational institutional use at ES-30 generates approximately 230 transit trips during the PM peak hour, 86 trips in the inbound direction and 144 trips in the outbound direction. ES-30 is served by one Muni bus route (10-Townsend) along Second Street, two routes (30-Stockton and 45-Union/Stockton) along Third Street, and two light rail lines (K-Ingleside/T-Third and N-Judah) along The Embarcadero. These routes provide further connections to Muni and regional rail service on Market Street, and regional rail Caltrain service at King Street and 4th Street. The nearest bus stop is located at the Brannan Street/Second Street intersection, which serves the 10-Townsend route. This bus stop does not have a shelter or service information (see Figure 9, p. 4-519).

Table 85, 58-60 Federal Street (ES-30) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour**,** presents the AM, midday, and PM frequencies of Muni lines as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour. All routes except for the Muni N-Judah light rail line operate below the SFMTA performance standard of 85 percent capacity utilization during the PM peak hour.

Table 85. 58-60 Federal Street (ES-30) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
10 – Townsend	24th and Potrero to Pacific and Van Ness via Pacific, 2nd, and Townsend	10	20	20	153	2nd St/ Townsend St	80%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus, and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union/ Stockton	Lyon and Greenwich to Caltrain Depot via Union and 3rd	8	12	12	260	Stockton St/ Sutter St	82%
KT - Ingleside	Castro to Sunnydale via Market, Embarcadero, and Bayshore	8	10	8	585	Embarcadero/ Harrison St	73%
N - Judah	La Playa to Caltrain via Duboce, Market, and Embarcadero	7	8	8	1,908	Duboce St/ Church St	86%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

As part of the SFMTA's Muni Forward, the following changes are proposed to routes in the vicinity of ES-30:

- Route 10-Townsend would have increased frequency east of Van Ness Avenue from 20 to six minutes during AM and PM peak period and from 20 to 10 minutes during midday period. It would also have a contraflow transit-only lane on Sansome Street.
- Route 30-Stockton would increase frequency east of Van Ness Avenue from 4 to 3.5 minutes.
- Route KT-Ingleside increased frequency during AM and PM peak hours from 9 to 8 minutes.
- Route N-Judah would increase frequency during AM peak hours from 7 to 5.5 minutes and during PM peak hours from 8 to 6 minutes.

The 230 PM peak hour transit trips generated by the AAU postsecondary educational institutional use at ES-30 are distributed to several Muni routes as well as regional transit services. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, the increase in transit demand, in combination with transit trips from other AAU locations, has not made a substantial contribution to the transit service in the area. AAU shuttle service to the site potentially conflicts with the 10-Townsend transit vehicles on Second Street due to a lack of designated shuttle stops along Second Street where the 10-Townsend operates.

Shuttle

The postsecondary educational institutional use at ES-30 site generates approximately 61 shuttle riders during the PM peak hour, 28 riders in the inbound direction and 33 riders in the outbound direction. Shuttle demand is likely higher at different times of the day for this site, depending on class scheduling. In 2010, the site was served by two shuttle bus routes (H and I), both of which operated every 15 minutes. The total seating capacity at that time for these two routes was 494 seats in the PM peak hour. Routes H and I operated at 63 and 78 percent capacity, respectively at the MLP during the PM peak hour. During the shuttle peak hour, Routes H and I operated at 126 and 130 percent capacity, respectively at the MLP. MLPs occur at 466 Townsend Street and on Route H and at 79 New Montgomery on Route I. As of spring 2015, one shuttle bus route (G) serves the site with 30-minute headways and a total seating capacity of 66 during the PM peak hour, an 87 percent reduction in service.

Based on the current capacity of shuttle service serving the site, the 61 shuttle riders generated at the site during the PM peak hour are a substantial contribution to the shuttle service and potentially result in overcrowding of shuttle buses, requiring additional shuttle bus trips to the site. Therefore, a Condition of Approval to assess and monitor shuttle bus ridership and capacity utilization of Route G is recommended below. If additional shuttle capacity is needed to serve the site, increasing shuttle frequencies or shuttle bus size are examples of how this could be achieved.

As indicated above, the site does not have a designated shuttle stop. Shuttle buses have been observed to use an available curb space or parking spaces (when not occupied) along the west side of Second Street, between Taber Alley and Federal Street, for passenger loading/unloading activities. Since there is not a designated white zone, if a parking space is not available, the shuttle bus double parks. During field observations, shuttle buses occasionally double parked along Second Street for

passenger loading and unloading; however, double parking was usually of a short duration.[865] Moreover, students are required to cross Second Street via a crosswalk at the Second Street/Federal Street intersection to access the AAU site. Second Street is a designated bicycle route (Route 11), and the Muni 10-Townsend bus line operates along Second Street every 20 minutes during the PM peak hour. No substantial conflicts between AAU shuttle buses and bicycles and Muni traffic were noted due to the relatively low volume of AAU shuttle bus trips (two trips per hour) observed.

Considering the above, a recommended Condition of Approval is suggested for AAU to establish a shuttle zone at an alternate location, taking into account possible operational and safety considerations.

Pedestrian

The AAU postsecondary educational institutional use at ES-30 generates approximately 356 pedestrian trips during the PM peak hour, 65 walking, 230 transit, and 61 shuttle trips. Federal Street on both sides of the building is an alley with seven-foot-wide sidewalks. Second Street has well-defined crosswalk markings and pavement delineations in the vicinity of the site. The un-signalized intersection of Second Street and South Park Street, located 400 feet west of the site, has crosswalk markings along the north leg, which is frequently utilized by shuttle riders as they walk across Second Street from the existing AAU stop on the west side of the street. Federal Street, which dead ends at the site and serves as the main pedestrian access road, has seven-foot-wide sidewalks near the entrance to the building. Along the north side of Federal Street, there is a curb cut along most of the alley bordering the site to the west. The rear of 501 Second Street has seven parking spaces perpendicular to the north-side sidewalk, causing some conflicts between pedestrians walking along the north side sidewalk and vehicular movements. Conflicts also exist along Second Street at intersections near the site, as pedestrian volumes are high throughout the day. The main entry to the AAU building is on the southwestern side of the building.

Pedestrian volumes were observed to be generally light along Federal Street, but at times moderate before or after classes in the vicinity of the site. Pedestrians were observed to use the travel lanes on Federal Street due to the narrow sidewalk width and low traffic volumes along Federal Street. Pedestrian-vehicle conflicts were common during lunch and the PM peak hour at the Federal and Second Street intersection due to the heavy pedestrian volumes along Second Street. The gates at the loading docks and the garage entrance were closed during the observation period, and no instances of pedestrian-vehicle conflicts at these locations were observed.[866] Although intermittent pedestrian volumes may overwhelm pedestrian facilities along Federal Street during peak periods, the estimated 356 pedestrian trips at the site are generally accommodated on the adjacent pedestrian facilities (seven-foot-wide sidewalks along Federal Street and Second Street).

A Condition of Approval to work with SFMTA and adjacent businesses to examine methods to improve pedestrian conditions along Federal Street, predominantly along the west side of the building, is recommended below. Measures could include wider sidewalks, pedestrian bulb outs, and signalized pedestrian crossing.

[865] Field observation was made by CHS on Wednesday July 15, 2015 between 1:00 p.m. and 3:00 p.m.
[866] Field observation was made by CHS on Thursday July 16, 2015 between 1:00 p.m. and 3:00 p.m.

Bicycle

The AAU postsecondary educational institutional use at ES-30 generates 13 bicycle trips during the PM peak hour, five trips in the inbound direction and eight trips in the outbound direction. Bicycle Route 11 is a Class III bike route that runs along Second Street and provides direct access to the site via Federal Street. Route 11 also provides direct access to 2295 Taylor Street (ES-2). Route 11 connects to Route 2 to the north, which runs along North Point Street, and to AT&T Park to the south. There are a total of four bicycle racks provided in the basement for a total of 36 Class II bicycle parking spaces.[867, 868] The SFMTA has proposed the installation of cycle tracks along Second Street; this would involve significant improvements to bicycle amenities and safety. Future bicycle volumes along Second Street could increase considerably. The site's 16 PM peak hour bicycle trips have not substantially affected the operation or capacity of bicycle facilities in the area.

This site generates a bicycle parking demand of approximately 19 spaces, which is generally accommodated by the existing 36 bicycle parking spaces.[869] Given the location of the bicycle parking spaces (in the basement), a recommended Condition of Approval is suggested to relocate the bicycle parking spaces to a more accessible location. No bicycle parking is required for this site under the Planning Code.

Loading

The AAU postsecondary educational institutional use at ES-30 generates approximately ten daily truck trips, which equates to a loading demand of less than one (0.5 trips) in an average hour and (0.6 trips) during the peak demand hour. The AAU building has two off-street loading spaces in the loading dock, which are often used to store dumpsters and technician vans. Vans are moved to accommodate loading activities when needed. There are no on-street freight loading (yellow) zones in the immediate vicinity of the site; the nearest is located on the north side of Bryant Street, west of Second Street, approximately 700 feet northwest of the site.

Field observations of on- and off-street commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015, and no AAU-related freight/delivery vehicles or related activities occurred at the building site or within the available curb spaces along Second Street or Delancey Street during the observation period. General commercial activity in the area is related to retail and industrial uses along Second Street. On-street parking spaces in the vicinity of this AAU site experience moderate to high parking utilization during the midday period. It is likely that the infrequent commercial deliveries to the site use the off-street loading dock on site or on-street parking spaces along Second Street, when available, to make a delivery. Based on the anticipated demand at ES-30 (less than one delivery during the average or peak hour), the two off-street loading spaces meet this demand.

[867] Bicycle parking data was provided by AAU and verified by Planning Department staff.
[868] This building also includes two bicycle racks (approximately 14 spaces) in the basement parking lot, which is designated for Avaya, Inc and is not used by AAU.
[869] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

As indicated above under the Shuttle discussion, relocating the shuttle zone to an alternate location, is recommended. Based on the current Route G schedule, two shuttle buses per hour would serve the site. This amount of traffic should not substantially conflict with commercial loading activity. However, if the recommended Condition of Approval causes the shuttle zone to be located on the west end of Federal Street, AAU should manage the AAU deliveries to ES-30 to avoid the peak shuttle hours, reducing the potential conflicts between shuttle operations and commercial delivery traffic.

Garbage collection at the site occurs on the west side of the building on Federal Street, next to the driveway that leads to the loading dock. Trash receptacles are placed along the sidewalk at designated areas. Garbage collection occurs three times a week in the late night hours.

Parking

The AAU postsecondary educational institutional use at ES-30 generates a parking demand of 33 parking spaces (four spaces by faculty/staff and 29 spaces by commuter students). The site has 37 off-street parking spaces in the basement and sub-basement levels. Twenty-eight of the parking spaces are leased to an adjacent business (i.e., 51 Federal Street Associates), and nine parking spaces are used by faculty and staff. The off-street parking facility was observed to be full during the weekday midday period. An on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J.

Curb spaces bordering the site generally consist of no parking zones along Federal Street, DeBoom Street, and Rincon Alley, time-limited (2-hour) metered parking along Second Street and unmetered parking along Delancey Street. Table 86, 58-60 Street – On-Street Parking Supply and Occupancy (Midday Peak)**,** summarizes on-street parking supply and weekday midday occupancy for streets near ES-30. There are a total of 36 on-street parking spaces surrounding the site. During the survey period, parking occupancy was generally full, averaging about 83 percent between 1:00 p.m. and 3:00 p.m.

Given the limited amount of on-street parking, the locations of off-street parking facilities within a two-block radius were examined. Table 87, 58-60 Federal Street – Off-Street Parking Supply**,** lists ten public off-street parking facilities with a total of 1,006 parking spaces near the site. Parking occupancy at off-street parking facilities was not conducted.

Some of the 33 parking space demand related to the postsecondary educational institutional use at ES-30 is able to be met on-site and with on- or off-street parking facilities. However, while faculty and staff have access to the on-site parking spaces if they desire to pay for it, as indicated above, only a portion of the 37 on-site spaces are reserved for AAU use. A recommended Condition of Approval applicable to all AAU existing sites, for AAU to implement Transportation Demand Management strategies, is summarized in Section 3.4.5 (p. 3-28) and detailed in Appendix TDM at the end of this Memorandum; this Condition of Approval is intended to reduce staff and faculty vehicle trips and would also reduce parking demand.

Table 86. 58-60 Street – On-Street Parking Supply and Occupancy (Midday Peak)

Street	From	To	Side	Supply	Occupied	% Utilization
Federal St	2nd St	Federal St	North	N/P	0	N/A
			South	N/P	0	0%
DeBoom St	2nd St	DeBoom St	North	N/P	0	0%
			South	N/P	0	0%
2nd St	Bryant St	Federal St	East	7	6	86%
2nd St	Federal St	DeBoom St	East	3	3	100%
2nd St	DeBoom St	Brannan St	East	5	1	20%
Rincon Alley	Bryant St	Federal St	East	N/P	0	0%
			West	N/P	0	0%
Federal St	Delancey St	Federal St	North	N/P	0	0%
			South	N/P	0	0%
Delancey St	Federal St	Brannan St	West	21	20	95%
Total				**36**	**30**	**83%**

Note: N/P indicates No Parking Zone.

Source: CHS Consulting Group, 2015.

Table 87. 58-60 Federal Street – Off-Street Parking Supply

Address	Type	Capacity
475 Brannan St	Garage	200
470 Brannan St	Garage	112
178 Townsend St	Garage	80
345 Brannan St	Lot	99
599 2nd Street	Lot	40
148 Townsend St	Garage	75
680 2nd St	Garage	50
250 Brannan St	Garage	170
136 Townsend St	Garage	110
270 Brannan St	Lot	70
Total		**1,006**

Source: SF Park, 2011; CHS Consulting Group, 2015.

Emergency Vehicle Access

San Francisco Fire Department Station #1 (935 Folsom Street) is the closest station to the AAU site, approximately one mile east of the site. From the station, vehicles are able to access the AAU site via Folsom and Second streets and would be able to park along Federal Street.

Existing Constraints and Proposed Improvements

Based on the above discussion, constraints on the AAU use of ES-30 include a potential shuttle deficiency, a lack of designated shuttle stop, pedestrian volumes, and the location of bicycle parking available at the site. To address these constraints, the following conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-30: TR-1, Shuttle Demand and Capacity. AAU shall assess, adjust, and monitor the shuttle bus capacity for Shuttle Route G serving 58-60 Federal Street, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.

Recommended Condition of Approval, ES-30: TR-2, Shuttle Stop. AAU shall work with SFMTA to establish an alternate shuttle bus stop, such as near the intersection of Federal and Rincon streets, to serve the 58-60 Federal Street building, taking into account possible operational and safety conditions.

Recommended Condition of Approval, ES-30: TR-3, AAU Pedestrian Volumes. AAU shall work with SFMTA and adjacent businesses to examine methods to improve pedestrian conditions along Federal Street, predominantly along the west side of the building. Measures could include wider sidewalks, pedestrian bulb outs, and signalized pedestrian crossing.

Recommended Condition of Approval, ES-30: TR-4, Class II Bicycle Parking. AAU reports the presence of four bicycle racks (36 Class II bicycle parking spaces) in the basement of the building. AAU shall relocate these racks (36 Class II spaces) to the ground floor in a more convenient location and add signage to direct students to bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 58–60 Federal Street site (ES-30) is located in the middle of Federal Street between Second and Delancey streets in the South Beach neighborhood. AAU's institutional uses at ES-30 are composed of classroom, labs/studios, offices, an art store, and student and faculty lounges. AAU shuttle route G serves ES-30. According to the San Francisco Transportation Noise Map,[870] the existing traffic noise level near ES-30 from vehicular traffic along Federal Street and Second Street, as well as the

[870] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

nearby Bay Bridge, was approximately 74 dBA L_{dn} in 2008, indicating a noisy commercial environment. However, college classrooms are not considered a protected sensitive land use under the *San Francisco General Plan*.

AAU operations at ES-30 have resulted in the installation of one rooftop condenser unit and seven exhaust fans. This rooftop-mounted mechanical equipment could generate noise levels as high as 51 dBA L_{eq} from a distance of 100 feet.[871] As previously discussed in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-52, exterior noise levels of 70 dBA L_{eq} and 60 dBA L_{eq} could result in interior noise levels exceeding the City's daytime and nighttime Noise Ordinance, respectively.

Assuming an attenuation rate of 6 dB per doubling of distance and noise level of 51 dBA L_{eq} from a distance of 100 feet, a residential building located approximately 11 and 37 feet would be exposed to an exterior noise level that would exceed the City's nighttime and daytime noise standard, respectively. Since the nearest sensitive receptors are located over 37 feet away from the rooftop mechanical equipment, it is expected that operational noise generated by the AAU site's rooftop mechanical systems would not meet or exceed the noise limits established in the City's noise ordinance for fixed noise sources.

The noise levels generated by student activity and increased shuttle bus operation would have been compatible with a typical urban environment when the building was occupied by AAU, and remains compatible. Any noise increases from shuttle bus operations (backup beepers) would have been and are intermittent and minor. The activities within the ES-30 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment, or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-30 would not have exceeded the standards established by the City for effects on sensitive receptors near ES-30.

Vehicular traffic noise at ES-30 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 740 trips per day.[872] According to the San Francisco Transportation Noise Map,[873] the existing traffic noise level near ES-30 from vehicular traffic along Federal Street, Second Street, and the Bay Bridge was approximately 74 dBA L_{dn} in 2008. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-30 by AAU contribute approximately 52 dBA L_{dn} to local traffic noise levels. When the ES-30 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels of less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-30 has not substantially increased vehicular traffic noise near the site.

[871] Puron, 2005. 48PG03-28 Product Data. 2005 p. 10 - 11.
[872] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[873] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (classrooms, labs/studios, offices, an art store, and student and faculty lounges) at ES-30, including mobile- and area-source emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2005, when the AAU occupied the building. Area sources were estimated based on a 99,552-square-foot "Junior College" land use designation in CalEEMod, and mobile-source emissions were based on a daily vehicle trip rate of 740 round trips per day. There is a boiler and generator at ES-30. However, they were installed prior to AAU occupation of ES-30 and were not included in the air quality analysis. Table 88 presents the estimated long-term operational emissions of reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter 2.5 micrometers in diameter ($PM_{2.5}$) or 2.5 to 10.0 micrometers in diameter (PM_{10}) from ES-30, which are all shown to be below the Bay Area Air Quality Management District's (BAAQMD's) daily and annual significance thresholds.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on p. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-30 is not one of those sites; therefore, AAU occupation of ES-30 has not resulted in increased health risks for nearby sensitive receptors.

Table 88. 58–60 Federal Street (ES-30) Operational Emissions

Source	Average Daily (pounds/day) [1]				Maximum Annual (tons/year) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	2.76	<0.01	<0.01	<0.01	0.50	<0.01	<0.01	<0.01
Energy	0.08	0.73	0.06	0.06	0.01	0.13	0.01	0.01
Mobile	7.06	13.25	3.91	1.33	1.24	2.48	0.68	<0.01
Total Emissions	9.90	13.97	3.96	1.39	1.76	2.61	0.69	0.25
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:
[1] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

Source: ESA, 2016.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-30 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-30 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings Energy Performance Ordinance requires owners of non-residential buildings with greater than or equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-30: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-30 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational

facilities, or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-30.

Recreation

As shown on Figure 4, p. 3-63, 58-60 Federal Street (ES-30) is located within 0.25 mile of two San Francisco Recreation and Park Department (RPD) facilities: South Park and the Brannan Street Wharf. South Park, located between Third and Second streets on South Park Avenue, features picnic tables, benches, fenced play areas with sand pits and climbing structures, as well as a hummingbird garden.[874] The Brannan Street Wharf, along The Embarcadero at the terminus of Brannan Street, features a lawn area, a waterside walkway with seating, a shade structure, and a small-craft floating dock for kayaks and recreational water vessels.[875] In addition, users would also be able to access the San Francisco Bay Trail for walking, jogging, or bicycling.

As described above in Population and Housing on p. 4-572, the capacity of ES-30 is 636 occupants. The change in use from offices to educational services at ES-30 does not represent a substantial change in the daytime population of the area. The change in population, if any, is considered a minimal increase compared to the service population for the South Park and Brannan Street Wharf facilities. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-30 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous office land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, because it has been concluded that sufficient water is available to serve existing customers and planned future uses.[876] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-30. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply has occurred from the change in use.

[874] San Francisco Recreation and Parks, South Park. Available online at: http://sfrecpark.org/destination/south-park/ Accessed January 2016.
[875] Port of San Francisco, Brannan Street Wharf. Available online at: http://sfport.com/index.aspx?page=262. Accessed January 2016.
[876] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[877] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-30 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[878] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[879] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-30 is located within the Southern District of the San Francisco Police Department (SFPD). The Southern District Police Station is located at 1251 Third Street. The district covers approximately 2.9 square miles with a daily population ranging from 26,145 to over 300,000. In 2013 (the most recent data available), there were 1,371 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 9,894 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Southern District.[880] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

[877] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

[878] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[879] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

[880] San Francisco Police Department, Annual Report 2013, p. 117. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

58–60 Federal Street has a capacity of 636 occupants (595 students and 41 faculty and staff). The change in use from office to educational services would not represent a substantial change in the daytime population of the area, because the population of an office building would be similar to that of an educational services use. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augment the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change of use at ES-30.

Fire and Emergency Services

ES-30 is located within 2,500 feet of Fire Station No. 8 (36 Bluxome Street) and Fire Station No. 1 (935 Folsom Street). Fire Station No. 8 consists of a single fire engine and truck.[881] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 1 responded to 3,787 non-emergency calls with an average response time of 8:41 minutes, with 90 percent of non-emergency calls responded to in under 14:47 minutes. Fire Station No. 1 responded to 11,299 emergency calls with an average response time of 3:25 minutes, with 90 percent of emergency calls responded to in under 4:48 minutes. In 2011, Fire Station No. 8 responded to 857 non-emergency calls with an average response time of 9:51 minutes, with 90 percent of non-emergency calls responded to in under 16:56 minutes. Fire Station No. 8 responded to 2,455 emergency calls with an average response time of 3:38 minutes, with 90 percent of emergency calls responded to in under 4:55 minutes.[882]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within 5 minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-30 meet the Citywide emergency transport goals.

As described above on p. 4-572, the change in use from offices to educational services would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed life safety upgrades and installed a new fire sprinkler and fire alarm system, improving fire safety at the property. No measureable changes in response times have been associated with the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change of use at ES-30.

[881] San Francisco Fire Department, Annual Report 2012-2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[882] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

Libraries

The nearest public library to ES-30 is the newly constructed Mission Bay Library, which is 7,500 square feet and serves a population of 14,163. The Mission Bay Library had 128,536 visits in 2014.[883] Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on p. 4-572, the change in use from office to educational services would not represent a substantial change in the daytime population of the area. The change in population, if any, would be minimal compared to the service population for the Mission Bay and Main Libraries. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change of use at ES-30.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The change in use under AAU as an educational services use would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). For the reasons stated above, no substantial effect on schools has resulted from the change in use at ES-30.

Biological Resources

ES-30 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor is there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plan applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-30. ES-30 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-30.

Geology and Soils

ES-30 is underlain by Quaternary dune sands.[884] The dune sands of San Francisco once formed an extensive coastal system, underlying approximately one-third of the City. The dune sand is described

[883] San Francisco Public Library, Statistics by Location FY 2014-2015. Available at http://sfpl.org/pdf/about/administration/statistics-reports/statisticsbylocation2014-15annual.pdf. Accessed on October 22, 2015.
[884] Geologica, Inc., Phase I Environmental Site Assessment for 60 Federal Street, March 2005.

as clean, well sorted, fine to medium grained sand. The dune sand is typically highly permeable. Within San Francisco, the dune sand reaches thicknesses of up to 150 feet and is underlain by highly fractured bedrock. At the property and immediate vicinity, atop the dune sand is likely fill that could include debris from the 1906 Earthquake and Fire. Groundwater is expected to be 20–25 feet below ground surface and flow toward the east.[885] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-28 would be very strong during a magnitude 7.2 earthquake originating from the San Andreas Fault and strong during a 6.5 magnitude earthquake origination from the Hayward Fault.[886, 887] ES-30 is not located within a liquefaction zone.[888] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-30 is steel-reinforced concrete construction and underwent a seismic upgrade in 2000 by a previous owner.[889] In addition, AAU has provided seismic restraints in two rooms to enhance earthquake safety within the building. Although the building could still be vulnerable during an earthquake, the building alterations carried out after the change in use from office to educational services would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-30 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage and security cameras). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

[885] Geologica, Inc., Phase I Environmental Site Assessment for 60 Federal Street, March 2005.
[886] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[887] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[888] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[889] Permit #200002262886 (seismic upgrade).

ES-30 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). The site is not within an area susceptible to sea level rise forecasted by the SFPUC through the year 2100.[890] ES-30 is not located in an area that is vulnerable to tsunami risk.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-30.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-30 did not identify the presence of underground storage tanks or significant historic use of hazardous materials, although the site was used for industrial and warehousing purposes. [891] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; therefore, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1912, suggests that asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present throughout the building, although there is no evidence of damage or leaks. No peeling paint was detected.[892] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

AAU currently uses ES-30 for classrooms, labs/studios, offices, an art store, and student and faculty lounges. Hazardous materials that are used, stored, and disposed of at ES-30 include polishers, ink additives, solvents, lubricants, cleaners, acids, emulsion removers, paints, glues, rust remover, and thinning oils associated with the educational services use.[893] These products are stored in hazardous materials cabinets; after use they are deposited into hazardous waste drums and disposed of by Brittell Environmental.[894] The AAU facility is regulated by the U.S. Environmental Protection Agency and San Francisco Department of Public Health (SFDPH), and is responsible for complying with San Francisco Health Code Articles 21 and 22. ES-30 is enrolled in the SFDPH Hazardous Materials Unified Program Agency (HMUPA) Program.[895] Article 21 requires businesses that handle and store hazardous materials to keep a current certificate of registration and implement a Hazardous Materials Business Plan (HMBP). Article 22 authorizes the SFDPH to implement and enforce

[890] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.
[891] Geologica, Inc., Phase I Environmental Site Assessment for 60 Federal Street, March 2005.
[892] Geologica, Inc., Phase I Environmental Site Assessment for 60 Federal Street, March 2005.
[893] Academy of Art, Hazardous Materials Inventory List for 60 Federal Street, August 6, 2015.
[894] Academy of Art, Hazardous Materials Inventory List for 60 Federal Street, August 6, 2015.
[895] Permit numbers: EPA# CAR000161760; CERS# 10062190.

requirements of the California Hazardous Waste Control Act, which includes the proper storage, handling, and disposal of hazardous materials. ES-30 must be compliant with HMBP and HMUPA requirements, and the SFDPH and SFFD inspect ES-30 to ensure compliance with applicable regulations. Because the previous use of the building was offices, hazardous materials use has likely increased as a result of the change in use. AAU compliance with applicable regulations, as described above, would minimize any risk associated with hazards and hazardous materials; therefore, the effects are not considered substantial.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral recovery sites as a result of the change in use of ES-30.

Tenant improvements at ES-30 associated with the conversion of office space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-589. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[896] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-30, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-30. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For these reasons, the change in use at ES-30 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change in use at ES-30 has not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-30 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[897] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-30 has had no substantial effects on agriculture or forest resources.

[896] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 58-60 Federal Street, March 4, 2016.

[897] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

4.2.21. 601 Brannan Street (ES-31)

Property Information

The 601 Brannan Street existing site (ES-31) is a two-story, 73,666-square-foot building constructed in 1924, located on Brannan Street at 5th Street, in the South of Market (SoMa) neighborhood (Photograph 132–135). Figure 18, ES-31: 601 Brannan St – Existing Condition, in Appendix TDM, shows the location of this site at the corner of Brannan and 5th streets. The site is Lot 0132 in Assessor's Block 3785. The building has a capacity of 575 occupants (514 students, 61 faculty and staff).

601 Brannan Street originally consisted of two separate structures (one made of brick and the other of metal), which were joined and renovated for office use.[898] AAU occupied ES-31 in 2007 and in 2010 used it for classrooms, a library, labs/studios, and a furniture and model shop. AAU currently uses the building for classrooms, a satellite library, and labs/art studios. Outdoor recreation facilities are also provided at 601 Brannan. In 2010 these facilities included a basketball court and batting cages; current facilities include a basketball court and batting cages. Three AAU shuttle bus routes (G, H, and I) use the 40-foot-long "No Parking Shuttle Bus Zone" located along the west side of 5th Street, immediately south of the Muni bus stop for the bus lines 30-Stockton and 45-Union/Stockton. The building includes a 31-space surface parking lot along the east side of the property, divided into a front parking lot with 22 parking spaces accessed from Brannan Street and a rear parking lot with nine parking spaces accessed from Bluxome Street. The site has a 24-foot-wide off-street loading area accessed from Bluxome Street, which accommodates two commercial trucks at any given time.

The site is zoned SALI (Service/Arts/Light Industrial) and is within the Western SoMa Special Use District. The district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities. Educational services are not permitted in SALI Zoning District. The height and bulk district is 40/55-X. ES-31 is located within the Central South of Market (SoMa), Western SoMa and South of Market Planning Areas.

Tenant Improvements and Renovations

AAU reroofed the building in 2009 and installed a fire alarm, made life safety upgrades, and installed furnaces and performed duct work on the first floor in 2010. AAU remodeled interior space to include a café in 2011. AAU painted an AAU logo on the side of the building without a building permit in 2011, and removed signs exept those at ground level in 2013.[899] AAU installed a basketball court, batting cages, and an AAU shuttle waiting area at some unknown date without building permits.

[898] *2011 IMP*. p. 76.

[899] Building Permits obtained for the improvements and renovations at ES-31are: BPA #200903174310 (reroofing), #201012166828 (fire alarm), #201008098349 (life safety upgrade), #201011024182 (furnaces and duct work on first floor), #201101128258 (interior remodel to café), #201006084046 (painted wall, permit never issued), and #201301248670 (sign removal).

Photograph 132. 601 Brannan Street (ES-31).

Photograph 133. Rear of ES-31, mid-block Bluxome Street, facing northeast.

Photograph 134. Recreation yard at ES-31.

Photograph 135. Mid-block Brannan Street, facing west toward the Flower Mart.

Required Project Approvals

The 601 Brannan Street existing site (ES-31) would require a conditional use (CU) authorization under San Francisco Planning Code (Planning Code) Section 823(c) and a building permit under Planning Code Section 171 to change the use from office to educational services within a SALI Zoning District. ES-31 also requires a legislative amendment to Planning Code Section 846.32 to permit educational services within the SALI Zoning District, upon expiration of the grace period for legalization of non-conforming uses on April 27, 2016.

Plans and Policies and Land Use

Located within the South of Market (SoMa) neighborhood, ES-31 is bounded by 5th Street to the east, 6th Street to the west, Brannan Street to the north, and Bluxome Street to the south. The areas surrounding ES-33 include public, residential, office, industrial, and commercial uses. To the south of ES-33 are office, light industrial, retail/restaurant commercial, and residential uses along Bluxome Street. Buildings surrounding the subject block are typically one to five stories tall. ES-31, originally built in 1924, originally consisted of two separate structures which were previously joined and renovated for office use. The site contains a ground-level open space, which is currently used for an outdoor basketball court, a rest area with tables and chairs, a shuttle waiting shelter, and a parking area.

Brannan Street runs east to west for between 5th Street and 6th streets. Two-hour parallel parking spaces are provided along Brannan Street and 5th Street, and 90-degree metered parking spaces along the south side of Bluxome Street. An AAU parking lot is located to the west of the ES-31 building. Brannan Street is a two-way east-west road with two lanes in each direction near ES-31. Bluxome Street runs parallel to Brannan Street, but is skinnier and has one lane in each direction that may require yielding to oncoming traffic.

Along the northern side of Brannan Street are light industrial and commercial uses associated with the San Francisco Flower Mart as well as Bechelli's Flower Market Café on the northeast corner of Brannan and 5th streets. To the east resides the Bay Club tennis facility, a private recreational facility, located on 5th Street between Brannan and Bluxome streets. North of the Bay Club on the northeast corner of 5th Street and Brannan Street is a doggy day care facility, and a 5-story residential complex is located on the southeast corner of 5th Street and Bluxome Street. To the west is an above-grade Interstate-280 off-ramp running northeast to 6th Street, where it descends to ground level at Brannan Street. Underneath the off-ramp is an SFPD vehicle yard.

Buildings on the subject block are typically of a singular use throughout the buildings (in contrast to other neighborhoods in which retail, service, or office uses are located on the ground floor with office or residential uses on the upper floors). West of ES-31 along Brannan Street is a bicycle shop, office space, and a residential complex. South of ES-31 on Bluxome Street is an industrial building, an office building and residential complex on Brannan Street.

Zoning near ES-31 is Service/Arts/Light Industrial (SALI). The SALI Zoning District largely comprises low-scale buildings with production, distribution, and repair uses. The district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities, with an emphasis on preserving and expanding arts

activities.[900] The property is also located within the Western SoMa Special Use District, Western SoMa Community Plan, and SoMa Area Plan. The Western SoMa Special Use District's goals are primarily to mitigate neighborhood impacts from new development projects.[901] The Western SoMa Community Plan's goal is to maintain the mixed-use character, while encouraging new residential and commercial uses. The SoMa Area Plan guides the locations, intensity, and character of new and expanded businesses and residential activity in SoMa. ES-31 is also in the proposed Central SoMa Area Plan, which attempts to support transit-oriented growth, shape the area's urban form, maintain vibrant economic and physical diversity, and support growth with improved streets and open space. The use of ES-31 as a postsecondary educational institution would not be considered consistent with the Western SoMa Area Plan, and Western SoMa Special Use District because educational services within the SALI Zoning District would not be permitted upon expiration of the grace period for legalization of non-conforming uses on April 27, 2016. Height and bulk districts along either side of Brannan Street between 5th and 6th streets are 40/55-X.

As noted above, the use of ES-31 has been changed from office to educational services use with classrooms, lab/studios, a library, recreational facilities, and a café. The change in use of the existing structure involved exterior renovations, such as reroofing the building, painting an AAU logo, installing a basketball court, batting cages, and an AAU shuttle waiting area. On the interior, minor alterations are described above under Tenant Improvements and Renovations.

The change in use of the site from an office use to an educational services use did not substantially affect the character of the building and surrounding uses were maintained as a mixed-use neighborhood. The change in use would not physically divide an established community. The educational use does not change the scale or neighborhood character, as only minor exterior alterations to the building have occurred. However, the change in use could increase AAU's presence in the area, as the institution occupies two buildings to the south of ES-31 at 460 and 466 Townsend Street.

Additionally, the change in use conflicts with the policies of the SALI District, which is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities, with an emphasis on preserving and expanding arts activities. Educational services are not allowed within a SALI District. ES-31 will require a legislative amendment to the Planning Code Section 846 and a building permit under Planning Code Section 171. ES-31 is also in the Western SoMa Area Plan, but there are no notable conflicts with the plan's goals. Therefore the ES-31 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-31 would not result in any substantial effects on the environment.

[900] Planning Code Section 846.
[901] *Planning Principles of the West SoMa Citizens Planning Task Force*, Adopted August 23, 2006. Available at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=7210. Accessed on October 23, 2015.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-31 is 575 occupants (514 students and 61 faculty and staff). The capacity does not represent total population, because AAU students and some faculty and staff members may use multiple sites for all or part of any given day. Some of the employment and student growth generated by the change in use may indirectly result in new residents of San Francisco. Occupation by AAU may have resulted in displacement of employees; however, office space was likely found elsewhere. Conservatively presuming that ES-31 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population of San Francisco (829,072).[902]

The change in use at ES-31 from office to educational services would have minimally changed the daytime population because the building, as an office, likely had a comparable capacity. Therefore, no substantial effect on population has occurred from the change in use at ES-30.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The housing demand created by ES-31 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from office to educational services at ES-31 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-31 did not result in the displacement of housing because this site was previously used as office.

Aesthetics

ES-31 is located in the SoMa neighborhood. The building is two stories and originally consisted of two separate structures, which were joined together by a previous tenant. The original two buildings are visibly different, with the eastern building consisting of a brick façade and the western building consisting of a concrete façade. Both structures appear to be consistent with the converted post-industrial space that is common in the neighborhood. Both buildings have no setback to the sidewalk. Street trees are located along Brannan Street and 5th Street, minimizing building massing and shading the sidewalks. The eastern building has large windows facing the street on both frontages, while the western building is devoid of windows on the southern portion of the structure. A large, green mural with flowers and vegetation and the words “spring snow” is painted on the eastern façade of the western building, facing the parking lot, recreation areas, and adjacent commercial building. An AAU logo is painted on the northeastern corner of the western building.

[902] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

The buildings along Brannan Street are mainly two- to four-story light industrial, commercial, and residential buildings that are converted warehouse spaces. The eastern portion of Brannan Street, between 5th and 6th streets, is visually characterized by the continuous façade of the back of the Flower Mart and a newer four-story residential building. Surface parking lots and commercial and light-industrial uses characterize the eastern portion of Brannan Street. The three-story Bay Club tennis facility and parking structure is located on the southeastern corner of 5th and Brannan streets. A converted industrial space at the northeastern corner of the Brannan and 5th streets serves as a doggy day care facility. Due to the off- and on-ramp to I-280, the Caltrain station, and other active uses, Brannan Street and 5th Street are heavily traveled roadways for vehicles, bikes, and pedestrians.

View corridors in the vicinity are relatively unrestricted compared to other areas of San Francisco due to the flat topography and low-rise buildings. ES-31 is bounded by Bluxome Street to the south, Brannan Street to the north, a parking lot and commercial building to the west, and 5th Street to the east.

The change in use at ES-31 has caused some changes to the visual environment of the area. The large mural and AAU logo on the western side of the building are highly visible driving eastbound on Brannan Street. The addition of recreation opportunities (i.e., basketball court and batting cages) are aesthetically different than the primarily commercial, residential, and light industrial spaces that a prevalent in the area. However, these visual changes are consistent with an urban environment in a mixed-use community. The Bay Club, located at the intersection of Brannan and 5th streets, has large logos and "San Francisco Tennis Club" written on all sides of the building. Other murals, billboards, and logos are prevalent in the neighborhood. Therefore, no substantial changes to aesthetics have occurred from the change in use at ES-31.

Cultural and Paleontological Resources

Historic Architectural Resources

601 Brannan Street was evaluated as part of the South of Market Area Historic Resource Survey in 2011. It was found not be a historic architectural resource at that time and thus no Historical Architectural evaluation was performed for ES-31.

Archaeology and Paleontology

Building alterations at ES-31 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-31 is located at the southwest corner of Fifth Street and Brannan Street in the SoMa neighborhood. This site originally consisted of two separate 2-story structures previously used for a furniture warehouse and for auto sales and repair; these structures were joined and converted to office use in 2001. The building has approximately 73,666 gross square feet of AAU postsecondary educational institutional use, comprised of classrooms, labs/studios, a satellite library, and a café,

plus outdoor recreational uses. On a typical day there are approximately 514 students and 61 faculty/staff members at the site.

The building includes a 31-space surface parking lot along the east side of the property, divided into a front parking lot with 22 parking spaces accessed from Brannan Street and a rear parking lot with nine parking spaces accessed from Bluxome Street. The front parking lot is used for AAU parking and commercial loading as well as for outdoor lighting classes. The rear parking lot is used for parking and as a recreational area with a batting cage and a basketball court. A 30-foot-wide curb cut and loading dock is located on Bluxome Street at the rear of the building. There is one main pedestrian entry to the building from Brannan Street near the parking lot and two secondary entrances on Bluxome Street and Fifth Street for fire egress. There are two bicycle racks in the building lobby accessed from the main entry on Brannan Street (10 spaces) and five bicycle racks (50 spaces) in the front parking lot, for a total of 60 bicycle parking spaces. There are no bicycle racks in the brick building along Fifth Street. Three shuttle routes (G, H, and I) use the 40-foot-long shuttle stop on the west side of Fifth Street, immediately south of the Muni bus stop, 280 feet from the main entry.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at this AAU site generates approximately 336 person trips (129 inbound trips and 207 outbound trips) and 54 vehicle trips (20 inbound trip and 34 outbound trips) during the weekday PM peak hour.

Traffic

ES-31 is bounded by Brannan Street, Bluxome Street, and Fifth Street. Land uses in the area include office, industrial, retail, and residential uses. ES-31 is located one block northwest from the Fourth and Townsend intersection, which is the location of the Caltrain Station, the Muni Metro and several Muni bus and light rail routes. The Muni bus route 47-Van Ness Avenue travels along Fifth Street with a bus stop at the southwest corner of the Brannan and Fifth streets intersection. Routes 30-Stockton and 45-Union/Stockton are rerouted to Fifth Street due the construction of the Central Subway. Fifth Street is also a designated bicycle route, with sharrow striping in both northbound and southbound directions. AAU shuttle bus Routes H and I stop at this location, and an additional route (G) was added in the fall semester of 2011. SFMTA has a plan to create bicycle lanes along 5th Street.

The existing roadway systems in the vicinity of the AAU site, including roadway designations, number of lanes, and traffic flow directions, are discussed below. The functional designation of these roadways was obtained from the *San Francisco General Plan* and *the Better Streets Plan*.[903,904] Roadways identified under the *Vision Zero San Francisco Two-Year Action Strategy* are also noted.[905]

Brannan Street is an east-west street/commercial throughway that runs between Dore Street and The Embarcadero. In the vicinity of the AAU site, it has two travel lanes in each direction and metered parking on both sides of the street. Traffic volumes along Brannan Street are generally

[903] San Francisco Planning Department, *San Francisco General Plan*, Transportation Element, July 1995.
[904] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 2010.
[905] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

moderate, except during the PM peak period, when it can be heavy. The *San Francisco General Plan* classifies Brannan Street between Fifth and Sixth streets as a Major Arterial in the CMP Network.

Bluxome Street is an east-west street that runs between Sixth and Fourth streets. In the vicinity of ES-31, it has one travel lane in each direction and metered perpendicular parking on the south side of the street. Bluxome Street has low traffic volumes, as it serves mostly residential and office uses along the two-block local street.

Fifth Street is a north-south street/commercial throughway that runs between Market Street and Townsend Street. In the vicinity of the AAU site, it has two travel lanes in each direction and metered parking on both sides of the street. Fifth Street dead ends at King Street, so traffic volume is relatively low to moderate at this location. The *San Francisco General Plan* classifies Fifth Street as a Major Arterial in the CMP Network. Fifth Street is also designated as a High Injury Corridor in the City's Vision Zero network.

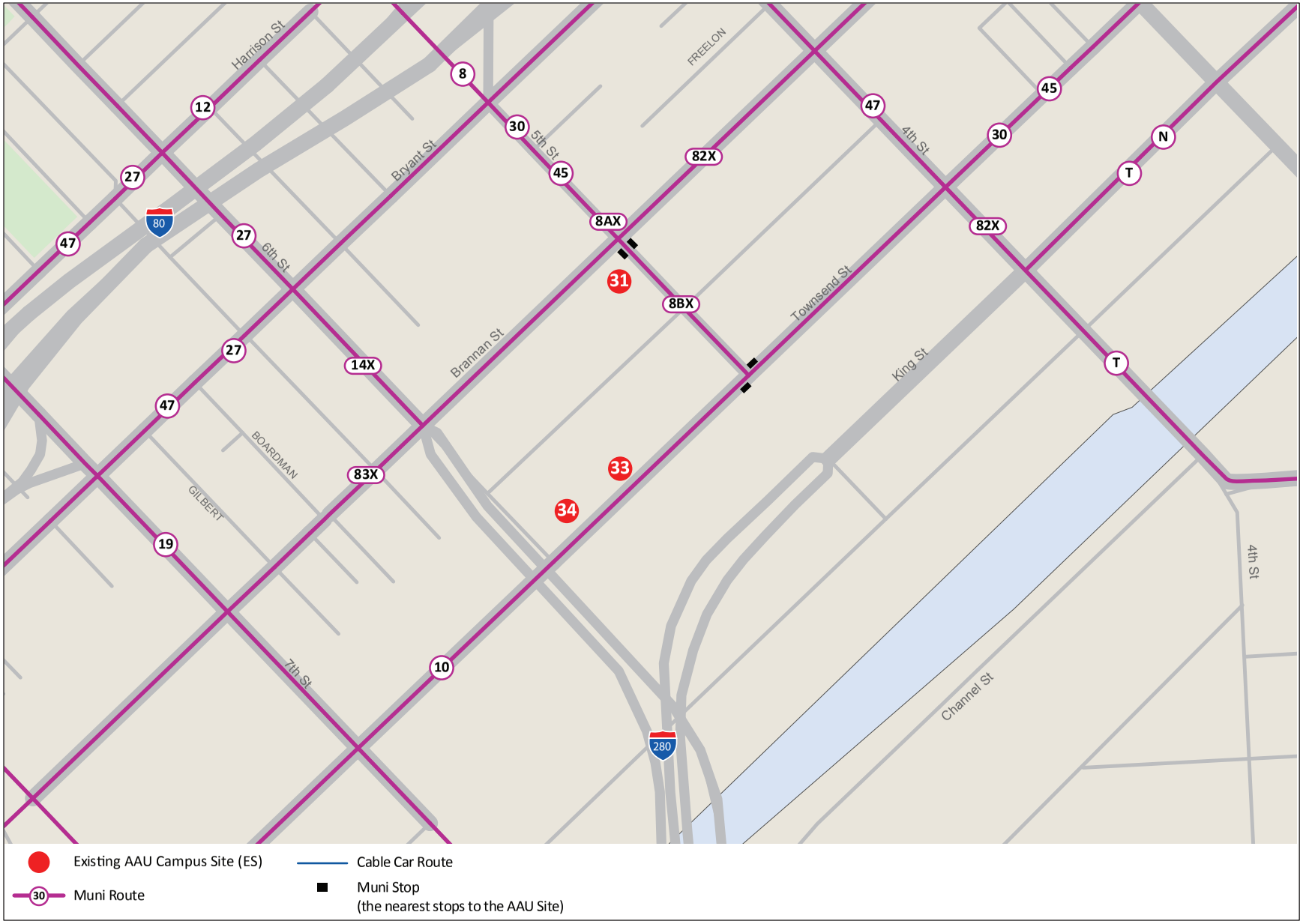
The postsecondary educational institutional use at ES-31 adds 64 additional vehicle trips) to adjacent streets during the PM peak hour (23 inbound and 41 outbound). Based on this level of additional vehicle traffic, traffic operating conditions in the vicinity have not been substantially altered as a result of AAU's use of ES-31. Shuttle and parking lot circulation are further discussed below.

Transit

The AAU postsecondary educational institutional use at ES-31 generates approximately 170 transit trips during the PM peak hour, 64 trips in the inbound direction and 106 trips in the outbound direction. The site is one block (1,500 feet) west of the Caltrain Station. ES-31 is served by Muni bus lines 30-Stockton, 45-Union/Stockton, and 47-Van Ness, which operate along Fifth Street, and 82X-Levi Plaza, which travels along Brannan Street, east of Fourth Street.[906] These routes provide further connections to Muni rail and bus service on Market Street. The nearest bus stops to ES-31 are located on the southeast and southwest side of the Brannan Street/Fifth Street intersection. These bus stops do not have shelters or service information (see Figure 10**,** Muni Transit Network for ES-31, ES-33, and ES-34). The nearest stop for the 30-Stockton and 45-Union/Stockton that travel to Market Street is on Townsend Street east of Fourth Street; these stops have shelter and service information.

Table 89, 601 Brannan Street (ES-31) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour**,** presents the AM, midday, and PM frequencies of nearby Muni lines as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour. While one bus route (45-Union/Stockton) approaches the standard capacity utilization, all four routes operate below the SFMTA performance standard of 85 percent capacity utilization during the PM peak hour.

[906] Muni lines 30-Stockton and 45–Union/Stockton typically run along Fourth Street in the inbound direction. Due to the construction of the Central Subway Project, they have been temporarily relocated to Fifth Street.



Source: CHS Consulting Group (2016)

FIGURE 10: MUNI TRANSIT NETWORK FOR ES-31, ES-33, AND ES-34

Table 89. 601 Brannan Street (ES-31) – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus, and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union/ Stockton	Lyon and Greenwich to Caltrain Depot via Union and 3rd	8	12	12	260	Stockton St/ Sutter St	82%
47 – Van Ness	Caltrain Depot to Beach, Townsend, Mission, Van Ness, and North Point	10	10	10	222	Van Ness Ave/ O'Farrell St	58%
82 – Levi Plaza Express	Caltrain Depot to Levi's Plaza via Sansome, Main, Battery, and Beale	20	N/A	15	92	Beale St/ Howard St	36%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

As part of the SFMTA's Muni Forward, the following changes are proposed to routes in the vicinity of ES-31:

- Route 30-Stockton would increase frequency east of Van Ness Avenue from 4 to 3.5 minutes.
- The Van Ness Corridor Transit Improvement Project would implement the Bus Rapid Transit (BRT) along Van Ness Avenue, which would reduce travel times for the routes 47-Van Ness and 49-Van Ness/Mission by 32 percent. Proposed improvements include dedicated transit-only lane for use by Muni and Golden Gate Transit buses only, enhanced traffic signals optimized for north-south traffic with Transit Signal Priority system, low-floor vehicles and all-door boarding, safety enhancements for pedestrians, and boarding islands located at consolidated transit stops located along Van Ness Avenue at key transfer points.

The 170 PM peak hour transit trips generated by the AAU postsecondary educational institutional use at ES-31 are distributed to several routes and are accommodated on existing transit services based on Muni transit capacity utilization and service. The AAU shuttle stop is located on the west side of Fifth Street adjacent and just south of a Muni bus stop for the 30-Stockton and 45-Union/Stockton.

AAU shuttle service to the site (Routes G, H, and I) occurs approximately every seven minutes and bus service for the 30-Stockton and 45-Union/Stockton routes occurs at a combined frequency of every two to three minutes. Although shuttles and buses arrive at the same time, the 40-foot-long shuttle stop is of sufficient size, as further discussed below, to contain these three routes and therefore has not substantially conflicted with the operation of adjacent southbound transit vehicles.

Shuttle

The AAU postsecondary educational institutional use at ES-31 generates approximately 45 shuttle riders during the PM peak hour, 20 riders in the inbound direction and 25 riders in the outbound direction. Shuttle demand is likely higher at different times of the day for this site, depending on class scheduling. In 2010, the site was served by two shuttle bus routes, Routes H and I, both of which operated every 15 minutes. The total seating capacity at that time was 494 seats in the PM peak hour. Routes H and I operated at 63 and 78 percent capacity, respectively, at the MLP during the PM peak hour in 2010. During the shuttle peak hour, Routes H and I operated at 126 and 130 percent capacity, respectively, at the MLP. MLPs occur at 466 Townsend Street and on Route H and at 79 New Montgomery on Route I. As of spring 2015, three shuttle bus routes (G, H, and I) operate with 30-, 20-, and 20-minute headways, respectively, resulting in a total capacity of 300 seats during the PM peak hour, a 40 percent reduction of service.

Based on the current shuttle capacity serving the site, the 45 additional shuttle riders generated at the site during the PM peak hour are likely accommodated on Routes G, H, and I. However, since these routes also serve other residential and institutional locations, a Condition of Approval to assess and monitor shuttle bus ridership and capacity utilization of Routes G, H, and I is recommended below. If additional shuttle capacity is needed to serve the site, increasing shuttle frequencies or shuttle bus size are examples of how this could be achieved.

The three shuttle bus routes (G, H, and I) use the 40-foot-long "No Parking Shuttle Bus Zone" located along the west side of Fifth Street, immediately south of the Muni bus stop for the bus lines 30-Stockton and 45-Union/Stockton. The hours of operation for the shuttle bus zone are between 7:00 a.m. and 12:00 a.m. Monday through Saturday and from 10:00 a.m. to 12:00 a.m. on Sunday. Based on the frequency of the G, H, and I routes, one to two shuttles are expected to use the zone at the same time, and therefore the 40-foot length is sufficient for these three routes. Fifth Street is a designated bicycle route (Route 19). No substantial conflict between AAU shuttle buses and bicycle traffic was noted due to relatively low volumes of AAU shuttle buses (approximately eight per hour). The 30-Stockton, 45-Union/Stockton, and 47-Van Ness bus lines operate along Fifth Street. No substantial conflicts between AAU shuttle buses and Muni vehicles were noted during observation because shuttle buses use the designated shuttle bus zone and no double parking occurred.[907]

Since Fifth Street is both a bicycle and transit route, and the site has an off-street parking lot adjacent to its main entry, a recommended Condition of Approval is suggested to relocate the shuttle stop on the site, taking into account possible operational and safety considerations. The parking lot accessed from Brannan Street has two curb cuts and driveways, allowing for circulation of AAU shuttle buses. The on-street white zone could then be returned to public parking spaces.

Pedestrian

The AAU postsecondary educational institutional use at ES-31 generates approximately 263 pedestrian trips during the PM peak hour, 48 walking, 170 transit, and 45 shuttle trips. Fifth Street is designated as a High Injury Corridor in the City's Vision Zero network. Intersections near the site have well-defined crosswalk markings, pavement delineations, and traffic signals. The Brannan

[907] Field observation was made by CHS on Thursday, July 16, 2015, between 1:00 p.m. and 3:00 p.m.

Street/5th Street intersection has pedestrian crossing signal heads. Sidewalks along Brannan Street and Fifth Street are approximately 10 feet wide. There are two curb cuts with driveways on the south side of Brannan Street, and two curb cuts on the north side of Bluxome Street. There is one main pedestrian entry to the building from Brannan Street near the parking lot and two secondary entrances along Bluxome Street and Fifth Street for fire egress.

Pedestrian volumes were observed to be generally light to medium in the vicinity of the site. Pedestrians were observed to move freely on the sidewalk and crosswalk areas. There were no indications of overcrowding within the sidewalk areas, nor a considerable amount of pedestrians standing outside of the AAU site. The gates at the driveways on Bluxome Street were closed during the observation period, and no instances of pedestrian-vehicle conflicts at the driveways (curb cuts) or crosswalk locations were observed.[908] The estimated 263 pedestrian trips at ES-31 are able to be accommodated on the adjacent pedestrian facilities (10-foot-wide sidewalks along Brannan Street).

A recommended Condition of Approval to remove one curb cut (likely the west curb cut) along Bluxome Street is suggested, taking into account possible operational and safety conditions, since this portion of the parking lot is being used as a recreational area, and no more than one curb cut would be required along Bluxome Street. Furthermore, a similar recommended Condition of Approval is suggested to remove the east driveway on Brannan Street near the building entry, unless the shuttle stop is relocated on site.

Bicycle

The AAU postsecondary educational institutional use at ES-31 generates 10 bicycle trips during the PM peak hour, five trips in each direction. Bicycle Route 19 is a Class III bike route that runs along Fifth Street and provides direct access to the site via Brannan Street. Route 19 connects to Route 50 on Market Street to the north and to Route 36 on Townsend Street to the south. There are two bicycle racks (10 spaces) inside the main building in the lobby and five bicycle racks (50 spaces) in the parking lot, for a total of 60 Class II bicycle parking spaces.[909] The parking lot bicycle racks are located in front of and immediately behind the accessible parking spaces, making it inconvenient to accommodate both vehicle and bicycle parking. The site's 10 PM peak hour bicycle trips have not substantially affected the operation or capacity of bicycle facilities in the area.

This site generates a bicycle parking demand of approximately 15 spaces, which is generally accommodated in the existing 60 bicycle parking spaces.[910] Given the location of the existing bicycle racks in the parking lot (conflicting with the accessible spaces), a recommended Condition of Approval is suggested to relocate the parking lot bicycle parking spaces to a more accessible location (e.g., in front of the main entry to the building) with better signage. No bicycle parking is required under the Planning Code for this site.

[908] Ibid.
[909] Bicycle parking data was provided by AAU and verified by Planning Department staff.
[910] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

Loading

The AAU postsecondary educational institutional use at ES-31 generates approximately seven daily truck trips, which equates to a loading demand of approximately less than one (0.3 trips) in an average hour or (0.4 trips) during the peak demand hour. The site has a 24-foot-wide off-street loading area accessed from Bluxome Street, which accommodates two commercial trucks at any given time. Additionally, AAU reports smaller commercial deliveries frequently use the front parking lot. There are no on-street freight loading (yellow) spaces adjacent to the site on Brannan Street, Bluxome Street, and Fifth Street.

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015, and occasional AAU-related freight/delivery vehicles or related activities were observed in the north parking lot, but no commercial activities were observed at the rear Bluxome Street off-street loading spaces. General commercial activity in the area is related to commercial deliveries to the nearby retail and industrial uses along Brannan Street and residential uses on Bluxome Street. On-street parking spaces in the vicinity of the AAU site experience low to moderate parking utilization during the midday period. The two off-street loading spaces are sufficient to meet average and peak hour commercial demand. Additionally, the front parking lot would remain available for smaller commercial truck deliveries. The recommended bicycle and shuttle zone improvements would not alter the availability of the front parking lot, but may reduce the number of available parking spaces.

Garbage collection at the site occurs on the north side of Bluxome Street next to the service door in the thru-way between 460 and 466 Townsend streets. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection occurs four times a week in the early morning hours.

Parking

The AAU postsecondary educational institutional use at ES-31 generates a parking demand of 25 parking spaces (four spaces by faculty/staff and 21 spaces by commuter students). The site includes a 31-space parking lot, which is used by faculty and staff. Peak occupancy for the on-site parking facility was observed to be approximately 50 percent during the weekday midday period. An on-street parking survey was conducted along streets adjacent to the site and other nearby AAU sites such as 460 Townsend Street (ES-33) and 466 Townsend Street (ES-34) during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J.

On-street parking spaces bordering the site and other nearby AAU sites such as 460 Townsend Street (ES-33) and 466 Townsend Street (ES-34) are generally time limited and metered, except for the spaces along Brannan Street and Bluxome Street. Table 90, 601 Brannan Street – On-Street Parking Supply and Occupancy (Midday Peak)**,** summarizes on-street parking supply and weekday midday occupancy for streets near ES-31 and other nearby AAU sites such as 460 Townsend Street (ES-33) and 466 Townsend Street (ES-34). There are a total of 170 on-street parking spaces surrounding these sites. During the survey period, parking occupancy is generally full, averaging about 86 percent between 1:00 p.m. and 3:00 p.m.

Given the limited amount of on-street parking, the locations of off-street parking within the study area, generally bounded by Seventh Street, I-280, Townsend Street, and Third Street, were examined. Table 91 lists eleven public off-street parking facilities with a total of 1,838 parking spaces. Parking occupancy at off-street parking facilities was not observed.

Table 90. 601 Brannan Street – On-Street Parking Supply and Occupancy (Midday Peak)

Street	From	To	Side	Supply	Occupied	% Utilization
Brannan St	6th St	5th St	South	28	16	57%
5th St	Brannan St	Bluxome St	East	4	4	100%
			West	4	4	100%
Bluxome St	6th St	5th St	North	0	0	0%
			South	58	47	81%
6th St	Bluxome St	Townsend St	East	8	8	100%
Townsend St	6th St	5th St	North	20	20	100%
			South	48	48	100%
Total				**170**	**147**	**86%**

Note: Parking utilization above 100 percent indicates double parking or other illegal activity.

Source: CHS Consulting Group, 2015.

Table 91. 601 Brannan Street – Off-Street Parking Supply

Address	Type	Capacity
35 Gilbert St	N/A	80
410 Townsend St	Garage	48
356 Harriet St	Lot	70
580 Brannan St	Lot	146
833 Bryant St	Lot	90
644 Brannan St	Lot	120
801 Bryant St	Lot	150
505 Brannan St[1]	Lot	72
475 Brannan St	Garage	200
470 Brannan St	N/A	112
215 Townsend	Garage	750
Total		**1,838**

Note:
[1] The parking lot at 505 Brannan Street closed in early 2016 for construction of a new building.

Source: SF Park, 2011; CHS Consulting Group, 2015.

Some of the 25 parking space demand related to the postsecondary educational institutional use at ES-31 is met with on- or off-street parking facilities. However, these spaces are limited in amount and the AAU use at this building could potentially add to the overall parking demand in the area. Unnecessary driveway curb cuts are recommended for removal. The recommended bicycle and shuttle zone improvements would not alter the availability of the front parking lot, but may reduce the number of available parking spaces in the south parking lot. A recommended Condition of Approval applicable to all AAU existing sites, for AAU to implement Transportation Demand Management strategies, is summarized in Section 3.4.5 (p. 3-28) and detailed in Appendix TDM at the end of this Memorandum; this Condition of Approval is intended to reduce staff and faculty vehicle trips and would also reduce parking demand.

Emergency Vehicle Access

San Francisco Fire Department Station #1 (935 Folsom Street) is the closest station to the AAU site, approximately 0.5 mile north of the site. From the station, vehicles are able to access the AAU site via Fifth and Brannan streets and would be able to park on-site or along Brannan Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-31 include a potential shuttle deficiency, shuttle zone located on a bicycle and transit street, multiple driveways that could interfere with the pedestrian environment, and inconvenient bicycle parking locations. To address these constraints, the following conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-31: TR-1, Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for its shuttle routes, specifically Routes G, H, and I, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.

Recommended Condition of Approval, ES-31: TR-2, Pedestrians and Parking Lot Design. AAU shall remove two of the four driveway curb cuts, the west driveway and curb cut on Bluxome Street and the east driveway and curb cut on Brannan Street, taking into account possible operational and safety considerations.

Recommended Condition of Approval, ES-31: TR-3, Bicycle Parking Relocation. AAU shall relocate the existing bicycle parking spaces to a more convenient location such as in front of the main entrance to the building and add signage to direct students to bicycle parking location, taking into consideration space constraints and operational demands. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Recommended Condition of Approval, ES-31: TR-4, Shuttle Stop Relocation. AAU shall relocate the existing shuttle bus zone from Fifth Street to the existing on-site parking lot accessed from Brannan Street, adjacent to the main building entry, taking into account possible operational and safety considerations, and with the approval of SFMTA, return this area to on-street public parking

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 601 Brannan Street site (ES-31) is located at the southwest corner of 5th Street and Brannan Street in the South of Market neighborhood. This site originally consisted of two separate structures, which were joined for office use and now function as one. Prior to AUU's use of the property in 2007, the building was leased to a now defunct IT company. The building includes approximately 73,666 gross square feet of AAU institutional use, comprising classrooms, labs/studios, a library, a café, and recreational facilities. AAU shuttle routes G, H, and I serve ES-31. According to the San Francisco Transportation Noise Map,[911] the existing traffic noise level near ES-31 from vehicular traffic along 5th Street and Brannan Street and the I-80 freeway ½ block to the north is approximately 74 dBA L_{dn} in 2008, indicating a noisy commercial environment. However, college classrooms are not considered a protected sensitive land use under the *San Francisco General Plan*.

AAU did not install or modify any existing rooftop mechanical equipment at ES-31. Since there are no new rooftop stationary sources at the site, there would have been no increase rooftop mechanical equipment noise that did not already exist prior to AAU occupation. In addition, the activities in the ES-31 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-31 would not have exceeded the standards established by the City for noise effects on sensitive receptors near ES-31.

The noise levels generated by student activity and increased shuttle bus operation were compatible with a typical urban environment when the building was occupied by AAU and remain compatible. Any noise increases from shuttle bus operations (backup beepers) would have been and are intermittent and minor. The activities within the ES-31 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-31 did not exceed the standards established by the City for effects on sensitive receptors near ES-31.

Vehicular traffic noise at ES-31 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 540 trips per day.[912] According to the San Francisco Transportation Noise Map,[913] the existing traffic noise level near ES-31 from vehicular traffic along 5th Street, Brannan Street and the nearby freeway was approximately 74 dBA L_{dn} in 2008. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-31 by AAU contribute approximately 50.6 dBA L_{dn} to local traffic noise levels. When the ES-31 contribution is added to the mapped existing noise level, the

[911] San Francisco Department of Public Health, 2008. *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf
[912] CHS Consulting Group, 2016. *AAU ESTM Transportation Section Draft #1A*. January 2016.
[913] San Francisco Department of Public Health, 2008. *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-31 has not substantially increased vehicular traffic noise in the vicinity.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (i.e., classrooms, labs/studios, a library, a café, and recreational facilities) at ES-31, including mobile- and area-sources emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2007, when the AAU occupied the building. Area sources were estimated based on a 73,666-square-foot "Junior College" land use designation in CalEEMod, and mobile-source emissions were based on a daily vehicle trip rate of 540 round trips per day. There is a heater boiler at ES-31. However, this boiler was installed prior to AAU occupation of ES-31 and was not included in the air quality analysis. Since CalEEMod only allows the user to model years 1990, 2000 and 2005, an operational year of 2005 was conservatively assumed for ES-31. Table 92 presents the estimated long-term operational emissions of ROG, Nox, $PM_{10,}$ and PM2.5 from ES-31, which are all shown to be below BAAQMD's daily and annual significance thresholds.

Table 92. 601 Brannan Street (ES-31) Operational Emissions

Source	Average Daily (pounds/day) [1]				Maximum Annual (tons/year) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	2.05	<0.01	<0.01	<0.01	0.37	<0.01	<0.01	<0.01
Energy	0.06	0.54	0.04	0.04	0.01	0.10	<0.01	<0.01
Mobile	5.15	9.67	2.85	0.97	0.90	1.81	0.50	0.17
Total Emissions	7.26	10.20	2.89	1.01	1.29	1.91	0.51	0.18
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:
[1] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

Source: ESA, 2016.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on p. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-31 is not one of those sites; therefore, AAU occupation of ES-31 has not resulted in increased health risks for nearby sensitive receptors.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-31 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-31 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings Energy Performance Ordinance requires owners of non-residential buildings with greater than or equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-31: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-31 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational

facilities or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-31.

Recreation

601 Brannan Street (ES-31) itself is primarily dedicated to classrooms, a library, labs/studios, and a I, as well as a basketball court and batting cages. Visitors to these amenities come and go throughout the day and do not represent a large permanent population in the community. ES-31 reduces recreational demand created by AAU's population of students and staff. Recreational opportunities are also available at Mission Creek Park, a San Francisco Recreation and Park Department (RPD) facility located within 0.25 mile of ES-31, as shown on Figure 4, p. 3-63. Mission Creek Park is located along the Mission Bay waterfront and features grass lawns, a tree-lined promenade, an outdoor amphitheater, sports courts, a boat launch, and off-leash dog play area.[914] Other publicly owned parks are within a 0.5-mile distance of ES-31, including Victoria Manalo Draves Park, South Park, and Eugene Friend Recreation Center.

As described in Population and Housing on p. 4-601, the capacity of ES-31 is 575 occupants. The change in use from office to educational services at ES-31 does not represent a substantial change in the daytime population of the area. ES-31 contains recreational facilities, and the other onsite educational uses have not generated substantial demand for other recreational opportunities. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-31 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous office land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[915] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-31. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building,

[914] Mission Bay Parks, Mission Creek Park. Available online at: http://missionbayparks.com/mission-creek-park/. Accessed on January 15, 2016.

[915] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[916] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-31 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[917] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[918] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-31 is located within the Southern District of the San Francisco Police Department (SFPD). The Southern District Police Station is located at 1251 Third Street. The district covers approximately 2.9 square miles with a daily population ranging from 26,145 to over 300,000. In 2013 (the most recent data available), there were 1,371 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 9,894 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Southern District.[919] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

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[916] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

[917] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[918] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

[919] San Francisco Police Department, Annual Report 2013, p. 117. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

601 Brannan Street has a capacity of 575 occupants (514 students and 61 faculty and staff). The change in use from office to educational services would not represent a substantial change in the daytime population of the area, as the population of an office building would be proximate to that of an educational services use. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change in use at ES-31.

Fire and Emergency Services

ES-31 is located within 2,500 feet of Fire Station No. 8 (36 Bluxome Street) and Fire Station No. 1 (935 Folsom Street). Fire Station No. 1 consists of a single fire engine, truck, and rescue squad. Fire Station No. 8 consists of a single fire engine and truck. [920] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 1 responded to 3,787 non-emergency calls with an average response time of 8:41 minutes, with 90 percent of non-emergency calls responded to under 14:47 minutes. Fire Station No. 1 responded to 11,299 emergency calls with an average response time of 3:25 minutes, with 90 percent of emergency calls responded to under 4:48 minutes. In 2011, Fire Station No. 8 responded to 857 non-emergency calls with an average response time of 9:51 minutes, with 90 percent of non-emergency calls responded to under 16:56 minutes. Fire Station No. 8 responded to 2,455 emergency calls with an average response time of 3:38 minutes, with 90 percent of emergency calls responded to under 4:55 minutes.[921]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within five minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-31 meet the Citywide emergency transport goals.

As described above on p. 4-601, the change in use from office to educational services would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed life safety upgrades and installed a new fire sprinkler and fire alarm system, improving fire safety at the property. No measurable changes in response times have occurred since the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change in use at ES-31.

Libraries

The nearest public library to ES-31 is the newly constructed Mission Bay Library, which is 7,500 square feet and serves a population of 14,163. The Mission Bay Library had 128,536 visits in 2014.[922]

[920] San Francisco Fire Department, Annual Report 2012–2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[921] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.
[922] San Francisco Public Library, Statistics by Location FY 2014-2015. Available at http://sfpl.org/pdf/about/administration/statistics-reports/statisticsbylocation2014-15annual.pdf. Accessed on October 22, 2015.

Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

601 Brannan Street has a capacity of 575 (514 students and 61 faculty and staff). The change in use from offices to educational services would not represent a substantial change in the daytime population of the area. The change in population, if any, would be minimal compared to the service population for the Mission Bay and Main Libraries. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, library use would be augmented by AAU's private library for research, studying, and programs. Therefore, no substantial effect on library services has occurred as a result of the change in use at ES-31.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The change in use under AAU as an educational services use would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). For the reasons stated above, no substantial effect on schools has occurred from the change in use at ES-31.

Biological Resources

ES-31 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor are there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plans applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-31. ES-31 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-31.

Geology and Soils

The site is underlain by approximately 20 feet of upper silty sand fill soils, some of which is likely associated with debris from the 1906 Earthquake and Fire. Below the fill is approximately 70 feet of soft plastic bay mud strata and deeper underlying old bay mud. Groundwater in the vicinity likely varies.[923] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

[923] Clayton Group Services, Phase I Environmental Site Assessment for 601 Brannan Street, November 2006.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-31 would be very strong during a magnitude 7.2 earthquake and strong during a 6.5 magnitude earthquake originating from the San Andrea Fault and Hayward Fault, respectively.[924, 925] ES-31 is located within a liquefaction zone.[926] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-31 is composed of two conjoined buildings, partially concrete (western building) and partially brick (eastern building). ES-31 is not composed of unreinforced masonry and does not have a soft story.[927, 928] As a result, it does not have an increased risk of structural failure during an earthquake. Although the building could remain vulnerable during an earthquake, the building alterations carried out after the change in use from office to an educational services would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-31 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage, painting, and re-roofing). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-31 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). Sea level rise inundation maps modeled by the SFPUC indicate that the site would not be inundated with a water level rise of approximately 12 inches, which is expected by 2050, even when the effects of 100-year storm surge are considered.[929] In addition, the site would

[924] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

[925] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

[926] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

[927] City and County of San Francisco, UMB – All Report, December 1, 2014.

[928] Department of Building Inspection, Soft Story Property List, April 2016. Available online at http://sfdbi.org/soft-story-properties-list. Accessed on April 20, 2016.

[929] San Francisco Water Power Sewer, Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.

not be inundated with 36 inches of water level rise which is expected by 2100; however, when the effects of a 25-year storm surge are considered under this scenario, portions of the building could be temporarily inundated at depths of 4–6 feet.[930] The flooding scenario assumes existing topographic conditions and no site-specific or area-wide flood protection measures. ES-31 is not located in an area that is vulnerable to tsunami risk.

Although flooding could occur, the degree is unknown and no housing occurs on the site. There are no aspects of the change in use or building alterations that have changed flood potential at the site because no new structures have been built. Further, the existing building would have been exposed to sea level rise regardless of AAU's change in use.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-31.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-31 indicated that the site and general vicinity have a lengthy history of diverse use between 1887 and 2000, including freight transfer, iron foundry operations, metal works, pipe fabrication, and auto repair.[931] These uses may have involved the use and storage or petroleum products and hazardous materials such as solvents, lubricating oil, welding, and cutting equipment. No specific hazardous conditions were reported, but a subsurface investigation is recommended if the property is to be disturbed in the future.[932] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; thus, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1924, suggests that asbestos-containing materials (ACMs), lead-based paint, and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, an oil-filled transmitter and elevator, which may contain PCBs if they were manufactured before 1978, were present throughout the building, although there is no evidence of damage or leaks. No peeling paint was detected.[933] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

AAU currently uses ES-31 for classrooms, a satellite library, labs/studios, a café, and recreational facilities. Hazardous materials that are used, stored, and disposed of at ES-31 include paints, lubricants, sealants, primers, wood stainer, styrene, bleach, bonding adhesive, resin, wood finish, paint thinner, paint stripper, 4-620rabicabic, acrylic cement, and polyurethane associated with the

[930] Ibid.
[931] Clayton Group Services, Phase I Environmental Site Assessment for 601 Brannan Street, November 2006.
[932] Clayton Group Services, Phase I Environmental Site Assessment for 601 Brannan Street, November 2006.
[933] Clayton Group Services, Phase I Environmental Site Assessment for 601 Brannan Street, November 2006.

postsecondary educational institutional use.[934] These products are stored in hazardous materials cabinets; after use they are deposited into hazardous waste drums and disposed of by Brittell Environmental.[935] The AAU facility is regulated by the U.S. Environmental Protection Agency and San Francisco Department of Public Health (SFDPH), and is responsible for complying with San Francisco Health Code Articles 21 and 22.[936] Article 21 requires businesses that handle and store hazardous materials to keep a current certificate of registration and implement a Hazardous Materials Business Plan. Article 22 authorizes the SFDPH Hazardous Materials Unified Program Agency (HMUPA) to implement and enforce requirements of the California Hazardous Waste Control Act, which includes the proper storage, handling, and disposal of hazardous materials. ES-31 must be compliant with HMBP and HMUPA requirements, and the SFDPH and SFFD inspect ES-31 to ensure compliance with applicable regulations. Because the previous use of the building was offices, hazardous materials use has likely increased as a result of the change in use. AAU compliance with applicable regulations, as described above, would minimize any risk associated with hazards and hazardous materials; therefore, the effects are not considered substantial.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral resource recovery sites as a result of the change in use of ES-31.

Tenant improvements at ES-31 associated with the conversion of office space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, p. 4-614. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[937] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-31, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-31. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For all of these reasons, the change in use at ES-31 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change in use at ES-31 has not had a substantial effect on mineral or energy resources.

[934] Academy of Art, Hazardous Materials Inventory List for 601 Brannan Street, August 6, 2015.
[935] Academy of Art, Hazardous Materials Inventory List for 601 Brannan Street, August 6, 2015.
[936] Permit number: EPA# CAR000030262.
[937] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 601 Brannan Street, March 4, 2016.

Agricultural and Forest Resources

ES-31 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[938] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-31 has had no substantial effects on agriculture or forest resources.

[938] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

4.2.22. 460 Townsend Street (ES-33)

Property Information

The 460 Townsend Street existing site (ES-33) is a two-story, 25,920-square-foot building constructed in 1915. ES-33 is located on Townsend Street between 5th and 6th streets, in the South of Market (SoMa) neighborhood (Photographs 136–139). Figure 19, ES-33 and ES-34: 460 and 466 Townsend St – Existing Condition, in Appendix TDM, shows the location of both the 460 and 466 Townsend Street sites at Townsend and 6th streets. The site is Lot 023 in Assessor's Block 3785. The building has a capacity of 129 occupants (114 students, 15 faculty and staff). ES-33 is adjacent to 466 Townsend Street (ES-34), described in Section 4.2.23.

Prior to Academy of Art University (AAU) occupation in 2009, the building had been used as a wholesale facility. In 2010, AAU used ES-33 for classrooms, lab/studios, and offices. AAU currently uses the building for classrooms, studios, and student and faculty lounges. No shuttle stop is provided at this location. Students walk approximately 300 feet to the shuttle zone located in front of the adjacent 466 Townsend Street site (ES-34).

The site is zoned WMUO (West SoMa Mixed-Use Office) Zoning District and is within the Western SoMa Special Use District. The WMUO is designed to encourage office uses along with small-scale light industrial and arts activities. Educational services is a Conditional Use. The site is also located within the Western SoMa Special Use District. The height and bulk district is 85-X. ES-33 is located within the Central South of Market (SoMa), Western SoMa and South of Market Planning Areas.

Tenant Improvements and Renovations

AAU added security cameras without a building permit. On the interior, AAU built full-height partitions and installed fire alarms and sprinklers and upgraded the system, upgraded bathrooms, and made additional required life-safety upgrades all in 2010 and 2011.[939]

Required Project Approvals

The 460 Townsend Street existing site (ES-33) would require a CU authorization under Planning Code Sections 303 and 845.32, and a building permit under Planning Code Section 171 to change the use from industrial/wholesale to educational services within a WMUO (WSoMa Mixed-Use Office) Zoning District. Any unpermitted alterations would require a building permit that would be subject to historic preservation design review. ES-33 contained a Production, Distribution, and Repair (PDR) use. The Urgency Ordinance adopted by the Board of Supervisors on December 8, 2014, provides an extension of the interim PDR Conversion moratorium. The moratorium prohibits the conversion of PDR uses in the proposed Central SoMa Plan Area. If permanent controls do not permit institutional uses within the WSoMa Mixed Use-Office District, a legislative amendment to the Planning Code would be the only path for legalization.

[939] Building Permits obtained for the improvements and renovations at ES-33 are: BPA #201103303108 (partitions), #201103303107 (fire alarm [permit renewal]), #20110303105 (fire sprinklers), #201006013580 (fire sprinkler system upgrade), #201005051801 (bathroom upgrades and additional life-safety upgrades).

Photograph 136. 460 Townsend Street (ES-33).

Photograph 137. Mid-block Townsend St. facing northwest, ES-33 and 466 Townsend Street (ES-34) in the background.

Photograph 138. Mid-block Townsend Street, facing northeast.

Photograph 139. Mid-block Townsend Street, facing southwest toward the Caltrain right-of-way.

Plans and Policies and Land Use

Located in the South of Market (SoMa) neighborhood, ES-33 is bounded by 5th Street to the east, 6th Street to the west, Bluxome Street to the north, and Townsend Street to the south. Buildings on the subject block range from one to four stories and each is typically in a single use throughout the building (in contrast to other neighborhoods in which retail, service, or office uses are located on the ground floor with office or residential uses on the upper floors). The land uses surrounding ES-33 include public, residential, office, industrial, transportation, and commercial uses.

Townsend Street is a two-way street that runs east to west for approximately 0.16 mile between 5th Street and 6th Street. Metered parallel parking spaces are provided along the north side of Townsend Street, although many garage and loading entryways preclude parking. Diagonal parking is allowed on the south side of the street.

To the south of ES-33 is the Caltrain right-of-way and maintenance yard leading to the 4th and King Station on the southeast side of Townsend Street that extends from 4th Street to 7th Street. The length of the Caltrain right-of-way divides the SoMa neighborhood to the north and the Mission Bay neighborhood to the south. Along this right-of-way, metered angled parking is provided. To the west is an above-grade Interstate-280 off-ramp running north to 6th Street where it descends to ground level at Brannan Street. Underneath the off-ramp is an SFPD vehicle yard. To the east on 5th Street are multiple apartment complexes and office uses. To the north on Bluxome Street are apartments, including the live/work building occupied by AAU at 168 Bluxome, and commercial and industrial uses, as well as another AAU building, 601 Brannan Street, discussed in Section 4.2.21. The Bay Club, a private recreational facility, is located on 5th and Bluxome streets.

Most of the buildings along the subject block are converted industrial buildings, as can be seen from many of the extant truck loading bays on the building frontages. Adjacent to and west of ES-33 is another AAU building, ES-34, which is used for similar classroom and studio uses. West of ES-33 is a three-story residential building on the corner of Townsend Street and 6th Street. At the time of the site visit in September 2015, buildings east of ES-33 primarily appeared to be office uses, although some light industrial or warehouse activities may remain as some loading bays are still in use.

ES-33, originally built in 1915, has been converted from industrial/wholesale to an educational services use with classrooms, studios, and student and faculty lounges. The change in use of the existing structure did not involve any changes to the exterior of the building. On the interior, alterations are described above under Tenant Improvements and Renovations.

ES-33 is in the Western SOMA Mixed Use Office (WMUO). The WMUO Zoning District is designed to encourage office uses along with small-scale light industrial and arts activities. The WMUO Zoning District boundaries run predominantly along the Townsend Street corridor between 4th Street and 7th Street and on 11th Street, from Harrison Street to the north side of Folsom Street. Office; general commercial; most retail and production, distribution, and repair uses are also principal permitted uses. Residential uses, large hotels, adult entertainment, and heavy industrial uses are not permitted.[940] The site is also located within the Western SoMa Special Use District, Western

[940] Planning Code Section 845.

SoMa Community Plan, proposed Central SoMa Area Plan, and SoMa Area Plan. The Western SoMa Special Use District's goals are primarily to mitigate neighborhood impacts from new development projects.[941] The Western SoMa Community Plan's goal is to maintain the mixed-use character, while encouraging new residential and commercial uses. The SoMa Area Plan guides the locations, intensity, and character of new and expanded businesses and residential activity in SoMa. ES-33 is also in the proposed Central SoMa Area Plan, which attempts to support transit-oriented growth, shape the area's urban form, maintain vibrant economic and physical diversity, and support growth with improved streets and open space. The use of ES-33 as a postsecondary educational institution is consistent with the Western SoMa Area Plan, Western SoMa Special Use District, and SoMa Area Plan. The height and bulk district applicable to ES-33 is 85-X. The 85-X height and bulk district is applicable to the area along Townsend Street between 6th and Fourth streets. The Mission Bay Special Use District is located directly south of the site across Townsend Street.

The change in use of the site from industrial/wholesale to an educational services use did not substantially affect the character of the building, and the surrounding neighborhood continues to be a mixed-use neighborhood. Although ES-33 is located between the rail yard to the south and office/industrial uses to the north, the change in use would not physically divide an established community. The educational services use does not change the scale or neighborhood character, because only limited interior alterations to the building have occurred. However, the change in use could increase AAU's presence in the area, because the institution occupies the adjacent building at 466 Townsend and the building to the northeast of ES-33 at 601 Brannan Street.

The change to educational services use is subject to approval by the Planning Commission as a Conditional Use within a WMUO Zoning District. ES-33 would also require a building permit pursuant to Planning Code Section 171. Therefore the ES-33 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-33 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-33 is 129 occupants (114 students and 15 faculty and staff). The capacity does not represent total population, because AAU students and some faculty and staff members may use multiple sites for all or part of any given day. Some of the employment and student growth generated by the change in use may result indirectly in new residents of San Francisco. Occupation by AAU may have resulted in displacement of employees; however, industrial space was likely found elsewhere. Conservatively presuming that ES-33 was unoccupied prior to AAU use and that all

[941] *Planning Principles of the West SoMa Citizens Planning Task Force*, Adopted August 23, 2006. Available at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=7210. Accessed on October 23, 2015.

occupants were also new residents of San Francisco, the change in population would be insubstantial, because it would represent less than 1 percent of the overall population of San Francisco (829,072).[942]

The change in use at ES-33 from industrial/wholesale use to educational services would have minimally changed the daytime population because the building, as a wholesale use, would have had a comparable capacity. Therefore, no substantial effect on population has occurred from the change in use at ES-33.

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The housing demand created by ES-33 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from industrial/wholesale to educational services at ES-33 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-33 did not result in the displacement of housing because this site was previously used as industrial.

Aesthetics

ES-33 is located in the South of Market neighborhood, just north of the Mission Bay neighborhood. The building is two stories and was built in 1915. The building design has remained relatively unchanged since construction, except for stucco application and the replacement of windows. The building front has three defined bays with large roll-up doors and double-hung windows above. It has a stucco wall surface scored to appear as masonry, with brick construction on the east elevation. There are no street trees near ES-33. A sidewalk is located along 466 Townsend Street (ES-34); however, there is no sidewalk in front of ES-33 or the remainder of Townsend Street between 5th and 6th streets.

The buildings along Townsend Street are mainly two- to four-story commercial buildings that are converted industrial or warehouse spaces. The buildings appear to be largely of similar design and age with rectangular massing, flat roofs, and loading docks that front Townsend Street. Directly across Townsend Street is the visually prominent Caltrain right-of-way and maintenance yard, along with the elevated Interstate-280 off-ramp. Both pieces of regional infrastructure contribute to the urban form of the area. Development south of the Caltrain right-of-way is composed of modern high-rise residential buildings associated with the Mission Bay neighborhood.

View corridors in the vicinity are relatively unrestricted compared to other areas of San Francisco due to the flat topography and wide rights-of-way associated with Caltrain and Interstate-280. ES-33 is bounded by Townsend Street to the south, buildings to the north and east, and a small passageway adjacent and to the west of ES-33. A larger AAU institutional building, 466 Townsend Street (ES-34), is located directly west of the passageway at the corner of Townsend and 6th streets. Vehicle and pedestrian traffic is moderate along Townsend Street and can vary greatly. For example, traffic

[942] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces /tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

is primarily light during weekends and can be heavy during weekday peak periods and San Francisco Giants' baseball games.

The surrounding area contains mainly mid-rise buildings; however, building massing increases to the south of the Caltrain right-of-way and east along Townsend Street. The modern development south of Caltrain differs in form, character, and use compared to the primarily older post-industrial buildings along Townsend Street. The buildings along Townsend Street extend to the street and there are painted white lines that differentiate parking, bicycle lanes, and sidewalk space. In general, the surrounding buildings lack commercial signage and minimal advertising is visible along Townsend Street.

The change in use at ES-33 has caused no changes to the building and neighborhood aesthetic character, because exterior changes have been limited to the addition of security cameras. No AAU awnings, signs, or advertising associated with ES-33 is visible. Therefore, no substantial adverse aesthetic effect has occurred from the change in use at ES-33.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

The low-rise building at 460 Townsend Street (ES-33) was constructed as a warehouse in 1915. The two-story rectangular building is set flush to the sidewalk. Built on a flat, rectangular lot, the building has a primary elevation facing Townsend Street and a secondary elevation facing the neighboring alley to the west. The building is constructed of brick and heavy timber, with exterior walls sheathed in smooth stucco, scored in areas to resemble masonry, and is capped with a flat roof with a parapet. The symmetrical primary elevation is composed of four defined structural bays with a large rectangular opening on the ground floor and a pair of vinyl double-hung windows recessed in the wall plane above. Three of the large ground floor openings are filled with roll-up doors and the fourth has been in-filled with a single personnel door, concrete, and glass block. Above the second floor, a cornice line spans the length of the façade. A secondary elevation is visible on the southwest facing the adjacent alley. There is a large original, wood double-door on the first floor and a metal stair case leads to the second story at the northern end of the elevation. The brick construction is visible on the elevation, although it has been painted to match the primary elevation. Original multi-pane, double-hung wood windows are evenly spaced horizontally along first and second story of the elevation (for representative photographs refer to Photographs 140 and 141).

Photograph 140. 460 Townsend Street.

Photograph 141. 460 Townsend Street, detail of secondary elevation.

Site History

The warehouse at 460 Townsend Street was built by the Moody Estate Company in 1915. The company was founded by Joseph L. Moody, who moved to San Francisco from Ohio in 1849 and became a developer of commercial real estate after attempts at other endeavors.[943] His estate, led by Frederick S. Moody, continued to manage his holdings, after his death in 1900, which included a block bounded by 5th Street, 6th Street, Brannan Street, and Townsend Street. In 1915, the estate H.H. Larsen and Company developed the lot and built the warehouse.[944]

Although historic newspapers and City directories offer little information about the building's early tenants, the 2009 Bluxome and Townsend Warehouse Historic District Record identifies Marketers

[943] San Francsico Call, Death of J.L.Moody, April 21, 1900.
[944] Christina Dikas, California Department of Parks and Recreation (DPR) 523 Series Form for the Bluxome and Townsend Warehouse Historic District, June 2009. On file with the San Francisco Planning Department.

associated, Schmiedell & Co., Central Garden Supply, Pacific Electrical Supply Inc., and Lighting Systems Inc. as early occupants of the building. Building permits subsequently identify Richard Starsus as the owner by 1956 and Ares Properties and other individuals from 1972 through 1998, during which the time the building appears to have continuously operated as a warehouse. Work completed during this period included seismic upgrades, the installation of automatic fire sprinklers, and various interior improvements. From 2000 to 2001 Parachute Inc. occupied the building and is the last known tenant prior to AAU's occupation of the building in 2009.

California Register of Historical Resources Evaluation

460 Townsend Street (ES-33) does not appear individually eligible for the CRHR; it is a relatively modest industrial warehouse property and one of a number of similar properties in the neighborhood. In terms of eligibility as a contributor to a historic district, however, 460 Townsend Street was previously found to be a contributor to a locally eligible historic district. At the local level, the property derives its significance as part of a cohesive grouping of related industrial/warehouse buildings in the area. A district-wide CRHR evaluation was beyond the present scope of work and, at this time, the property does not appear eligible for the CRHR either individually or as a contributor to an eligible historic district. Subsequent survey work should consider the broader historic district and whether it meets the criteria of the CRHR.

460 Townsend Street has been altered though the replacement and infill of original doors and windows on the main (south) elevation; however, it still exhibits many of the features that convey the significance of the district, including scale, massing, and fenestration pattern. As such the building, and the district as a whole, retains sufficient historic integrity. The property has therefore been assigned a CHR Status Code of 5D3 and is considered a historical resource for the purposes of CEQA.

Character-Defining Features Summary

Exterior

- Scale and massing: two stories and rectangular plan
- Siting: flush with sidewalk
- Four defined bays; each with a large roll-up door opening on the ground floor and a pair of double-hung windows above
- Original multi-pane double-hung wood windows and wood door on west elevation
- Stucco wall surface scored to look like masonry, with brick construction, on primary southeast elevation
- Cornice with parapet on top

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given

project. See Appendix HR for a Table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not negatively affect the historic character of the property.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials, and the property retains the distinctive materials, features, and finishes that convey its historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Conclusion

The project complies with the SOIS and no Condition of Approval is recommended at this time.

Archaeology and Paleontology

Building alterations at ES-33 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-33 is located on the north side of Townsend Street, between Fifth and Sixth streets in the SoMa neighborhood. The two-story structure was built in 1915 as a warehouse building. This building currently includes approximately 25,920 gross square feet of AAU postsecondary educational institutional use, comprised of classrooms, studios, and student and faculty lounges. On a typical day there are approximately 99 students and 15 faculty/staff members at the site, although the capacity is slightly larger at 129 students and faculty/staff.

The building frontage on Townsend Street consists of three active loading docks that are used for loading activities such as moving items to the basement of the building where a storage room is located. The main pedestrian entry to the site is provided through a doorway on Townsend Street, and a secondary entry, used for fire egress, is provided through a gate on the west side of the building, which leads to a second story stairway entry/exit. There are five single cycle racks (five Class II spaces) on the first floor in the lobby, which is accessed via the main entrance on Townsend Street. There is no AAU shuttle stop provided at this site; however, shuttle service (Routes H and I) is provided at the 88-foot-long shuttle-only passenger-loading zone in front of the adjacent 466 Townsend Street site (ES-34), approximately 300 feet west of this AAU site.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at this AAU site generates approximately 118 person trips (45 inbound trips and 73 outbound trips) and 19 vehicle trips (seven inbound trip and 12 outbound trips) during the weekday PM peak hour.

Traffic

ES-33 and 466 Townsend Street (ES-34) are immediately contiguous. Due to the Caltrain tracks on the south side of Townsend Street, there are no buildings on the south side of the street. The north side of Townsend Street is generally a mix of office and warehouse uses. Townsend Street adjacent to the site has one travel lane and one bike lane in each direction, with on-street parking on both sides of the street. The parking on the south side is 45-degree (back-in) parking. There are no sidewalks along either side of Townsend Street at this location. Muni bus route 10-Townsend runs along Townsend Street, but most of transit services are in the vicinity of Fourth Street and Townsend Street. AAU shuttle bus routes (H and I) stop at this location and an additional route (G) was added in the fall semester of 2011. This stop is also a hub stop for AAU shuttle buses.

The existing roadway systems in the vicinity of the AAU site, including roadway designations, number of lanes, and traffic flow directions, are discussed below. The functional designation of these roadways was obtained from the *San Francisco General Plan* and *the Better Streets Plan*.[945,946] Roadways identified under the *Vision Zero San Francisco Two-Year Action Strategy* are also noted.[947]

Bluxome Street is an east-west street that runs between Sixth and Fourth streets. In the vicinity of the AAU site, it has one travel lane in each direction and metered perpendicular parking on the south side of the street. Bluxome Street has low traffic volumes, as it serves mostly residential and office uses along the two-block local street.

Fifth Street is a north-south street/commercial throughway that runs between Market Street and Townsend Street. In the vicinity of the AAU site, it has two travel lanes in each direction and metered parking on both sides of the street. FIfth Street dead ends at King Street, so traffic volume is relatively low to moderate at this location. The *San Francisco General Plan* classifies Fifth Street as a Major Arterial in the CMP Network. Fifth Street is also designated as a High Injury Corridor in the City's Vision Zero network.

Townsend Street is an east-west street/commercial throughway that runs between Eighth Street and The Embarcadero. In the vicinity of the AAU sites, it has one travel lane and a bike lane in each direction with metered parking on both sides of the street. Traffic volumes along Townsend Street are light to moderate.

Sixth Street is a north-south street/commercial throughway that runs discontinuously between Market Street and Townsend Street. In the vicinity of the AAU sites, it has one travel lane in each direction. The *San Francisco General Plan* classifies Sixth Street as a Major Arterial in the CMP Network. Sixth Street is designated as a High Injury Corridor in the City's Vision Zero network.

The postsecondary educational institutional use at ES-33 adds 19 additional vehicle trips to adjacent streets during the PM peak hour (7 inbound and 12 outbound). Based on the level of additional vehicle traffic, traffic operating conditions in the vicinity have not been substantially altered as a result of AAU's use of ES-33.

Transit

The AAU postsecondary educational institutional use at ES-33 generates approximately 60 transit trips during the PM peak hour, 22 trips in the inbound direction and 38 trips in the outbound direction. The 460 Townsend Street site is served by Muni bus lines 10-Townsend, which operates along Townsend Street, and 47-Van Ness which operates along Fifth Street (see Figure 10, p. 4-605). The nearest bus stops to ES-33 are located at the Townsend Street/Fifth Street intersection. These bus stops do not have a shelter or service information. These routes provide further connections to Muni light rail and bus service on Market Street. ES-33 is 1.5 blocks (1,500 feet) from the Fourth and Townsend streets intersection, which has access to Caltrain, the Muni T-Third light rail line, Muni

[945] San Francisco Planning Department, *San Francisco General Plan,* Transportation Element, July 1995.
[946] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 2010.
[947] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

N-Judah light rail line, and several bus lines with stops along Townsend Street between Third and Fourth streets.

Table 93 presents the AM, midday, and PM frequencies of nearby Muni lines as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour. Both routes operate below the SFMTA performance standard of 85 percent capacity utilization during the PM peak hour.

Table 93. 460 Townsend Street – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
10 – Townsend	24th and Potrero to Pacific and Van Ness via Pacific, 2nd, and Townsend	10	20	20	153	2nd St/ Townsend St	80%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union-Stockton	Lyon and Union to Market via Union, Stockton, 3rd St and 5th St	8	12	12	260	Stockton St/ Sutter St	82%
47 – Van Ness	Caltrain Depot to Beach via Townsend, Mission, Van Ness and North Point	10	10	10	222	Van Ness Ave/ O'Farrell St	58%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015).

As part of the SFMTA's Muni Forward, the following changes are proposed to routes in the vicinity of ES-33:

- Route 10-Townsend would have increased frequency east of Van Ness Avenue from 20 to six minutes during AM and PM peak period and from 20 to 10 minutes during midday period. It would also have a contraflow transit-only lane on Sansome Street.
- Route 30-Stockton would increase frequency east of Van Ness Avenue during AM peak from 4 to 3.5 minutes and west of Van Ness Avenue from 8 to 7 minutes.
- The Van Ness Corridor Transit Improvement Project would implement the Bus Rapid Transit (BRT) along Van Ness Avenue, which would reduce travel times for the routes 47-Van Ness and 49-Van Ness/Mission by 32 percent. Proposed improvements include dedicated transit-only lane for use by Muni and Golden Gate Transit buses only, enhanced traffic signals optimized for north-south traffic with Transit Signal Priority system, low-floor

vehicles and all-door boarding, safety enhancements for pedestrians, and boarding islands located at consolidated transit stops located along Van Ness Avenue at key transfer points.

The 60 PM peak hour transit trips generated by the AAU postsecondary educational institutional use at ES-33 along with the 262 transit trips from the adjacent 466 Townsend Street site (ES-34) are dispersed onto multiple transit routes. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Demand, p. 3-30, the increase in transit demand, in combination with transit trips from other AAU locations, has not made a substantial contribution to the existing transit service in the area. There is no shuttle stop provided at the site; thus AAU shuttle service has not substantially conflicted with the operation of transit vehicles.

Shuttle

The AAU postsecondary educational institutional use at ES-33 generates approximately 16 shuttle riders during the PM peak hour, seven riders in the inbound direction and nine riders in the outbound direction. Shuttle demand is likely higher at different times of the day for this site, depending on class scheduling. AAU shuttle Routes G, H, and I currently run adjacent to the site on Townsend Street, but no shuttle stop is provided at ES-33. Instead, students walk approximately 300 feet to the shuttle zone located in front of the adjacent 466 Townsend Street site (ES-34) to catch AAU shuttle bus Routes G, H, and I. In 2010, the site was served by two shuttle bus routes (H and I), both of which operated every 15 minutes. The total seating capacity at the time for these two routes was 494 in the PM peak hour. Routes H and I operated at 63 and 78 percent capacity, respectively, at the MLP during the PM peak hour in 2010. During the shuttle peak hour, Routes H and I operated at 126 and 130 percent capacity, respectively, at the MLP. MLPs occur at 466 Townsend Street and on Route H and at 79 New Montgomery on Route I. In spring 2015, three shuttle bus routes (G, H, and I) operate with 30-, 20-, and 20-minute headways, respectively, resulting in a total capacity of 300 seats in the PM peak hour, a 40 percent reduction of service as compared to 2010.

Based on the current shuttle capacity, the 16 shuttle riders combined with the 69 shuttle riders from 466 Townsend Street (ES-34) during the PM peak hour are likely accommodated on Routes G, H, and I. However, since these routes also serve other residential and institutional locations, a Condition of Approval to assess and monitor shuttle bus ridership and capacity utilization of Routes G, H, and I is recommended below. If additional shuttle capacity is needed to serve this site and the adjacent 466 Townsend Street (ES-34) site, increasing shuttle frequencies or shuttle bus sizes are examples of how this could be achieved.

Townsend Street is a designated bicycle route (Route 36) and has bike lanes along both sides of the street. During the field observation, no substantial conflicts between AAU shuttle buses and bicycle traffic were noted because the white passenger loading zone is sufficiently long for shuttle buses and they do not need to double park on the street. There are approximately eight shuttle buses per hour stopping at 466 Townsend Street (ES-34). The 10-Townsend bus line operates along Townsend Street, but, as discussed above, no substantial conflicts between AAU shuttle buses and Muni vehicles were noted.[948]

[948] Field observation was made by CHS on Thursday, July 16, 2015, between 1:00 p.m. and 3:00 p.m.

Pedestrian

The AAU postsecondary educational institutional use at ES-33 generates approximately 93 pedestrian trips during the PM peak hour, 17 walking, 60 transit, and 16 shuttle trips. There are no raised sidewalks in front of the site, unlike the adjacent 466 Townsend Street (ES-34) site. Sidewalks along Fifth Street, Townsend Street (in front of 466 Townsend Street [ES-34]) and Sixth Street are approximately 10 feet wide. Between Fifth Street and ES-33, there is a 10-foot area between on-street parking spaces and building frontage for pedestrian circulation, but it is unprotected. Similarly, the building adjacent and to the east does not have sidewalks. Bluxome Street (there is a gated walkway between the two buildings extending to Bluxome Street) has eight-foot-wide sidewalks on both sides of the street. Sixth Street to the west of the site is designated as a High Injury Corridor in the City's Vision Zero Improvement Plan. Intersections along Townsend Street at Fifth and Sixth streets are both stop-sign controlled with well-defined crosswalk markings. As indicated above, the three loading docks along the building frontage are active and generate loading activities occasionally. The primary pedestrian access to the site is from Townsend Street through a doorway, and a secondary entrance is provided through the side doorway, which is used for fire egress from the second floor of the building.

Pedestrian volumes were observed to be generally light in the vicinity of the site, and pedestrians were observed to move freely in the sidewalks, crosswalk areas, and along the pavement area between the parking lane and the site border. There were no indications of overcrowding within the pedestrian areas, nor were there considerable amounts of pedestrians standing outside of the AAU site. The 93 pedestrian trips at ES-33 and the 405 pedestrian trips at the adjacent 466 Townsend Street (ES-34) site add pedestrian volumes in the area.

Since AAU is adding up to 498 pedestrian trips to the area, which lacks pedestrian facilities, a Condition of Approval is recommended to provide a continuous sidewalk along the frontage of the building.

Bicycle

The AAU postsecondary educational institutional use at ES-33 generates three bicycle trips during the PM peak hour, one trip inbound and two trips outbound. Bicycle Route 36 is a Class II bicycle facility (striped bike lanes) that runs along Townsend Street, providing direct access to the site. Route 36 connects to bicycle Route 23 on Eighth Street to the west and Route 5 on The Embarcadero to the east. There are five single-cycle racks (five Class II spaces) located inside the building near entrance, accessed from the front door.[949] The site's three PM peak hour bicycle trips have not substantially affected the operation or capacity of bicycle facilities in the area. This site generates a bicycle parking demand of approximately four spaces, which are generally accommodated in the existing five bicycle parking spaces.[950] No bicycle parking is required under the Planning Code for this site.

[949] Bicycle parking data was provided by AAU and verified by Planning Department staff.

[950] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

Loading

The AAU postsecondary educational institutional use at ES-33 generates approximately three daily truck trips, which equates to a loading demand of less than one (approximately 0.1) trip in an average hour or peak demand hour (0.2 trips). The site has three loading docks from its former warehouse use; however, these loading docks are inactive and do not accommodate any truck loading activities. There are no commercial loading zones near the site. Therefore, commercial vehicle deliveries are required to use on-street parking, including the area in front of the loading docks, or the on-site loading docks for deliveries.

Field observations of commercial loading activities were conducted during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015, and no AAU-related freight/delivery vehicles or related activities occurred within the on-street loading zones or loading dock area on Townsend Street. Due to low daily delivery activity (less than one delivery per day) as noted during site visit and low traffic volumes during weekday midday along Townsend Street, loading demand is accommodated in areas near the AAU site. A recommended Condition of Approval to install a sidewalk in front of the building is suggested, considering possible operational or safety issues.

Garbage collection at this site occurs on the north side Townsend Street, next to the entrance for the site. Trash receptacles are placed on Townsend Street at designated areas. Garbage collection along Townsend Street occurs three times a week in the late night hours.

Parking

The AAU postsecondary educational institutional use at ES-33 generates a parking demand of three parking spaces by commuter students. The site does not provide any off-street parking spaces.

The parking study area for this site is the same as that for 601 Brannan Street (ES-31) due to its proximity; thus the on-street and off-street parking survey data for this site are presented in Tables 90 and 91 above under 601 Brannan Street (ES-31). There are a total of 170 on-street parking spaces surrounding these sites. During the survey period, parking occupancy was observed to be high, averaging about 86 percent between 1:00 p.m. and 3:00 p.m. There are eleven public off-street parking facilities with a total of 1,838 parking spaces. Parking occupancy at off-street parking facilities was not observed. The academic use at ES-33, with a demand of three parking spaces, is not expected to have substantially added to the parking demand in the vicinity.

Emergency Vehicle Access

San Francisco Fire Department Station #1 (935 Folsom Street) is the closest station to the AAU site, approximately 0.6 mile north of the site. From the station, vehicles are able to access the AAU site via Fifth and Townsend streets and would be able to park along Townsend Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-33 include a potential shuttle service deficiency, a lack of sidewalk and the Townsend Street pedestrian environment, limited bicycle parking and commercial loading zones in the vicinity. To address these constraints, the following improvement/conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-33: TR-1, Shuttle Demand and Capacity. AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes (G, H, and I), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.

Recommended Condition of Approval, ES-33: TR-2, Sidewalk on Townsend Street. AAU shall provide a continuous sidewalk along the frontage of the 460 Townsend Street site that connects to the adjacent AAU site at 466 Townsend Street (ES-34), considering the possible operational or safety issues.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 460 Townsend Street site (ES-33) is located on the north side of Townsend Street between 5th and 6th streets in the South of Market neighborhood. This AAU institutional use comprises classrooms, studios, and student and facility lounges. In 2010, AAU shuttle routes H and I served ES-33. As of 2015, AAU shuttle routes G, H, and I serve ES-33. According to the San Francisco Transportation Noise Map,[951] the existing traffic noise level near ES-33 from vehicular traffic along Townsend Street and the I-280 elevated ramps nearby was approximately 75 dBA L_{dn} in 2008, indicating a noisy commercial environment. However, college classrooms are not considered a protected sensitive land use under the *San Francisco General Plan*.

AAU did not install or modify any existing rooftop mechanical equipment at ES-33. Since there are no new rooftop stationary sources at the site, there would have been no increase rooftop mechanical equipment noise that did not already exist prior to AAU occupation. In addition, the activities in the ES-33 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore, the change in use at ES-33 would not have exceeded the standards established by the City for noise effects on sensitive receptors near ES-33.

The noise levels generated by student activity and increased shuttle bus operation would have been compatible with a typical urban environment when AAU occupied the building and remain compatible. Any noise increases from shuttle bus operations (backup beepers) would have been and are intermittent and minor. The activities within the ES-33 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore the change in use at ES-33 would have not exceeded the standards established by the City for effects on sensitive receptors near ES-33.

[951] San Francisco Department of Public Health, *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Vehicular traffic noise at ES-33 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 190 trips per day.[952] According to the San Francisco Transportation Noise Map,[953] the existing traffic noise level near ES-33 from vehicular traffic along Townsend Street and the elevated freeway ramp was approximately 75 dBA L_{dn} in 2008. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-33 by AAU contribute approximately 46 dBA L_{dn} to local traffic noise levels. When the ES-33 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels of less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-33 has not substantially increased vehicular traffic noise in the vicinity.

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (classrooms, labs/studios, and student and faculty lounges) at ES-33, including mobile- and area-sources emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2009, when AAU occupied the building. Area sources were estimated based on a 25,920-square-foot "Junior College" land use designation in CalEEMod and mobile-source emissions were based on a daily vehicle trip rate of 190 round trips per day. There are no onsite generators or boilers at ES-33. Since CalEEMod only allows the user to model years 1990, 2000 and 2005, an operational year of 2005 was conservatively assumed for ES-33. Table 94 presents the estimated long-term operational emissions of ROG, Nox, $PM_{10,}$ and PM2.5 from ES-33, which are all shown to be below BAAQMD's daily and annual significance thresholds.

Table 94. 460 Townsend Street (ES-33) Operational Emissions

Source	Average Daily (pounds/day) [1]				Maximum Annual (tons/year) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	0.72	<0.01	<0.01	<0.01	0.13	<0.01	<0.01	<0.01
Energy	0.02	0.19	0.01	0.01	<0.01	0.03	<0.01	<0.01
Mobile	1.81	3.40	1.00	0.34	0.32	0.64	0.18	0.06
Total Emissions	2.55	3.59	1.02	0.36	0.45	0.67	0.18	0.06

[952] CHS Consulting group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[953] San Francisco Department of Public Health, *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Source	Average Daily (pounds/day) [1]				Maximum Annual (tons/year) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:
[1] Emissions were estimated using the CalEEMod computer model. Assumptions and results can be found in Appendix AQ.

Source: ESA, 2016.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on p. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-33 is not one of those sites; therefore, AAU occupation of ES-33 has not resulted in increased health risks for nearby sensitive receptors.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-33 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-33 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings Energy Performance Ordinance requires owners of non-residential buildings with greater than or equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building

Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-33: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use are not considered substantial.

Wind and Shadow

The tenant improvements at ES-33 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-33.

Recreation

As shown on Figure 4, p. 3-63, 460 Townsend Street (ES-33) is located within 0.25 mile of one San Francisco Recreation and Park Department (RPD) facility: Mission Creek Park. Located along the Mission Bay waterfront, Mission Creek Park features grass lawns, a tree-lined promenade, an outdoor amphitheater, sports courts, a boat launch, and off-leash dog play area.[954] Other publicly owned parks are within a 0.5-mile distance of ES-33, including Victoria Manalo Draves Park, South Park, and Gene Friend Recreation Center.

As described in Population and Housing on pp. 4-626 – 4-627, the capacity of ES-33 is 129 occupants. The change in use from industrial/wholesale to educational services at ES-33 use does not represent a substantial change in the daytime population of the area. The change in population is considered a minimal increase compared to the service population for the Mission Creek Park facilities. In addition, AAU student and faculty access to recreational facilities is augmented by AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-33 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site had water service and consumption associated with the previous industrial/wholesale land use prior to AAU occupancy. Therefore, the change in use does not represent new or substantially increased water or wastewater demand. Presuming the subject site was

[954] Mission Bay Parks, Mission Creek Park. Available online at: http://missionbayparks.com/mission-creek-park/. Accessed on January 15, 2016.

vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[955] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-33. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[956] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use may have incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-33 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[957] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[958] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

[955] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

[956] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.

[957] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.

[958] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.

Biological Resources

ES-33 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor are there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plans applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-33. ES-33 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-33.

Public Services

Police

ES-33 is located within the Southern District of the San Francisco Police Department (SFPD). The Southern District Police Station is located at 1251 Third Street. The district covers approximately 2.9 square miles with a daily population ranging from 26,145 to over 300,000. In 2013 (the most recent data available), there were 1,371 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 9,894 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Southern District.[959] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

460 Townsend Street has a capacity of 129 occupants (114 students and 15 faculty and staff). The change in use from industrial/wholesale to educational services would not represent a substantial change in the daytime population of the area. Therefore, demand for additional police protection would be negligible. In addition, Department of Campus Safety staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change in use at ES-33.

Fire, and Emergency Services

ES-33 is located within 2,500 feet of Fire Station No. 8 (36 Bluxome Street) and Fire Station No. 1 (935 Folsom Street). Fire Station No. 1 consists of a single fire engine, truck, and rescue squad. Fire Station No. 8 consists of a single fire engine and truck. [960] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

[959] San Francisco Police Department, Annual Report 2013, p. 117. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

[960] San Francisco Fire Department, Annual Report 2012–2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.

In 2011, Fire Station No. 1 responded to 3,787 non-emergency calls with an average response time of 8:41 minutes, with 90 percent of non-emergency calls responded to under 14:47 minutes. Fire Station No. 1 responded to 11,299 emergency calls with an average response time of 3:25 minutes, with 90 percent of emergency calls responded to under 4:48 minutes. In 2011, Fire Station No. 8 responded to 857 non-emergency calls with an average response time of 9:51 minutes, with 90 percent of non-emergency calls responded to under 16:56 minutes. Fire Station No. 8 responded to 2,455 emergency calls with an average response time of 3:38 minutes, with 90 percent of emergency calls responded to under 4:55 minutes.[961]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within five minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-33 meet the Citywide emergency transport goals.

As described above on pp. 4-626 – 4-627, the change in use from a wholesale to an educational services use would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed life safety upgrades and installed a new fire sprinkler and fire alarm system, improving fire safety at the property. No measurable changes in response times have occurred since the change in use since AAU occupied the building in 2007. No substantial effect on fire or emergency medical services has occurred as a result of the change in use at ES-33.

Libraries

The nearest public library to ES-33 is the newly constructed Mission Bay Library, which is 7,500 square feet and serves a population of 14,163. The Mission Bay Library had 128,536 visits in 2014.[962] Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

As described above on pp. 4-626 – 4-627, the change in use from industrial/wholesale to an educational services use would not represent a substantial change in the daytime population of the area. The change in population, if any, would be minimal compared to the service population for the Mission Bay and Main Libraries. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change in use at ES-33.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

[961] San Francisco Planning Department, *Academy of Art University Project Draft EIR*, pp. 4.13-4 - 4.13-5, February 2015.

[962] San Francisco Public Library, Statistics by Location FY 2014-2015. Available at http://sfpl.org/pdf/about/administration/statistics-reports/statisticsbylocation2014-15annual.pdf. Accessed on October 22, 2015.

The change in use under AAU as an educational services use would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). For the reasons stated above, no substantial effect on schools has resulted from the change in use at ES-33.

Geology and Soils

Soils near ES-33 are classified as urban land fill likely associated with debris from the 1906 Earthquake and Fire.[963] The fill soil layer reportedly varies in thickness and extends into initial water bearing soil. The nearest water body, San Francisco Bay, is located 0.25 miles to the southeast. As such, the depth to groundwater is 5 to 8 feet below ground surface. The basement is equipped with a sump pump suggesting that water table levels at times rise above the level of the basement floor.[964] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-33 would be violent during a magnitude 7.2 earthquake and strong during a 6.5 magnitude earthquake originating from the San Andrea Fault or Hayward Fault, respectively.[965, 966] ES-33 is located within a liquefaction zone.[967] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-33 is a masonry building with timber construction that underwent seismic upgrades in 1995 by a previous owner.[968] Although the building could remain vulnerable during an earthquake, the building alterations carried out after the change in use from industrial/wholesale to a postsecondary educational institution would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-33 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of security cameras). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the

[963] Geologica, Inc., Phase I Environmental Site Assessment for 460 Townsend Street, July 2010.
[964] Geologica, Inc., Phase I Environmental Site Assessment for 460 Townsend Street, July 2010.
[965] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[966] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[967] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.
[968] Permit #9511819 (Seismic upgrade).

change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-33 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). Sea level rise inundation maps modeled by the SFPUC indicate that the site would not be inundated with a water level rise of approximately 12 inches, which is expected by 2050, even when the effects of 100-year storm surge are considered.[969] In addition, the site would not be inundated with 36 inches of water level rise which is expected by 2100; however, when the effects of a 25-year storm surge are considered under this scenario, portions of the building could be temporarily inundated at depths of 4–6 feet.[970] The flooding scenario assumes existing topographic conditions and no site-specific or area-wide flood protection measures. ES-33 is not located in a tsunami hazard zone.

Although flooding could occur, the degree is unknown and no housing occurs on the site. There are no aspects of the change in use or building alterations that have changed flood potential at the site because no new structures have been built. Further, the existing building would have been exposed to sea level rise regardless of AAU's change in use.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-33.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-33 did not identify the presence of underground storage tanks (USTs) or significant historic use of hazardous materials, although the site was used for industrial and warehousing purposes.[971] Based on the large number of nearby facilities with reported environmental concerns and the location of the property in an area with an extensive history of commercial/industrial activities, there is a potential that the subsurface soil and groundwater is impacted.[972] Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; thus, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1915, suggests that asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) may be present or have been present at the property. No suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before

[969] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.
[970] Ibid.
[971] Geologica, Inc., Phase I Environmental Site Assessment for 460 Townsend Street, July 2010.
[972] Geologica, Inc., Phase I Environmental Site Assessment for 460 Townsend Street, July 2010.

1978, were present throughout the building, although there is no evidence of damage or leaks. No peeling paint was detected.[973] Prior to building alterations, materials were tested for ACM and LBP. No ACMs were detected, while some LBP was discovered on one of the samples.[974] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

ES-33 is used for classrooms, studios, and student and faculty lounges. Hazardous materials that are used, stored, and disposed of at ES-33 include commercial household-style consumer products, such as cleaners, disinfectants, and chemical agents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Use of these materials generates household-type hazardous waste, which do not result in substantial adverse effects.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral resource recovery sites as a result of the change in use of ES-33.

Tenant improvements at ES-33 associated with the conversion of industrial/wholesale space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is described in Greenhouse Gas Emissions, pp. 4-640 – 4-641. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[975] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-33, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at neighboring 466 Townsend Street (ES-34). This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For all of these reasons, the change in use at ES-33 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

[973] Geologica, Inc., Phase I Environmental Site Assessment for 460 Townsend Street, July 2010.
[974] RGA Environmental, Inc., Limited Asbestos and Lead Survey Report, Academy of Art University, 460 Townsend Street, June 4, 2010.
[975] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 460 Townsend Street, March 4, 2016.

Therefore, the change in use at ES-33 has not had a substantial effect on mineral or energy resources.

Agricultural and Forest Resources

ES-33 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[976] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural or forest land use. Therefore, the change in use at ES-33 has had no substantial effects on agriculture or forest resources.

[976] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

4.2.23. 466 Townsend Street (ES-34)

Property Information

The 466 Townsend Street existing site (ES-34) is a three-story, 113,436-square-foot building constructed in 1920. ES-34 is located on the corner of Townsend and 6th streets in the South of Market (SoMa) neighborhood (Photographs 142–145). Figure 19, ES-33 and ES-34: 460 and 466 Townsend St – Existing Condition, in Appendix TDM, shows the location of both the 460 and 466 Townsend Street sites at Townsend and 6th streets. The site is Lot 005 in Assessor's Block 3785. The building has a capacity of 740 occupants (675 students, 65 faculty and staff).

Prior to Academy of Art University (AAU) occupation in 2005, the building had been a data center/telecommunications facility. In 2010, AAU used ES-34 for classrooms, labs/studios, acting stages, and offices. AAU currently uses the building for classrooms, labs/art studios, an art store, and student and faculty lounges. Three AAU shuttle bus routes (Routes G, H, and I) use the 88-foot-long shuttle-only passenger loading zone located along the frontage of the site, with a "No Parking Shuttle Bus Zone" sign posted on a pole by the white zone.

Like next-door at 460 Townsend Street (ES-33), the site is zoned WMUO (WsoMa Mixed-Use Office) Zoning District and is within the Western SoMa Special Use District. The WMUO is designed to encourage office uses along with small-scale light industrial and arts activities. Educational services is a Conditional Use. The site is also located within the Western SoMa Special Use District. The height and bulk district is 85-X. ES-34 is located within the Central South of Market (SoMa), Western SoMa, and South of Market Planning Areas.

Tenant Improvements and Renovations

AAU upgraded the fire protection system, painted and subsequently removed exterior wall signs, made seismic upgrades, and filled in exterior windows. AAU conducted air handler and ductwork without a permit in 2011.[977] AAU installed a metal vent hood on an in-filled entry on the south elevation without a building permit. AAU installed twelve rooftop condenser units without building permits.

Required Project Approvals

The 466 Townsend Street existing site (ES-34) would require a CU authorization under Planning Code Sections 303 and 845.32, and a building permit under Planning Code Section 171 to change the use from industrial/internet services exchange to educational services within a WMUO (WsoMa Mixed-Use Office) Zoning District. Any unpermitted alterations would require a building permit that would be subject to historic preservation design review. ES-34 contained a Production, Distribution,

[977] Building Permits obtained for the improvements and renovations at ES-34 are: BPA #201001154856 (final inspection for work performed under earlier permit to remove 2 pre-action system equipment converted to wet fire systems), #201001255254 (obtain final inspection for work done in 2005 on structural seismic upgrades and exterior window infill), #201008138761 (fire alarm system), #201108102145 (air handler and ductwork, permit never issued), #201301248669 (wall sign removal), and #201006023654 (2nd and 3rd floor fire sprinkler system upgrade).

Photograph 142. 466 Townsend Street (ES-34).

Photograph 143. Mid-block Townsend Street, facing northeast.

Photograph 144. Townsend Street at 6th Street, facing north.

Photograph 145. Townsend Street at 6th Street facing southeast, toward the Caltrain right-of-way.

and Repair (PDR) use. The Urgency Ordinance adopted by the Board of Supervisors on December 8, 2014, provides an extension of the interim PDR Conversion moratorium. The moratorium prohibits the conversion of PDR uses in the proposed Central SoMa Plan Area. If permanent controls do not permit institutional uses within the WSoMa Mixed Use-Office District, a legislative amendment to the Planning Code would be the only path for legalization.

Plans and Policies and Land Use

Located within the South of Market (SoMa) neighborhood, ES-34 is located on the northeastern corner of Townsend and 6th streets. Buildings on the subject block range from one to four stories and are typically of a singular use throughout the buildings (in contrast to other neighborhoods in which retail, service, or office uses are located on the ground floor with office or residential uses on the upper floors). The land uses surrounding ES-34 include public, transportation, residential, office, industrial, and commercial uses.

Townsend Street runs east to west with one lane in each direction and bicycle lanes on both sides of the street. Metered parallel parking spaces are provided along the north side of Townsend Street, although many garage and loading entryways preclude these areas from parking use. Metered parking is also located on the east side of 6th Street, residential parking is reserved on the west side.

To the south of ES-34 is the Caltrain right-of-way and maintenance yard leading to the 4th and King Station on the southeast side of Townsend Street from 4th Street to 7th Street. The length of the Caltrain right-of way divides the SoMa neighborhood to the north and the Mission Bay neighborhood to the south. Along this right-of-way, metered angled parking is provided. To the west is an above-grade Interstate-280 off-ramp running northeast to 6th Street where it descends to ground level at Brannan Street. Underneath the off-ramp is an SFPD vehicle yard. To the east on 5th Street are multiple apartment complexes and office uses. To the north on Bluxome Street are apartment uses, including the live/work units at 168 Bluxome occupied by AAU, commercial and industrial uses, as well as another AAU building, 601 Brannan Street. The Bay Club, a private recreational facility, is located on 5th Street and Bluxome Street.

Most of the buildings along the subject block are converted industrial buildings, as can be seen from many of the extant truck loading bays on the building frontage. Adjacent to and east of ES-34 is another AAU building, 460 Townsend Street (ES-33), which is used for similar classroom and studio uses. South of ES-34 is a three-story residential building on the corner of Townsend Street and 6th Street. At the time of the site visit in September 2015, buildings north of ES-34 primarily appeared to be office uses, although some light industrial or warehouse activities may remain as some loading bays are still in use.

ES-34, originally built in 1920, has been converted from an industrial storage use to an educational services use with classrooms, labs/art studios, an art store, and student and faculty lounges. The change in use involved limited exterior alterations including adding a metal canopy over the main entrance and some window replacements.

The zoning near ES-34 is Western SOMA Mixed Use Office District (WMUO). The WMUO is designed to encourage office uses along with small-scale light industrial and arts activities. The WMUO zoning boundaries run predominantly along the Townsend Street corridor between 4th Street

and 7th Street and on 11th Street, from Harrison Street to the north side of Folsom Street. Office, general commercial, most retail, production, distribution, and repair uses are also principal permitted uses. Residential uses, large hotels, adult entertainment, and heavy industrial uses are not permitted.[978] The property is also located within the Western SoMa Special Use District, Western SoMa Community Plan, SoMa Area Plan, and proposed Central SoMa Area Plan. The Western SoMa Special Use District's goals are primarily to mitigate neighborhood impacts from new development projects.[979] The Western SoMa Community Plan's goal is to maintain the mixed-use character, while encouraging new residential and commercial uses. The SoMa Area Plan guides the locations, intensity, and character of new and expanded businesses and residential activity in SoMa. ES-33 is also in the proposed Central SoMa Area Plan, which attempts to support transit-oriented growth, shape the area's urban form, maintain vibrant economic and physical diversity, and support growth with improved streets and open space. The use of ES-33 as a postsecondary educational institution is consistent with the Western SoMa Area Plan, Western SoMa Special Use District, and SoMa Area Plan. The height and bulk district for ES-34 is 85-X, which is the height and bulk controls for the area along Townsend Street between 6th and 4th streets. The Mission Bay Special Use District is located directly south of the property across Townsend Street.

The change in use of the site from a light industrial warehouse to an educational services use did not substantially affect the character of the building and surrounding uses were maintained as a mixed-use neighborhood. Although ES-34 is located between residential uses to the south and office/industrial uses to the north, the change in use would not physically divide an established community. The educational services use does not change the scale or neighborhood character, as only limited exterior alterations to the building have occurred. However, the change in use could increase AAU's presence in the area, as the institution leases and occupies the adjacent building at 460 Townsend and the building to the northeast of ES-34 at 601 Brannan Street.

Education service use is subject to approval by the Planning Commission as a Conditional Use within a WMUO District. ES-34 would also require a building permit pursuant to Planning Code Section 171. Therefore the ES-34 uses would not conflict with any applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating environmental affects, and the uses as ES-34 would not result in any substantial effects on the environment.

Population and Housing

Population

Please refer to Section 3.3.2, Population and Housing, for the discussion of the combined population from AAU on-site student population and faculty/staff figures.

The capacity of ES-34 is 740 occupants (675 students and 65 faculty and staff). The change in use at ES-34 from industrial/internet services exchange use to educational services would increase the population at the site, as data centers typically have very little staff. Occupation by AAU may have resulted in displacement of employees; however, industrial space was likely found elsewhere. Some of the employment and student growth associated with the change in use may generate new residents

[978] Planning Code Section 845.
[979] *Planning Principles of the West SoMa Citizens Planning Task Force*, Adopted August 23, 2006. Available at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=7210. Accessed on October 23, 2015.

of San Francisco. Conservatively presuming that ES-34 was unoccupied prior to AAU use and that all occupants were also new residents of San Francisco, the change in population would be insubstantial, as it would represent less than 1 percent of the overall population and growth rate of San Francisco (829,072).[980]

Housing

Please refer to Section 3.3.2, Population and Housing, for housing characteristics of San Francisco and AAU.

The housing demand created by ES-34 and all existing sites is discussed under the combined housing discussion, pp. 3-15 – 3-18. The change in use from industrial/internet service exchange to educational services at ES-2 contributed to the overall demand for AAU student and employee housing in San Francisco. However, the change of use at ES-34 did not result in the displacement of housing because this site was previously used as industrial.

Aesthetics

ES-34 is located in the South of Market neighborhood, just north of the Mission Bay neighborhood. The building is three stories and was built in 1920. The rectangular building has a smooth stucco exterior with horizontal banding across the building and vertical banding across window bays. There is an extending tower on the roof above the main entry.

The buildings along Townsend Street are mainly two- to four-story commercial buildings that are converted industrial or warehouse spaces. The buildings appear to be largely of similar design and age with rectangular massing, flat roofs, and loading docks that front Townsend Street. ES-34 has the largest building massing on the subject block. Directly across Townsend Street is the visually prominent Caltrain right-of-way and maintenance yard, along with the elevated Interstate-280 off-ramp. Both pieces of regional infrastructure contribute to the urban form of the area. Development south of the Caltrain right-of-way is composed of modern mid- and high-rise residential buildings associated with the Mission Bay neighborhood.

View corridors in the vicinity are relatively unrestricted compared to other areas of San Francisco due to the flat topography and wide right-of-ways associated with Caltrain and Interstate-280. ES-34 is bounded by Townsend Street to the south, buildings to the north, 6th Street to the west, and a small passageway adjacent and to the east of ES-34. A smaller AAU institutional building, 460 Townsend Street (ES-33), is located directly east of the passageway at 460 Townsend Street. Vehicle and pedestrian traffic is moderate along Townsend Street and can vary greatly. For example, traffic is primarily light during weekends and can be heavy during weekday peak periods and San Francisco Giants' games.

The surrounding area contains mainly mid-rise buildings; however, building massing increases to the south of the Caltrain right-of-way and east along Townsend Street. The modern development south of Caltrain differs in form, character, and use compared to the primarily older post-industrial

[980] U.S. Census Bureau, 2009-2014 5-Year American Community Survey 5- Year Estimates, San Francisco County, Selected Housing Characteristics. Available online at http://factfinder.census.gov/faces /tableservices/jsf/pages/productview.xhtml?src=CF. Accessed February 2, 2016.

buildings along Townsend Street. The buildings along Townsend Street extend to the street and there are painted white lines that differentiate parking, bicycle lanes, and sidewalk space. In general, the surrounding buildings lack commercial signage and minimal advertising is visible along Townsend Street.

The change in use at ES-34 has caused minimal changes to the building and neighborhood aesthetic character. The only AAU-identifying feature includes a flag that flies above the building. No other AAU awnings, signs, or advertising associated with ES-34 is visible. Therefore, no substantial adverse aesthetic effect has occurred from the change in use at ES-34.

Cultural and Paleontological Resources

Historic Architectural Resources

Building Description

The low-rise building at 466 Townsend Street was constructed as a warehouse in 1920. The three-story rectangular building is set flush to the sidewalk and built on a flat, rectangular lot. The primary elevation faces Townsend Street, and secondary elevations faces the adjacent alley and 6th Street. The overall character, massing, and reinforced concrete construction of the property are characteristic of post-1906 Earthquake and Fire industrial reconstruction in the South of Market. The building displays a symmetrical design composition, with design details provided in horizontal and vertical banding. Smooth stucco sheathes the exterior walls. The building is capped with a flat roof with a parapet and a shallow, unadorned overhanging eaves.

Centered on the façade, the main entry consists of aluminum glass doors with sidelights and a transom, sheltered beneath a metal canopy supported on knee-braces. Large roll-up doors are located on eastern and western end of the elevation. Former large openings on the northern end of the elevation have been in-filled. Vertical and horizontal bands frame the stacked windows, creating bays and a distinctive fenestration pattern within the bays. Original windows have been replaced with multi-light fixed windows or in-filled with concrete and scored to replicate the multi-light window pattern. Centered above the main entry on the roof is an extending tower with a flag pole. The secondary elevations continue the fenestration and bay pattern and use of windows and scored concrete of the façade. Along the southwest elevation, on the first story of each bay, are large rectangular vents and a roll-up door. A small portion of the northwestern elevation is visible along 6th Street. Although there is no fenestration, the masonry construction is visible. On the northeastern elevation, the windows have been in-filled (for representative photographs refer to Photographs 146 and 147).

Photograph 146. 466 Townsend Street.

Photograph 147. 466 Townsend Street, secondary elevation.

Site History

Constructed in 1920, the building at 466 Townsend Street has provided warehouse space for a variety of tenants since its construction. Historic newspapers and City directories offer limited information on its early tenants. From circa 1945 through 1958, the building was occupied by wholesale grocers, United Grocers Ltd, followed by house furnishing manufacturer Ellery of California, Jencraft Manufacturing Company, and Western Curtain Manufacturing Company in 1968. [981]

By 1978, the building was occupied by Frontier Management Corp., who employed Roger Benson to install movable partitions on the interior. Roll-up doors on the ground levels were subsequently replaced by Bill Wrens Towing in 1980, and by 1987 the building was owned by San Francisco Partners. Building permits indicate that the building was occupied by multiple tenants in 2000, including Markley Steams Partner, Firstworld Communications, and Adelphia Business Solutions. It was during this time, and prior to AAU's occupation of the building in 2005, that the upper-level

[981] Christina Dikas, California Department of Parks and Recreation (DPR) 523 Series Form for the Bluxome and Townsend Warehouse Historic District, June 2009. On file with the San Francisco Planning Department.

windows were in-filled as part of seismic upgrades to the building. Since AAU's occupation of the building, a vent hood was installed within one of the in-filled ground-level doorways.

California Register of Historical Resources Evaluation

In 1996, 466 Townsend Street was formally determined eligible for listing in the National Register of Historic Places (NRHP), through the Section 106 review process, and subsequently listed in the California Register of Historical Resources (CRHR).[982] It is therefore considered a historical resource for the purposes of CEQA.

The property was subsequently identified in 2009 as a contributor to the Bluxome and Townsend Warehouse District.[983] Bound by Bluxome, Townsend, 5th, and 6th streets, the historic district contains a cohesive group of nine warehouse constructed between 1912 and 1936, which feature similar scale, materials, and architectural styles, and represent the reconstruction of industrial properties in the South of Market area in the years after the 1906 Earthquake and Fire. Collectively, these resources appear to be directly associated with a series of events that are significant within the history of San Francisco, and which appear eligible for local designation as a historic district under National Register Criterion A. Further, the historic district represents a concentration of properties that possess the distinctive characteristic of a type, period, or method of construction and appears eligible for local designation under National Register Criterion C.

Since 466 Townsend Street was recorded in 1996, but prior to AAU occupation in 2005, many of the buildings windows were in-filled. However, the building still retains many of the features that convey its significance as post-1906 Earthquake and Fire Reconstruction period warehouse, including its scale, massing, fenestration pattern, and limited architectural detailing. The building, and the district as a whole, retains sufficient historic integrity and there is no information to suggest that it should no longer be listed in the CRHR. For this reason, 466 Townsend Street is still considered a historical resource for the purposes of CEQA.

Character-Defining Features Summary

Exterior

- Scale and massing: mid-rise, rectangular plan
- Set flush with sidewalk
- Flat roof with parapet and shallow overhanging eaves
- Symmetrical, rhythmic bay and fenestration pattern
- Extending tower on roof over main entry
- Projecting course spanning building (horizontal)
- Banding around window bays (vertical)
- Smooth stucco sheathing on exterior walls

[982] San Francisco Planning Department, Data for 466 Townsend Street, San Francisco Property Information Map.
[983] Christina Dikas, California Department of Parks and Recreation (DPR) 523 Series Form for the Bluxome and Townsend Warehouse Historic District, June 2009. On file with the San Francisco Planning Department

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a Table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Installation of Vent Hood: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Installation of Vent Hood: The project complies with Rehabilitation Standard No. 2. The character and contours of the original large wall openings spanning the ground story of the building remain discernible (though the openings have been in-filled with stucco). The stucco infill, completed prior to 2005, is non-original and not considered character defining. The metal vent hood is attached to noncontributing materials and does not obscure or negatively affect character-defining features.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Installation of Vent Hood: The project complies with Rehabilitation Standard No. 3. Given its utilitarian appearance, the vent hood does not create a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Installation of Vent Hood: The project complies with Rehabilitation Standard No. 5. The character of the original large wall openings spanning the ground story of the building remain discernible (though the openings have been in-filled with stucco). The stucco infill, completed prior to 2005, is non-original and not considered character defining. The metal vent hood is attached to noncontributing materials and does not unduly obscure character-defining features or materials.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Installation of Vent Hood: The project complies with Rehabilitation Standard No. 9. The vent hood is generally compatible in scale and appearance to the building and does not obscure character-defining features that convey the significance of the property.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Installation of Vent Hood: The project complies with Rehabilitation Standard No. 10. The vent hood is generally compatible in scale and appearance, does not obscure character-defining features, and its removal would not result in any impairment to the building.

Conclusion

The project complies with the SOIS and no Condition of Approval is recommended at this time.

Archaeology and Paleontology

Building alterations at ES-34 were limited to interior improvements or minor exterior non-structural alterations that did not involve ground-disturbing activities. Due to the fact that the alterations were limited to the interior of the building, no effects on archaeological and paleontological resources have occurred.

Transportation and Circulation

ES-34 is immediately contiguous to 460 Townsend Street (ES-33) and is located on the northeast corner of Townsend Street and Sixth Street in the SoMa neighborhood. Before AAU's occupation in 2005, this 3-story building, built in 1920, was used as an internet exchange/data center. AAU currently uses approximately 113,436 gross square feet of space for postsecondary educational institutional use, comprised of classrooms, labs/art studios, an art store, and student and faculty lounges. On a typical day there are approximately 392 students and 65 faculty/staff members at the site, although the capacity allows for more occupants (see the Property Information section, above).

There are two loading docks along Townsend Street, one toward the east and one toward the west side of the building. The loading dock toward the west side of the building is active. The east side loading dock is reported to be used for occasional loading activities and for storing up to two AAU faculty and staff vehicles. There is one main pedestrian entry to the building along Townsend Street and a secondary service entrance near the loading dock at the east side of the building. There is also a gated, secondary entry along Sixth Street used for fire egress. There are three bicycle racks with a total of 20 Class bicycle parking spaces provided in the building (five spaces near ground floor entrance, 10 spaces in a classroom area and five spaces on the third floor). AAU shuttle bus routes (G, H, and I) use the 88-foot-long shuttle-only passenger-loading zone in front of the site. This zone serves both the 466 and 460 Townsend Street sites.

As shown in Table 9, Existing Sites PM Peak Hour Person and Vehicle Trips by Mode, p. 3-27, the postsecondary educational institutional use at this AAU site generates approximately 517 person trips (199 inbound trips and 318 outbound trips) and 84 vehicle trips (30 inbound trips and 54 outbound trips) during the weekday PM peak hour.

Traffic

ES-34 is immediately contiguous to 460 Townsend Street (ES-33). Due to the Caltrain tracks on the south side of Townsend Street, there are no buildings on the south side of the street. The north side of Townsend Street is generally a mix of office and warehouse uses. Townsend Street adjacent to the site has one travel lane and one bike lane in each direction, with on-street parking on both sides of the street. The parking on the south side is 45-degree (back-in) parking. There are no sidewalks along either side of Townsend Street at this location. Muni bus route 10-Townsend runs along Townsend Street, but most of the transit services are in the vicinity of 4th and Townsend streets. AAU shuttle bus routes (H and I) stop at this location, and an additional route (G) was added in the fall semester of 2011. This stop is also a hub stop for AAU shuttle buses.

The existing roadway systems in the vicinity of the AAU site, including roadway designations, number of lanes, and traffic flow directions, are discussed below. The functional designation of these roadways was obtained from the *San Francisco General Plan* and *the Better Streets Plan*.[984,985] Roadways identified under the *Vision Zero San Francisco Two-Year Action Strategy* are also noted.[986]

Bluxome Street is an east-west street that runs between Sixth and Fourth streets. In the vicinity of the AAU site, it has one travel lane in each direction and metered perpendicular parking on the south side of the street. Bluxome Street has low traffic volumes, as it serves mostly residential and office uses along the two-block local street.

Fifth Street is a north-south street/commercial throughway that runs between Market Street and Townsend Street. In the vicinity of the AAU site, it has two travel lanes in each direction and metered parking on both sides of the street. Fifth Street dead ends at King Street, so traffic volume is relatively low to moderate at this location. The *San Francisco General Plan* classifies Fifth Street as a Major Arterial in the CMP Network. Fifth Street is also designated as a High Injury Corridor in the City's Vision Zero network.

Townsend Street is an east-west street/commercial throughway that runs between Eighth Street and The Embarcadero. In the vicinity of the AAU sites, it has one travel lane and a bike lane in each direction with metered parking on both sides of the street. Traffic volumes along Townsend Street are light to moderate.

Sixth Street is a north-south street/commercial throughway that runs discontinuously between Market Street and Townsend Street. In the vicinity of the AAU sites, it has one travel lane in each direction. The *San Francisco General Plan* classifies Sixth Street as a Major Arterial in the CMP Network. Sixth Street is designated as a High Injury Corridor in the City's Vision Zero network.

The postsecondary educational institutional use at ES-34 adds twelve additional vehicle trips to adjacent streets during the PM peak hour (two inbound and ten outbound). Based on this level of additional vehicle traffic, traffic operating conditions in the vicinity have not been substantially

[984] San Francisco Planning Department, *San Francisco General Plan,* Transportation Element, July 1995.
[985] San Francisco Planning Department, *San Francisco Better Streets Plan*, December 2010.
[986] San Francisco Municipal Transportation Agency, *Vision Zero San Francisco Two-Year Action Strategy*, February 2015.

altered as a result of AAU's use of ES-34. Shuttle, parking, and commercial loading circulation is further discussed below.

Transit

The AAU postsecondary educational institutional use at ES-34 generates approximately 262 transit trips during the PM peak hour, 98 trips inbound and 164 trips outbound. Similar to 460 Townsend Street (ES-33), ES-34 is generally served by Muni bus lines 10-Townsend and 47-Van Ness, Caltrain, and the Muni T-Third and N-Judah light rail lines (see Figure 10, p. 4-605). Other buses are located 1.5 blocks away near the Fourth and Townsend streets intersection. These routes provide further connections to Muni light rail and bus service on Market Street. The nearest Muni bus stop to the AAU site, for the 10-Townsend and 47-Van Ness routes, is located at the Townsend Street and Fifth Street intersection. This bus stop does not have a shelter or service information. The AM, midday, and PM frequencies of these lines, as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour, are presented in Table 95.

Table 95. 466 Townsend Street – Muni Service Frequencies and Capacity Utilization at Maximum Load Point: Weekday PM Peak Hour

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
10 – Townsend	24th and Potrero to Pacific and Van Ness via Pacific, 2nd, and Townsend	10	20	20	153	2nd St/ Townsend St	80%
30 – Stockton	Divisadero and Chestnut to Caltrain Depot via Chestnut, Columbus and 3rd	4.5	4	4	615	Stockton St/ Sutter St	49%
45 – Union-Stockton	Lyon and Union to Market via Union, Stockton, 3rd St and 5th St	8	12	12	260	Stockton St/ Sutter St	82%
47 – Van Ness	Caltrain Depot to Beach via Townsend, Mission, Van Ness and North Point	10	10	10	222	Van Ness Ave/ O'Farrell St	58%

Source: SFMTA, 2015; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated May 15, 2015

The 262 PM peak hour transit trips generated by the AAU postsecondary educational institutional use at ES-34 along with the 60 transit trips from the adjacent 460 Townsend Street site (ES-33) are dispersed onto multiple transit routes. As shown in Table 10, Muni Downtown Transit Screenlines – PM Peak Hour Outbound, on p. 3-30, the increased transit demand, in combination with transit trips from other AAU locations (460 Townsend Street [ES-33]), has not made a substantial contribution to the existing transit service in the area. The shuttle stop on Townsend Street is of sufficient size, as further discussed below, to accommodate shuttle service Routes G, H, and I, and is located 600 feet

west of the nearest bus stop. Therefore, shuttle service to this AAU site has not substantially conflicted with the operation of transit vehicles along Townsend Street or in the vicinity.

Shuttle

The AAU postsecondary educational institutional use at ES-34 generates approximately 69 shuttle riders during the PM peak hour, 31 riders in the inbound direction and 38 riders in the outbound direction. Shuttle demand is likely higher at different times of the day for this site, depending on class scheduling.

In 2010, the site was served by two shuttle bus routes (H and I), both of which operated every 15 minutes. The total seating capacity at the time for these two routes was 494 in the PM peak hour. Routes H and I operated at 63 and 78 percent capacity, respectively, at the MLP during the PM peak hour in 2010. During the shuttle peak hour, Routes H and I operated at 126 and 130 percent capacity, respectively, at the MLP. MLPs occur at 466 Townsend Street and on Route H and at 79 New Montgomery on Route I. In spring 2015, three shuttle bus routes (G, H, and I) operate with 30-, 20-, and 20-minute headways, respectively, resulting in a total capacity of 300 seats in the PM peak hour, a 40 percent reduction of service as compared to 2010.

Currently (2015), three shuttle bus routes (Routes G, H, and I) use the 88-foot-long shuttle-only passenger loading zone located along the frontage of the site, with a "No Parking Shuttle Bus Zone" sign posted on a pole by the white zone. The hours of operation for the shuttle bus zone are between 7:30 a.m. and 10:30 p.m., Monday through Saturday. It is noted that AAU shuttle routes (G, H, and I) lay over at the white passenger loading zone for up to 15 minutes for rest breaks. These layovers are spaced out so that no more than one shuttle bus lays over at a given time. Based on the frequency of the routes (G, H, and I), one to two shuttles are expected to use the zone at the same time; therefore, the 88-foot length is sufficient in size to accommodate the estimated shuttle demand. Observations during the midday period noted that there were no instances of shuttle buses double parking or stopping within the traffic lane on Townsend Street, and passengers were able to board and alight at ease.[987]

Pedestrian

The AAU postsecondary educational institutional use at ES-34 generates approximately 405 pedestrian trips during the PM peak hour, 74 walking, 262 transit, and 69 shuttle trips. The 69 shuttle walking trips are short in length, from the building entrance to the shuttle zone on Townsend Street in front of the building. Sidewalks along Fifth Street, Townsend Street (along 466 Townsend Street [ES-34]) and Sixth Street are approximately 10 feet wide. The primary pedestrian access to the site is from Townsend Street. Secondary entries are provided along Sixth Street.

As discussed above, the building has two active loading docks on Townsend Street with two 10- and 27-foot-wide curb cuts.[988] There were no indications of overcrowding within the sidewalk areas nor a considerable number of pedestrians standing outside of the AAU site. Sixth Street is designated as

[987] Field observation was made by CHS on Tuesday, July 14, 2015, between 1:00 p.m. and 3:00 p.m.
[988] One loading dock space is used to bring in set-building supplies (i.e., lumber, acting set pieces, etc.) and the other space is used for occasional staff parking and loading activities.

a High Injury Corridor in the City's Vision Zero Improvement Plan. No instances of pedestrian-vehicle conflicts at nearby crosswalk locations were observed.[989] Intersections along Townsend Street at Fifth and Sixth streets are both stop-sign controlled with well-defined crosswalk markings. The 405 pedestrian trips at ES-33 and 93 pedestrian trips for the adjacent 460 Townsend Street site (ES-33) add pedestrian volumes in the area, but are accommodated on the adjacent pedestrian facilities (10-foot-wide sidewalks on Townsend Street).

A recommended Condition of Approval to assess/monitor shuttle service is included below. Improving shuttle service frequency could better meet the demand at ES-34, and students would be less likely to gather or wait for shuttles on sidewalks. Since pedestrian flows on adjacent sidewalks of ES-34 may be intermittently heavy, particularly related to shuttle traffic, a recommended Condition of Approval to monitor pedestrian volumes at the site, particularly student volumes during the peak pedestrian periods, is suggested. If pedestrian traffic is observed to be blocked during any of these periods, then AAU should implement measures such as having students wait inside for shuttles (providing real-time information on shuttle arrivals [similar to NextBus]), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity.

Bicycle

The AAU postsecondary educational institutional use at ES-34 generates 15 bicycle trips during the PM peak hour, six trips in the inbound direction and nine trips in the outbound direction. Bicycle Route 36 is a Class II bicycle facility (striped bike lanes) that runs along Townsend Street, providing direct access to this site. Route 36 connects to bicycle Route 23 on Eighth Street to the west and Route 5 on The Embarcadero to the east. There are a total of three bicycle racks provided throughout this building. One rack is located inside the building near ground floor entrance with five spaces, one rack is also on the ground floor but in a classroom area with 10 spaces, and one rack is installed on the third floor with five spaces, for a total of 20 Class II bicycle parking spaces.[990] The site's 15 PM peak hour bicycle trips have not substantially affected the operation or capacity of bicycle facilities in the area.

This site generates a bicycle parking demand of approximately 22 spaces, which is not fully accommodated with the existing 20 bicycle parking spaces.[991] Given the location of the existing bicycle parking locations, a Condition of Approval is recommended to relocate the bicycle parking spaces to more accessible location with better signage. To serve the site's estimated demand of 22 bicycle parking spaces, a Condition of Approval to provide two additional Class II bicycle parking spaces is also recommended below. No bicycle parking is required under the Planning Code for this site.

[989] Field observation was made by CHS on Thursday, July 16, 2015, between 1:00 p.m. and 3:00 p.m.
[990] Bicycle parking data was provided by AAU and verified by Planning Department staff.
[991] Bicycle parking demand is estimated by dividing the total daily bicycle trips (11.7 times of PM peak hour trips for institutional buildings or 5.8 times of PM peak hour trips for residential buildings) by two to discount a round trip and by four to account for a daily turnover rate.

Loading

The AAU postsecondary educational institutional use at ES-34 generates approximately eleven daily truck trips, which equates to a loading demand of less than one (approximately 0.5 trips) in an average hour or 0.7 trips during the peak demand hour. There are two loading docks along Townsend Street, one toward the east and one toward the west side of the building. One loading dock space is used to bring in set-building supplies (i.e., lumber, acting set pieces, etc.) and the other space is used for occasional staff parking and loading activities. The east side loading dock is reported to be used for occasional loading activities and the storage of up to two AAU faculty and staff vehicles. There is an approximately 64-foot-long freight loading (yellow) zone on the north side of Townsend Street between Sixth and Fifth streets, approximately 400 feet east of the site. Based on field observations during the weekday midday period (1:00 p.m. to 3:00 p.m.) on Wednesday, July 15, 2015, no AAU-related freight/delivery vehicles or related activities occurred within the on-street loading zone, or in adjacent parking spaces. Commercial vehicles making deliveries to the site use the on-street parking or loading spaces in the vicinity. Due to low daily delivery activity related to the postsecondary educational institutional use as noted during site visit and low traffic volumes during weekday midday along Townsend Street, loading demand is accommodated in areas near the AAU site.

Garbage collection at this site occurs on the north side of Townsend Street, next to the service entrance for the site in the thru-way between 460 and 466 Townsend streets. Trash receptacles are placed along the sidewalks at designated areas. Garbage collection along Townsend Street occurs four times a week in the early morning hours.

Parking

The AAU postsecondary educational institutional use at ES-34 generates a parking demand of 29 parking spaces (seven spaces by faculty/staff, one space by visitors, and 21 spaces by commuter students). An on-street parking survey was conducted along streets adjacent to the site during a typical weekday midday period (1:00 p.m. and 3:00 p.m.) on Wednesday, July 15, 2015. Detailed parking inventory, supply, and occupancy information is provided in Appendix TR-J.

The parking study area for the site is the same as that for 601 Brannan Street (ES-31) due to its proximity; thus the on-street and off-street parking survey data for this site are presented in Tables 90 and 91 above under 601 Brannan Street (ES-31). There are a total of 170 on-street parking spaces surrounding these sites. During the survey period, parking occupancy was observed to be high, averaging about 86 percent between 1:00 p.m. and 3:00 p.m. There are eleven public off-street parking facilities with a total of 1,838 parking spaces. Parking occupancy at off-street parking facilities was not observed. The academic use at ES-34 with a demand of 29 parking spaces, in combination with the three spaces in demand from the 460 Townsend Street (ES-33) site, is met with nearby on- or off-street parking facilities. However, these spaces are limited in amount and the AAU use at this building could potentially add to the overall parking demand of the area. A recommended Condition of Approval applicable to all AAU existing sites, for AAU to implement Transportation Demand Management strategies, is summarized in Section 3.4.5 (p. 3-28) and detailed in Appendix TDM at the end of this Memorandum; this Condition of Approval is intended to reduce staff and faculty vehicle trips and would also reduce parking demand.

Emergency Vehicle Access

San Francisco Fire Department Station #1 (935 Folsom Street) is the closest station to the AAU site, approximately 0.6 miles north of the site. From the station, vehicles are able to access the AAU site via Fifth and Townsend streets and would be able to park along Townsend Street.

Existing Constraints and Proposed Conditions of Approval

Based on the above discussion, constraints on the AAU use of ES-34 include a potential shuttle service deficiency, pedestrian traffic, and bicycle parking that is not well located. To address these constraints, the following conditions are recommended for consideration by decision makers:

Recommended Condition of Approval, ES-34: TR-1, Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes (G, H, and I), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.

Recommended Condition of Approval, ES-34: TR-2, AAU Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks of the 466 Townsend Street site may be intermittently heavy, AAU shall monitor pedestrian volumes and queuing on the sidewalk at the site, particularly student volumes during the peak pedestrian periods. If pedestrian traffic is observed to be blocked during any of these periods, AAU shall implement measures such as having students wait inside for shuttles (providing real-time information on shuttle arrivals [similar to NextBus]), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity, taking into account possible operational and safety considerations.

Recommended Condition of Approval, ES-34: TR-3, Bicycle Parking. AAU shall relocate the existing bicycle parking spaces to a more convenient location, such as the service alley between the two Townsend Street buildings and the ground floors of the building, taking safety conditions into consideration, and add signage to direct students to the bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Recommended Condition of Approval, ES-34: TR-4 Class II Bicycle Parking. AAU shall provide at least 2 additional Class II bicycle parking spaces along Townsend Street. The location of additional Class II bicycle parking spaces shall be coordinated with SFMTA.

Noise

A summary of the methodology used to analyze noise effects and a discussion of estimated construction noise and vibration effects are presented in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-47. The methodology and construction effects are applicable to all of the AAU existing sites, and have not been repeated here.

The 466 Townsend Street site (ES-34) is immediately contiguous to 460 Townsend Street and is located on the northeast corner of Townsend Street and 6th Street in the South of Market neighborhood. Before AAU's occupation in 2005, this building was used as offices and as a storage facility. AAU's current institutional use comprises classrooms, labs/studios, office, and an art store. AAU shuttle routes G, H, and I serve ES-34. According to the San Francisco Transportation Noise

Map,[992] the existing traffic noise level near ES-34 from vehicular traffic along Townsend Street, 6th Street, and the elevated freeway ramps was approximately 75 dBA L_{dn} in 2008, indicating a noisy commercial environment. However, college classrooms and offices are not considered protected sensitive land uses under the *San Francisco General Plan*.

AAU operations at ES-34 have resulted in the installation of twelve rooftop condenser units. This rooftop-mounted mechanical equipment could generate noise levels as high as 51 dBA L_{eq} from a distance of 100 feet.[993] As previously discussed in Chapter 3, Combined and Cumulative Analysis, on pp. 3-46 to 3-52, exterior noise levels of 70 dBA L_{eq} and 60 dBA L_{eq} could result in interior noise levels exceeding the City's daytime and nighttime Noise Ordinance, respectively.

Assuming an attenuation rate of 6 dB per doubling of distance and noise level of 51 dBA L_{eq} from a distance of 100 feet, a residential building located approximately 11 and 37 feet would be exposed to an exterior noise level that would exceed the City's nighttime and daytime noise standard, respectively. Since the nearest sensitive receptors are located over 37 feet away from the rooftop mechanical equipment, it is expected that operational noise generated by the AAU site's rooftop mechanical systems would not meet or exceed the noise limits established in the City's noise ordinance for fixed noise sources.

The noise levels generated by student activity and increased shuttle bus operation would have been compatible with a typical urban environment when AAU occupied the building and remain compatible. Any noise increases from shuttle bus operations (backup beepers) would have been and are intermittent and minor. The activities within the ES-34 building would have been and continue to be required to comply with the City's Noise Ordinance with respect to music and/or entertainment or noise from machines or devices, as well as fixed noise sources at the site; therefore the change in use at ES-34 would not have exceeded the standards established by the City for effects on sensitive receptors near ES-34.

Vehicular traffic noise at ES-34 was calculated using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) based on a daily round trip rate of 840 trips per day.[994] According to the San Francisco Transportation Noise Map,[995] the existing traffic noise level near ES-34 from vehicular traffic along Townsend Street and the freeway ramps was approximately 75 dBA L_{dn} in 2008. The results of the analysis show that vehicle trips generated by improvements and occupation of ES-34 contribute approximately 52.5 dBA L_{dn} to local traffic noise levels. When the ES-34 contribution is added to the mapped existing noise level, the combined traffic noise level increases over the mapped existing noise level by less than 1 dBA, which is not an audible increment over the existing non-AAU-related ambient traffic noise. Permanent increases in ambient noise levels of less than 3 dBA are generally not noticeable outside of lab conditions. Therefore, vehicular traffic generated by ES-34 has not substantially increased vehicular traffic noise in the vicinity.

[992] San Francisco Department of Public Health, *Transportation Noise Map 2008*. Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf
[993] Puron, 2005. 48PG03-28 Product Data. 2005 p. 10 - 11.
[994] CHS Consulting Group, *AAU ESTM Transportation Section Draft #1A*, January 2016.
[995] San Francisco Department of Public Health, *Transportation Noise Map 2008.* Accessed at https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/TransitNoiseMap.pdf

Air Quality

A summary of the methodology used to analyze construction air emissions and a discussion of estimated construction emissions are found under Combined Analysis of Air Quality in Chapter 3, Combined and Cumulative Analysis, on pp. 3-52 to 3-55. The methodology and results are applicable to all of the AAU existing sites, and have not been repeated here.

Long-term regional emissions of criteria air pollutants and precursors associated with the operation of institutional facilities (classrooms, labs/art studios, an art store, and student and faculty lounges) at ES-34, including mobile- and area-sources emissions, were quantified using the CalEEMod computer model. The facility is assumed to have been operational in 2005, when AAU occupied the building. Area sources were estimated based on an 113,436-square-foot "Junior College" land use designation in CalEEMod, and mobile-source emissions were based on a daily vehicle trip rate of 840 round trips per day. An operational year of 2005 was assumed for ES-34, the year AAU occupied the building. There is an onsite emergency backup generator at ES-34. Table 96 presents the estimated long-term operational emissions of ROG, NOx, $PM_{10,}$ and PM2.5 from ES-34, which are all shown to be below BAAQMD's daily and annual significance thresholds.

The discussion of Health Risks in the Air Quality subsection of Chapter 3, Combined and Cumulative Analysis, on pp. 3-55 to 3-57, explains that three of the AAU existing sites are located in the Air Pollution Exposure Zone. ES-34 is not one of those sites; therefore, AAU occupation of ES-34 has not resulted in increased health risks for nearby sensitive receptors.

Table 96. 466 Townsend Street (ES-34) Operational Emissions

Source	Average Daily (pounds/day) [1]				Maximum Annual (tons/year) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	3.35	2.47	0.07	0.07	0.61	0.45	0.01	0.01
Energy	0.09	0.83	0.06	0.06	0.02	0.15	0.01	0.01
Mobile	8.01	15.04	4.44	1.51	1.41	2.82	0.78	0.27
Total Emissions	11.46	18.33	4.57	1.65	2.03	3.42	0.80	0.29
BAAQMD Thresholds of Significance	54	54	82	54	10	10	15	10
Exceed Threshold?	No	No	No	No	No	No	No	No

Notes:
[1] Emissions were estimated using the CalEEMod computer model. Boiler emissions were estimated using emission factors obtained from AP-42. Assumptions and results can be found in Appendix AQ.

Source: ESA, 2016.

Greenhouse Gas Emissions

New development and renovations/alterations for private and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas (GHG) emissions, as stipulated in the City's *Strategies to Address Greenhouse Gas Emissions*. San Francisco's *Strategies to Address Greenhouse Gas Emissions* have proven effective as San Francisco's GHG emissions have been

measurably reduced compared to 1990 emissions levels, demonstrating that the City has met and exceeded the state's GHG reduction law and policy goals.

Applicable requirements for private projects are shown in the City's GHG Compliance Checklist. A complete GHG Compliance Checklist has been prepared for ES-34 for the change in use and associated tenant improvements (Appendix GHG). Of the GHG Checklist requirements, AAU currently does not comply with the Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A) and required bicycle parking configuration in accordance with Planning Code Section 155.1-155.4. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection, if applicable, during the building review process. Compliance with the bicycle parking requirements is presented below as a recommended Condition of Approval.

Compliance with the Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14, San Francisco Building Code Chapter 13B, and San Francisco Health Code Section 288) and CalGreen Section 5.504.4 (low-emitting adhesives, sealants, caulks, pants, coatings, composite wood, and flooring), which are applicable to tenant improvements and construction that have occurred, is unknown. However, AAU's alterations at ES-34 would have produced minimal construction debris. In addition, the San Francisco Existing Commercial Buildings Energy Performance Ordinance requires owners of non-residential buildings with greater than or equal to 10,000 square feet that are heated or cooled to conduct energy efficiency audits as well as annually measure and disclose energy performance. Compliance with the Energy Performance Ordinance is unknown. Insofar as information is available on past alterations, inspections, and audits, compliance with the Construction and Demolition Debris Recovery Ordinance, CalGreen Section 5.504.4, and the Energy Performance Ordinance would be verified by the Department of Building Inspection, if applicable, during the building permit review process. However, AAU would be required to comply with each of these ordinances in the future.

Recommended Condition of Approval, ES-34: GHG-1, Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 - 155.4.

With the implementation of requirements listed in the GHG Compliance Checklist and the above recommended Condition of Approval, the effects on GHG emissions from the change in use has been insubstantial.

Wind and Shadow

The tenant improvements at ES-34 did not involve any new development or additions that changed the height or bulk of the existing structure, and therefore did not alter the wind environment or create new shadow in a manner that substantially affects nearby pedestrian areas, outdoor recreational facilities or other public areas. Therefore, no substantial effects on wind or shadow have occurred from the change in use at ES-34.

Recreation

As shown on Figure 4, p. 3-63, 466 Townsend Street (ES-34) is facility located within 0.25 mile of one San Francisco Recreation and Park Department (RPD) facility: Mission Creek Park. Located

along the Mission Bay channel, Mission Creek Park features grass lawns, a tree-lined promenade, an outdoor amphitheater, sports courts, a boat launch, and an off-leash dog play area.[996] Other publicly owned parks are within a 0.5-mile distance of ES-34, including Victoria Manalo Draves Park and Gene Friend Recreation Center.

As described in Population and Housing on pp. 4-652 – 4-653, the capacity of ES-34 is 740 occupants. The change in use from an internet services exchange to an educational services use at ES-34 does not represent a substantial change in the daytime population of the area. The change in population is considered a minimal increase compared to the service population for the Mission Creek Park and other nearby facilities. In addition, AAU student and faculty access to recreational facilities is augmented AAU private recreation facilities at 1069 Pine Street (ES-16), 620 Sutter Street (ES-20), 601 Brannan Street (ES-31), and other university-run lounges and café areas. No substantial effect on recreation has occurred as a result of the change in use.

Utilities and Service Systems

Water Supply

ES-34 receives water from the San Francisco Public Utilities Commission (SFPUC) water supply facilities. The site likely had minimal water service and consumption associated with the previous industrial/internet services exchange land use prior to AAU occupancy. Therefore, the change in use does not represent new water or wastewater demand. Presuming the subject site was vacant prior to AAU tenancy, the change in use would still not substantially affect the SFPUC's water supply, as it has been concluded that sufficient water is available to serve existing customers and planned future uses.[997] No expansion of SFPUC water supply or conveyance facilities has occurred due to the change in use at ES-34. Compliance with the Commercial Water Conservation Ordinance would be initiated by the Department of Building Inspection during the building review process.

With the implementation of San Francisco's Commercial Water Conservation Ordinance, no substantial effect on the water supply would occur from the change in use.

Wastewater

The change in use would not alter demand for stormwater or wastewater conveyance and treatment facilities because the site is completely covered with impervious surfaces and, as an existing building, is accounted for in existing and planned wastewater facilities. Correspondingly, projected population growth associated with the change in use, if any, has incrementally increased wastewater flows from the site; however, the flows have been accommodated by existing wastewater treatment facilities. The SFPUC's Sewer System Improvement Program has improved the reliability and efficiency of the wastewater system, and systemwide wastewater improvements as well as long-term projects have

[996] Mission Bay Parks, Mission Creek Park. Available online at: http://missionbayparks.com/mission-creek-park/. Accessed on January 15, 2016.
[997] San Francisco Public Utilities Commission (SFPUC), 2013 Water Availability Study for the City and County of San Francisco, p. 1, May 2013. Available online at http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed on February 2, 2016.

ensured the adequacy of sewage collection and treatment services to meet expected demand in San Francisco.[998] No substantial effect on wastewater has occurred from the change in use.

Solid Waste

Solid waste services are provided by Norcal Waste Systems and its subsidiary, Recology. The change in use has incrementally increased solid waste generation at the site. Nevertheless, the site is subject to federal, state, and local regulations associated with the reduction in operational solid waste including the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash. Construction debris associated with alterations at ES-34 were minimal. San Francisco currently exceeds its trash diversion goals of 75 percent and is in the process of implementing new strategies to meet its zero waste goal by 2020.[999] In addition, the City's landfill at Recology Hay Road in Solano County has sufficient capacity accommodate the site's and City's solid waste disposal needs.[1000] No substantial effect on solid waste has occurred as a result of the change in use by AAU.

Public Services

Police

ES-34 is located within the Southern District of the San Francisco Police Department (SFPD). The Southern District Police Station is located at 1251 Third Street. The district covers approximately 2.9 square miles with a daily population ranging from 26,145 to over 300,000. In 2013 (the most recent data available), there were 1,371 crimes against persons (e.g., homicide, rape, robbery, and aggravated assault) and 9,894 property crimes (e.g., burglary, vehicle theft, arson, and theft) in the Southern District.[1001] Please refer to Section 3.3.12, Public Services, for additional information about the SFPD.

Police services are augmented by AAU's Department of Campus Safety. Campus Safety staff are trained to respond to the needs of University students, faculty, and administration. Please refer to Section 3.3.12, Public Services, for additional information about AAU's Department of Campus Safety.

466 Townsend Street has a capacity of 740 occupants (675 students and 65 faculty and staff). The change in use from industrial/internet services exchange to educational services would not represent a substantial change in the daytime population of the area. Therefore, the change in use would have resulted in minimal additional police protection demand. In addition, Department of Campus Safety

[998] SFPUC, Sewer System Improvement Program Fact Sheet, February 2016. Available online at http://sfwater.org/Modules/ShowDocument.aspx?documentID=4220. Accessed on February 2, 2016.
[999] San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at http://www.sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america. Accessed February 9, 2016.
[1000] CalRecycle, Facility/Site Summary Details: Recology Hay Road (48-AA-0002), Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/. Accessed on February 2, 2016.
[1001] San Francisco Police Department, Annual Report 2013, p. 117. Available at https://dl.dropboxusercontent.com/u/76892345/Annual%20Reports/2013%20Annual%20Report.pdf. Accessed on October 15, 2015.

staff augments the availability of safety services and could reduce the need for increased SFPD services and any additional demand that could be associated with the change in use. No substantial effect on police protection has occurred as a result of the change in use at ES-34.

Fire and Emergency Services

ES-34 is located within 2,500 feet of Fire Station No. 8 (36 Bluxome Street) and Fire Station No. 1 (935 Folsom Street). Fire Station No. 1 consists of a single fire engine, truck, and rescue squad. Fire Station No. 8 consists of a single fire engine and truck.[1002] Please refer to Section 3.3.12, Public Services, for additional information about the SFFD.

In 2011, Fire Station No. 1 responded to 3,787 non-emergency calls with an average response time of 8:41 minutes, with 90 percent of non-emergency calls responded to under 14:47 minutes. Fire Station No. 1 responded to 11,299 emergency calls with an average response time of 3:25 minutes, with 90 percent of emergency calls responded to under 4:48 minutes. In 2011, Fire Station No. 8 responded to 857 non-emergency calls with an average response time of 9:51 minutes, with 90 percent of non-emergency calls responded to under 16:56 minutes. Fire Station No. 8 responded to 2,455 emergency calls with an average response time of 3:38 minutes, with 90 percent of emergency calls responded to under 4:55 minutes.[1003]

The goal for transport units for a Code 3 (emergency), which is a potentially life-threatening incident, is to arrive on scene within five minutes of dispatch 90 percent of the time. This goal complies with the National Fire Protection Association 1710 Standard. Both fire stations near ES-34 meet the Citywide emergency transport goals.

As described above on pp. 4-652 – 4-653, the change in use from industrial/internet services exchange to educational services would not represent a substantial change in the daytime population of the area. Therefore, additional fire and emergency protection demand would be minimal. AAU has installed life safety upgrades and installed a new fire sprinkler and fire alarm system, improving fire safety at the property. No measurable changes in response times have occurred since the change in use. No substantial effect on fire or emergency medical services has occurred as a result of the change in use at ES-34.

Libraries

The nearest public library to ES-34 is the newly constructed Mission Bay Library, which is 7,500 square feet and serves a population of 14,163. The Mission Bay Library had 128,536 visits in 2014.[1004] Please refer to Section 3.3.12, Public Services, for additional information about the San Francisco Public Library as well as AAU's private library for use by its students and faculty, which augments the public library's services.

[1002] San Francisco Fire Department, Annual Report 2012–2013 (FY). Available at http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584. Accessed on October 22, 2015.
[1003] San Francisco Planning Department, Academy of Art University Project Draft EIR, pp. 4.13-4 - 4.13-5, February 2015.
[1004] San Francisco Public Library, Statistics by Location FY 2014-2015. Available at http://sfpl.org/pdf/about/administration/statistics-reports/statisticsbylocation2014-15annual.pdf. Accessed on October 22, 2015.

As described above on p. 4-652 – 4-653, the change in use from industrial/internet services exchange to educational services would not represent a substantial change in the daytime population of the area. The change in population, if any, would be minimal compared to the service population for the Mission Bay and Main Libraries. Any new resident population as a result of the change in use is dispersed throughout the City and would use their local public library branch. In addition, public library use would be augmented by AAU's private library system provided to AAU students for research, study, and programs. Therefore, no substantial effect on library services has occurred as a result of the change in use at ES-34.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. Please refer to Section 3.3.12, Public Services, for additional information about SFUSD.

The change in use under AAU as an educational services use would not contribute to additional demand to SFUSD. Overall demand for schools from faculty/staff at the existing sites is discussed in the combined discussion in Chapter 3 (it is assumed that AAU students do not have children). For the reasons stated above, no substantial effect on schools has resulted from the change in use at ES-34.

Biological Resources

ES-34 is located within a built urban environment and does not contain wetlands or wildlife habitat; nor are there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plans applicable to the site. There are no known candidate, sensitive, or special-status species located at or near ES-34. ES-34 is not in an Urban Bird Refuge. No known landmark, significant, or street trees were removed during tenant improvements or renovations. Although birds may nest in nearby street trees or in shrubs on or near the property, no major plantings have been removed as part of improvements or renovation of the site. Therefore, no substantial effect on biological resources has occurred as a result of the change in use at ES-34.

Geology and Soils

Soils near ES-34 are classified as urban land fill associated with debris from the 1906 Earthquake and Fire. [1005] The fill soil layer reportedly varies in thickness and extends into initial water bearing soil. The nearest water body, San Francisco Bay, is located 0.25 miles to the southeast. As such, the depth to groundwater is 5 to 8 feet below ground surface.[1006] Because building alterations undertaken by AAU were all interior, no change in topography or erosion has occurred from the change in use.

The entire Bay Area is susceptible to ground shaking from earthquakes. Ground-shaking intensity at ES-34 would be violent during a magnitude 7.2 earthquake and strong during a 6.5 magnitude

[1005] EMG, Phase I Environmental Site Assessment for 466 Townsend Street, December 2004.
[1006] EMG, Phase I Environmental Site Assessment for 466 Townsend Street, December 2004.

earthquake originating from the San Andrea Fault and Hayward Fault, respectively.[1007, 1008] ES-34 is located within a liquefaction zone.[1009] Buildings that are composed of unreinforced masonry, have a first floor or basement "soft story," or have not undergone seismic retrofitting in compliance with San Francisco Building Code regulations, are at an increased risk of structural failure. ES-34 is a reinforced concrete warehouse that underwent structural seismic upgrades in 2000 by a previous owner.[1010] Although the building could remain vulnerable during an earthquake, the building alterations carried out after the change in use from industrial/internet services exchange to an educational services would not alter the building's performance during a ground-shaking event.

Hydrology and Water Quality

The building alterations associated with the change in use at ES-34 have not substantially degraded water quality, because alterations were limited to interior and routine exterior modifications (e.g., installation of signage, painting, windows and a metal vent hood). Regardless, wastewater and stormwater associated with the change in use and subsequent building alterations would have flowed into the City's combined stormwater and sewer system and were treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant. Therefore, the change in use did not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The site is located on previously disturbed land that is covered by an existing building. Tenant improvements have not changed the amount of impervious surface or drainage patterns at the site. Therefore, there has been no substantial effect on the quality or rate of stormwater that flows into the City's combined sewer system.

ES-34 is not located within a 100-year flood zone, as delineated by the Federal Emergency Management Agency (FEMA). Sea level rise inundation maps modeled by the SFPUC indicate that the site would not be inundated with a water level rise of approximately 12 inches, which is expected by 2050, even when the effects of 100-year storm surge are considered.[1011] In addition, the site would not be inundated with 36 inches of water level rise which is expected by 2100; however, when the effects of a 25-year storm surge are considered under this scenario, portions of the building could be temporarily inundated at depths of 4–6 feet.[1012] The flooding scenario assumes existing topographic conditions and no site-specific or area-wide flood protection measures. ES-34 is not located in area that is vulnerable to tsunami risk.

[1007] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 7.2 Earthquake on the San Andreas Fault, Map 2, p. 10. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

[1008] San Francisco Planning Department, *General Plan* Community Safety Element, Ground Shaking Intensity Magnitude 6.5 Earthquake on the Hayward Fault, Map 3, p. 11. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

[1009] San Francisco Planning Department, *General Plan* Community Safety Element, Seismic Hazards Zone San Francisco 2012, Map 4, p. 13. Available online at http://www.sf-planning.org/ftp/general_plan/community_safety_element_2012.pdf. Accessed on January 27, 2016.

[1010] Permit #2000002101494 (seismic upgrades).

[1011] San Francisco Water Power Sewer, *Climate Stressors and Impact: Bayside Sea Level Rise Mapping, Final Technical Memorandum* and associated maps, June 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2014.0198E.

[1012] Ibid.

Although flooding could occur, the degree is unknown and no housing occurs on the site. There are no aspects of the change in use or building alterations that have changed flood potential or building performance at the site because no new structures have been built. Further, the existing building would have been exposed to sea level rise and tsunami risk regardless of AAU's change in use.

For the reasons stated above, no substantial effect on hydrology or water quality has occurred as a result of the change in use at ES-34.

Hazards and Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for ES-34 did not identify the presence of underground storage tanks (USTs). Previous building uses involved the use of hazardous materials including diesel fuel, lubricating oil, paint, batteries, and routine janitorial and maintenance supplies. Nevertheless, the building alterations undertaken at the site by AAU did not involve any earth movement; thus, no buried hazardous materials could have been exposed after the change in use.

The date of the building's construction, 1920, suggests that asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) may be present or have been present at the property. Suspected ACMs were observed during the site visit for the ESA. In addition, fluorescent lights, which may contain small quantities of PCBs if they were manufactured before 1978, were present throughout the building, although there is no evidence of damage or leaks. No peeling paint was detected.[1013] Prior to building alterations, materials were tested for ACM and LBP. No ACMs were detected, while some LBP was discovered on surfaces throughout the building.[1014] Building alterations at the existing site may have disturbed or exposed ACM, LBP, PCBs, or other hazardous building materials; however, it is unknown given that tenant improvements were completed at this site with and without the required building permits. The materials require special handling and disposal procedures that may not have been followed. As a result, it cannot be determined if an effect on human health or the environment occurred from hazardous building materials as a result of the change in use.

AAU currently uses ES-34 for classrooms, labs/art studios, an art store, and student and faculty lounges. Hazardous materials that are used, stored, and disposed of at ES-34 include paints, lubricants, glaze, lubricant, degreaser, oil, paint thinner, cleaners, and wood stainer associated with a postsecondary educational institutional use.[1015] These products are stored in hazardous materials cabinets; after use they are deposited into hazardous waste drums and disposed of by Brittell Environmental.[1016] The AAU facility is regulated by the U.S. Environmental Protection Agency and San Francisco Department of Public Health (SFDPH), and is responsible for complying with San Francisco Health Code Articles 21 and 22. ES-34 is enrolled in the SFDPH Hazardous Materials Unified Program Agency (HMUPA) Program.[1017] Article 21 requires businesses that handle and store hazardous materials to keep a current certificate of registration and implement a Hazardous Materials Business Plan. Article 22 authorizes the SFDPH HMUPA to implement and enforce requirements of

[1013] EMG, Phase I Environmental Site Assessment for 466 Townsend Street, December 2004.
[1014] RGA Environmental, Inc., Revised Limited Asbestos and Lead Survey Report, Academy of Art University, 466 Townsend Street, July 27, 2010.
[1015] Academy of Art, Hazardous Materials Inventory List for 466 Townsend Street, August 6, 2015.
[1016] Academy of Art, Hazardous Materials Inventory List for 466 Townsend Street, August 6, 2015.
[1017] Permit numbers: EPA# CAR000169573; CERS# 10061524.

the California Hazardous Waste Control Act, which includes the proper storage, handling, and disposal of hazardous materials. ES-34 must be compliant with HMBP and HMUPA requirements, and the SFDPH and SFFD inspect ES-34 to ensure compliance with applicable regulations. As the previous use of the building was wholesale, hazardous materials may have increased as a result of the change in use. AAU compliance with applicable regulations, as described above, would minimize any risk associated with hazards and hazardous materials; therefore, the effects are not considered substantial.

Mineral and Energy Resources

There are no known mineral resources or designated locally important mineral resource recovery sites within the City. Therefore, no effects have occurred on mineral resources or mineral resource recovery sites as a result of the change in use of ES-34.

Tenant improvements at ES-34 associated with the conversion of data center/telecommunications space to AAU use did not require large amounts of energy, fuel, or water, nor were they atypical for normal renovation projects within San Francisco. AAU's compliance with all the requirements listed in the City's GHG Compliance Checklist is discussed in Greenhouse Gas Emissions, pp. 4-666 – 4-467. The GHG Compliance Checklist includes the City's Commercial Water Conservation Ordinance, which avoids water and energy waste. In addition, AAU's compliance with the City's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements ensures reductions in fuel and energy consumption associated with AAU's change in use.[1018] With the implementation of applicable requirements listed in the GHG Compliance Checklist for ES-34, no excessive or wasteful consumption of fuel, water, or energy resources has or would occur from the change in use.

As discussed in Transportation and Traffic, AAU provides shuttle service at ES-34. This reduces the number of trips by private car that could occur and, consequently, the amount of fuel that could be consumed.

For these reasons, the change in use at ES-34 has not resulted in the use of large amounts of energy, fuel, or water, or in the use of these resources in a wasteful manner.

Therefore, the change in use at ES-34 has not had a substantial effect on mineral and energy resources.

Agricultural and Forest Resources

ES-34 is designated "Urban and Built-up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program.[1019] The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, nor are there areas under Williamson Act contract. No forest land occurs on the site and the site is not zoned for agricultural

[1018] San Francisco Planning Department, Compliance Checklist Table for Greenhouse Gas Analysis, 466 Townsend Street, March 4, 2016.

[1019] California Department of Conservation, Regional Urbanized Maps, San Francisco Bay Area Important Farmland, 2012. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/trends. Accessed on April 20, 2016.

or forest land use. Therefore, the change in use at ES-34 has had no substantial effects on agriculture or forest resources.

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4.3. ARTICLE 10 OR ARTICLE 11 BUILDINGS

Alterations to Significant or Contributory buildings, City Landmarks, and buildings within Conservation and Historic Districts require a historic resource evaluation. Ten existing AAU properties are evaluated for effects to historic resources and require an Article 10 or 11 approval, including a Certificate of Appropriateness (COA) or Permit to Alter (PTA). Of these ten Article 10 or Article 11 buildings, five also require building permit, Conditional Use (CU) authorizations, legislative amendments, or all three, and are reviewed above in Section 4.2, Individual Site Assessment for all environmental topics: ES-20, 620 Sutter Street; ES-23, 491 Post Street; ES-27, 77 New Montgomery Street; ES-28, 180 New Montgomery Street; and ES-30, 58-60 Federal Street.

The remaining five buildings only require review by the Historic Preservation Commission for COAs or PTAs in relation to their historic architectural resources. These five are: ES-19, 680-688 Sutter Street; ES-21, 655 Sutter Street; ES-22, 625-629 Sutter Street; ES-25, 540 Powell Street; and ES-26, 410 Bush Street. As with other existing AAU sites, physical alterations to these existing buildings have been made as part of minor tenant improvements, and the effect of such improvements on the integrity of these buildings as historic resources is discussed below.

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4.3.1. 680 Sutter Street (ES-19)

Property Information

The 680 Sutter Street existing site (ES-19) is also called the "Edgar Degas Apartments" by the Academy of Art University (AAU).[1020] ES-19 is a 15,996-square-foot, six-story building constructed in 1918, and located on Sutter Street between Taylor and Mason streets in the Downtown/Civic Center neighborhood.[1021] Used as student housing, the building has a capacity of 28 group-housing units with 67 beds. The building also has a manager's office, a recreation room, and a courtyard. The site is Lot 004 in Assessor's Block 018.

Prior to AAU occupation in 1996, the building was owned by Roy Christie and used as multifamily residential apartments.[1022] The building has five floors above a ground-floor entryway level. AAU occupied the property in 1996 and currently uses the space for student apartments. The nearest AAU shuttle stop is located in front of 620 Sutter Street (ES-20), located on the same block and to the east of ES-19. The ES-20 shuttle stop is served by AAU shuttle bus routes D, E, G, H, I, and the Sutter Express.

ES-19 is in the C-3-G (Downtown General) Zoning District, a district having a variety of uses with Citywide functions. Single room occupancy housing and student housing are principally permitted uses in this district, as are institutional and retail sales uses. Hotel and motel uses require conditional use (CU) authorization. ES-19 is located in a 160-F height and bulk district.

Tenant Improvements and Renovations

AAU replaced a concrete deck fire escape with steel in 1996 and later remodeled a dry standpipe used in the building's fire suppression system in 2007. AAU repaired a roof soffit due to dry rot in 2005 and later replaced the roof in 2012. AAU performed various interior renovations to garbage shafts in 2010, and kitchens without building permit 2010 and 2012. AAU installed a projecting wall sign in 1983 and later removed the wall sign in 2010 with installation hardware/brackets left in place and painted over. AAU added an awning over the residential entry without a building permit in 2008. AAU replaced large arched windows with aluminum slider on the ground level in 1986.[1023] AAU replaced windows on the interior courtyard/west elevation (vinyl double-hung) without benefit of permit.[1024]

[1020] *2011 Institutional Master Plan*, p. 99.

[1021] Square footage, number of stories, cross streets, and year built information for all properties in Section 3.2 are from the San Francisco Information Map. Available online at http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/. Accessed on November 9 and 17, 2015.

[1022] *2011 IMP*, p. 99.

[1023] Building Permits obtained for the improvements and renovations at ES-19 are: BPA #9622494 (fire escape), #9707396 (dry standpipe), #200511158167 (soffit), #201212105826 (roof), #201201051753 and #201009070317 and #201201051753 (kitchens, permit never issued), #201010293992 (garbage shaft), #8302267 and #201003319388 (sign and sign removal), #200804089060 (awning, permit never issued), and #8600359 (windows).

[1024] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Required Project Approvals

A Major Permit to Alter (PTA) is required under San Francisco Planning Code (Planning Code) Article 11 to legalize or modify past building alterations performed without benefit of permit.

Building Description

The mid-rise apartment building at 680 Sutter Street (ES-19) was constructed in 1918. The building has an irregular plan with a short, recessed eastern wing and an interior open courtyard on the western elevation. A small open area is located at the rear of the property and the building is set flush to the sidewalk. Set on a rectangular, sloped lot the building's primary elevation fronts Sutter Street. The distinctive building was constructed in the Swiss Chalet Bungalow style and features reinforced concrete construction with a stucco façade. The six-story building is capped with a red clay tile, front gable roof with ornate brackets and exposed decorative rafter ends on the primary wing, while a flat roof with no eave tops the rear wing.

The first story on the primary wing features a non-original main entry with an arched transom and an arched window to the left, both with decorative keystones. Above the first floor is a projecting cornice line. Projecting bays with pairs of rectangular windows are located above the cornice on the second through fifth story with a centered fire escape stair. Centered under the gable is a large escutcheon. On the recessed eastern bay of the primarily elevation is a large wood door with glass lights and an ornate stone surround providing access to the residential units upstairs. A brick wall separates the entry way from the neighboring parking lot. The entry has been modified with the addition of a security gate and long awning, making the residential entry less visible from the street. Stacked above the residential entry are bay windows with a defining cornice line above and below the sixth story bay window. Window types visible on this elevation are original wood multi-light casement windows, and non-original vinyl double-hung, fixed windows and aluminum sliders.

Secondary elevations are visible on the north, east, and west elevations. The east elevation comprises two sections. The southern section has a column of the same projecting paired rectangular windows seen on the primary elevation. Adjacent to the projecting windows are two columns of single, rectangular windows, a design element that is replicated on the northern section of the east elevation. A smooth stucco finish on the southern section is present, while on the northern section board-formed concrete is visible underneath the stucco. The north elevation is divided into three bays with horizontal bands separating each story. The west and east bays have pairs of windows while the center bay has a single window. The west elevation is only visible from the street where it extends above the adjoining property. Board-formed concrete is visible as is one small window. Used throughout the secondary elevations are vinyl single-hung, wood multi-light casement, and fixed windows used in a variety of configurations.

The residential entry leads to a small lobby featuring decorative pilasters, marble floors, and a vaulted ceiling with decorative molding. A decorative railing and a marble fireplace are also present on the first floor. The building's upper floors have short hallways along an open, central courtyard. Original doors, frames, decorative picture rails, and base moldings are extant through the upper floors. The non-original commercial entry off Sutter Street, leads to a small office space that features a short interior stairway and open space bordered by individual rooms (for representative photographs refer to Photographs 149–150).

Photograph 148. 680 Sutter Street.

Photograph 149. 680 Sutter Street, perspective of the north elevation.

Photograph 150. Interior lobby of subject property.

Site History

In 1918, Conrad Alfred Meussdoffer constructed 680 Sutter Street for I. Goodfriend. Although little information was found about I. Goodfriend, he is presumed to be Isidor Goodfriend, the president and manager of the Goodfriend Hotel located on 245 Powell Street.[1025]

A San Francisco native, Meussdoffer began his career at the architectural firm of Salfield & Kohlberg in 1892.[1026] Three years later, in 1895, he partnered with Victor de Prosse before opening his own firm two years later in 1897. Early in his career, Meussdoffer designed a number of single-family residences in the Pacific Heights area, including 3016 Clay Street (1897), 3051 Clay Street (1902), 3320 Jackson Street (1906), and a pair of flats at 3353 and 3355 Jackson Street (1906). Meussdoffer later moved toward multi-family residences with some of his designs including 1925 Gough Street (1906), 2145 Franklin Street (1917), and 2100 Jackson (1923) among others.

After 680 Sutter was completed in 1918, the building changed ownership frequently. Goodfriend only owned the building through 1924, at which time it transferred to Ralph McLeran.[1027] T. Fahrenkrog acquired the building by 1934 but sold it that same year to the Panama Realty Company.[1028] Between 1935 and 1962, the building permits show several names listed under the owner or leasee including Hale Bros. Realty Company (1935), M. Rabonovitch (1948), Richard King (1960), and Don Faulkner and Associates (1962).

By 1965 the building was owned by Roy Christie, who retained the building until 1973. Christie is the last known owner prior to AAU occupation of the building in 1982.

California Register of Historical Resources Evaluation

680 Sutter Street is a contributor to the National Register of Historic Places (NRHP)-listed historic district, Lower Nob Hill Apartment Hotel Historic District (and is therefore an historical resource under CEQA). The property is also a contributing property in the Kearny-Market-Mason-Sutter Street Conservation District (KMMS). In addition to being listed in the NRHP and contributing to the KMMS, 680 Sutter Street appears eligible for the California Register of Historical Resources (CRHR) under Criterion 1, as an embodiment of multi-family residential development in the Nob Hill neighborhood during the post-1906 Earthquake and Fire Reconstruction period. The property is also eligible for the CRHR under Criterion 3, as an intact contributor to this historic district of multi-family residences. The property represents a distinctive example of an apartment building in the Nob Hill neighborhood with unique Swiss Chalet Bungalow-style details.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[1029] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must

[1025] Crocker Langley San Francisco Directory, 1916.
[1026] David Parry, "Conrad Meussdoffer, Architect," *Encyclopedia of San Francisco*, San Francisco Museum and Historical Society, 2003.
[1027] San Francisco Chronicle, Big Holdings Change Hands in S.F. Deals, April 12, 1924.
[1028] San Francisco Chronicle, Realty Firm Buys Sutter Apartments, March 24, 1934.
[1029] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15).

680 Sutter Street retains integrity and remains eligible as a contributor to the NRHP historic district and a CRHR-eligible historical resource. The period of significance is 1918 to 1940, with the end date corresponding with end of the historic district's period of significance.

Character-Defining Features Summary

Exterior

- Mid-rise height and irregular plan with short, recessed eastern wing and open courtyard on west elevation
- Site: set flush with the sidewalk
- Articulated storefront and recessed residential entryway to east
- Red-clay clad, front-gable roof with elaborate decorative brackets and exposed rafter ends on primary wing and flat roof with no eaves on rear (north) and east wing
- Short projecting bays on south and east
- Bold projecting cornice defining division between ground and upper stories
- Brick entrance wall; wood and glass entrance with ornate decorative trim
- Concrete construction and smooth stucco sheathing on exterior walls
- Large arched windows accented with decorative keystones
- Divided light, wood-casement windows on north, south, and east elevations
- Fire escape (south and north elevations)

Interior

- Spatial arrangement: short hallways along open central courtyard
- Original doors and frames
- Decorative picture rails and base moldings
- Vaulted lobby ceiling with decorative molding
- Decorative pilasters and marble floor in lobby
- Marble fireplace
- Decorative railing

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a Table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Fire Escape Platform and Balconette/Railing Removal: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Brackets: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Awning: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Window Replacements: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Fire Escape Platform and Balconette/Railing Removal: The project does not comply with Rehabilitation Standard No. 2. The original façade-length fire escape platform and railing balanced the vertical design composition of the building. These elements were distinctive, character-defining features for the property.

Brackets: The project does not comply with Rehabilitation Standard No. 2. The brackets are a remnant of a now-removed wall sign that had been installed in 1982 by AAU and removed by 2008. The brackets interrupt the smooth corner and the void between extending window bays. Additionally, the installation of these brackets, into the smooth stucco of the exterior walls, damaged historic fabric.

Awning: The project does not comply with Rehabilitation Standard No. 2. The awning obscures distinctive character-defining elements of the residence that were designed to be seen. These include: (1) the principal recessed entrance, (2) ground-floor windows along the eastern elevation, and (3) the brick wall marking the entrance porch. The awning installation also appears to have damaged the historic stucco surface and material around the main entry.

Window Replacements: The project does not comply with Rehabilitation Standard No. 2. Historic photographs of the building indicate that the original windows within the large arched openings on the ground-level were divided lights. The installation of the aluminum windows altered this original pattern, resulting in the removal of distinctive historic materials.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Fire Escape Platform and Balconette/Railing Rmoval: The project complies with Rehabilitation Standard No. 3.

Brackets: The project complies with Rehabilitation Standard No. 3. Given their size and utilitarian appearance, the brackets do not create a false sense of historical development.

Awning: The project does not comply with Rehabilitation Standard No. 3. Historic photographs indicate that the building did not have an awning over the primary entryway during the period of significance (1918–1940). The awning introduces a highly visible element on the façade that is not consistent with the historical appearance of the property.

Window Replacements: The project does not comply with Rehabilitation Standard No. 3. The non-original aluminum windows introduce an architectural element that is inconsistent with the original design and character of the building.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Fire Escape Platform and Balconette/Railing Removal: The project does not comply with Rehabilitation Standard No. 5. The original façade-length fire escape platform and railing balanced the vertical design composition of the building. These elements were distinctive, character-defining features of the property.

Brackets: The project does not comply with Rehabilitation Standard No. 5. The large mounting brackets were installed directly into historic wall finishes and materials. The project is likely to have resulted in damage to distinctive materials that characterize the property.

Awning: The project does not comply with Rehabilitation Standard No. 5. The non-original awnings obscure the distinctive character, configuration, and details of the entrance.

Window Replacements: The project does not comply with Rehabilitation Standard No. 5. The removal of original windows and installation of replacement windows resulted in the loss of distinctive features and materials that characterized the property.

Rehabilitation Standard No. 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Fire Escape Platform and Balconette/Railing Removal: The project does not comply with Rehabilitation Standard No. 6. Deteriorated features were replaced rather than repaired, and the character and appearance of the replacement features do not match those of the original features.

Window Replacements: The project does not comply with Rehabilitation Standard No. 6. The original windows were likely replaced because they were deteriorated and the project replaced rather than repaired them.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property.*

The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.

Fire Escape Platform and Balconette/Railing Removal: The project does not comply with Rehabilitation Standard No. 9. Original features were removed and not replaced in-kind to match the historic features in appearance, size, or proportions.

Brackets: The project does not comply with Rehabilitation Standard No. 9. The brackets interrupt the smooth corner and the void between extending window bays, which contribute to the character of the property. Additionally, the installation of these brackets has damaged the historic stucco.

Awning: The project does not comply with Rehabilitation Standard No. 9. The awning obscures the primary entryway, which both contributes to the historic character of the property and is important to its ability to convey its historic significance.

Window Replacements: The project does not comply with Rehabilitation Standard No. 9. The project resulted in damage to the original divided-light windows, which both contribute to the historic character of the property and are important to its ability to convey its historic significance.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Fire Escape Platform and Balconette/Railing Removal: The project complies with Rehabilitation Standard No. 10. Its removal would not permanently impair the essential form and integrity of the historic property.

Brackets: The project complies with Rehabilitation Standard No. 10. Although installation of the brackets may have resulted in damage to historic materials, its removal would not permanently impair the essential form and integrity of the historic property.

Awnings: The project complies with Rehabilitation Standard No. 10. Although installation of the awning may have resulted in damage to historic materials, its removal would not permanently impair the essential form and integrity of the historic property.

Window Replacements: The project complies with Rehabilitation Standard No. 10. Although installation of the new windows resulted in damage to historic materials, new windows can be installed that replicate the materials and window pane configuration of the original divided-light windows.

Article 11 Analysis

680 Sutter Street (ES-19) is a Category IV (Contributory) property within the Kearny-Market-Mason-Sutter Conservation District, adopted in 1985 and codified in Article 11, Appendix E, of the Planning Code. Both Article 11 and Appendix E describe review standards and requirements for the treatment of properties within Conservation Districts and the Kearny-Market-Mason-Sutter Conservation District. In general, the recommendations and design guidelines for Article 11

properties reflect a district-specific application of the *Secretary's Standards*, to ensure the protection and retention of the district's historic character and significance.[1030]

Design Standards for the Kearny-Market-Mason-Sutter Conservation District specify that awnings should not obscure character-defining features.[1031] In the case of the subject property, the awnings introduce an architectural feature that obscures the character-defining residential entrance and decorative surround with details that were designed to be seen.

Conclusion

The following recommended Conditions of Approval are suggested to facilitate bringing the building at 680 Sutter Street (ES-19) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

Recommended Condition of Approval, ES-19: HR-1, Awning. The awning and brackets shall be removed and any damaged material shall be repaired.

Recommended Condition of Approval, ES-19: HR-2, Windows. Non-original vinyl and aluminum windows shall be removed using the least invasive means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.

Recommended Condition of Approval, ES-19: HR-3, Restore Appearance and Proportions of Sixth-Story Fire Escape Platform, Balconette, and Railing. The original appearance and proportions of the fire escape's façade-wide platform, balconette and decorative railing at the sixth story shall be restored, using documentary evidence.

[1030] Planning Code, Article 11, Section 1111.6, Standards and Requirements for Review of Applications for Alterations.

[1031] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*. Historic Preservation Design Standards, June 2009, 7.

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4.3.2. 655 Sutter Street (ES-21)

Property Information

The 655 Sutter Street existing site (ES-21), also known as the Howard Brodie women's dormitory, is a 37,716-square-foot, six-story building constructed in 1912, and located on Sutter Street between Taylor and Mason streets in the Downtown/Civic Center neighborhood.[1032] As student housing, the building has a capacity of 61 group-housing units with 177 beds. The building also includes a manager's office, a painting studio room, a computer room, and lounge. The site is Lot 004 in Assessor's Block 018.

Prior to AAU occupation in 1991, the building was occupied primarily by various office uses, including medical offices, the American Institute of Wine and Food, and Paralegal Training and Resource Center. An unknown bar also occupied a portion of the building in 1986.[1033] The building has five floors above ground-floor storefront space. AAU obtained a change of use permit from office to group housing in 1999 and currently uses the space for group-housing rooms and retail. The nearest AAU shuttle stop is located in front of 620 Sutter Street (ES-20), located across the street from ES-21. The ES-20 shuttle stop is served by AAU shuttle bus routes D, E, G, H, I, and the Sutter Express.

ES-21 is in a C-3-G (Community Business) Zoning District, a district having a variety of uses with Citywide functions. Single room occupancy housing and student housing are principally permitted uses in this district, as are institutional and retail sales uses. Hotel and motel uses require conditional use (CU) authorization. ES-21 is located in an 80-130-F height and bulk district.

Tenant Improvements and Renovations

AAU performed seismic upgrades in 1996 and underpinning in 2002. AAU installed upgraded bathrooms including two Americans with Disabilities Act (ADA)-compliant toilets; installed a fire safety standpipe, sprinklers and a fire alarm; and constructed a minor office remodel in 1999, each to facilitate group housing use. AAU performed additional ADA compliance remodels including demolition of interior drywall and existing restrooms; kitchen upgrades for cafeteria/restaurant use; and expansion of fire safety system 2009. In response to a Notice of Violation (NOV), AAU performed light and ventilation improvements in the ground floor activity room without permit in 2010.[1034] AAU installed an electric illuminated wall sign in 2010. AAU applied black tiles and paint to the eastern storefront, installed security cameras, and added exterior lights along the rear of the building without benefit of permit.[1035]

[1032] Square footage, number of stories, cross streets, and year built information for all properties in Section 3.2 are from the San Francisco Information Map. Available online at http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/. Accessed on November 9 and 17, 2015.

[1033] *2011 IMP*, p. 83.

[1034] Building Permits obtained for the improvements and renovations at ES-21 are: BPA #201001255231 (wall sign, permit never issued), #200910148919 (kitchen fire sprinklers), #200910088599 (miscellaneous fire equipment), #200907011803 (ADA compliance), #200212193854 (underpinning), #200008167973 (fire standpipe), #9922424 (fire alarm), #9918635 (fire sprinklers), #9905902 (ADA bathroom upgrades); and #201010263778 (light and ventilation improvements in response to NOV #20105228, permit never issued)

[1035] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Required Project Approvals

A Major Permit to Alter (PTA) is required under San Francisco Planning Code (Planning Code) Article 11 to legalize or modify past building alterations performed without benefit of permit.

Building Description

The mid-rise building at 655 Sutter Street (ES-21) was constructed in 1912, originally as apartments; however the building was converted to use as an office building soon after and added commercial space on the first story by 1933. The building has a rectilinear massing and T-shape plan and is set flush to the sidewalk on a rectangular, sloped lot with its primary elevation fronting Sutter Street. The building was constructed in the Renaissance Revival style and features a brick and stucco façade. The six-story rectangular massing is composed of a tripartite design with an unornamented ground story, finer detailing through the middle stories, and elaborate ornamentation on the top story. The symmetrical façade is topped by a flat roof with a detailed ornamental cornice with modillions and dentils.

The primary elevation's tall first story features a centered, recessed main entry with storefronts on either side. Altered to its current configuration in 1962, the main entry is composed of a set of aluminum double-doors with side lights and a large transom above. The walls of the recessed entry are sheathed in marble and framed on the exterior by slim aluminum surround. Each storefront features large windows and a recessed entry. The eastern storefront was extensively altered in 1986 through the installation of the multi-light fixed window, and more recently with the addition of a black tiled bench and lighting above. Largely original, the western storefront uses a centered door with large window panes and signage above. Minimal ornamentation on the first story includes the scrolled brackets adjacent to the storefronts. A simple cornice line divides the first story from the upper stories. The middle stories are composed of a symmetrical fenestration pattern. Wood frame single-hung windows are used in pairs and individually throughout the elevation. Decorative spandrel panels are located between pairs of windows and the windows on the fifth story are arched. A detailed band separates the middle stories of the top story, which features ornamental pilasters. A metal fire escape is centered on the building. Secondary elevations are visible from the alley behind the structure. The rear section of the T-shape is constructed of brick with recessed windows. The flat roof is capped in a shallow copping at the eave line. The window types used include single-hung windows in a variety of configurations. A metal fire escape is located on the southern elevation.

The main entry leads to a small lobby, which features terrazzo floor tiles, mirrored walls, elevators, and staircase. The original design of the structure did include a lobby but not commercial spaces. Since its original construction however, the lobby has been configured several times, to include ground floor commercial spaces by 1933. The double-loaded corridor spatial arrangement of the upper stories appears to be intact, however, the original materials appear to have been largely replaced with drywall, metal doors, and carpeting (for representative photographs refer to Photographs 151–153).

Photograph 151. 655 Sutter Street.

Photograph 152. 655 Sutter Street, detail of main entry.

Photograph 153. 655-Sutter Street.

Site History

Frederick Herman Meyer designed the apartment building at 655 Sutter Street for H.O. Trowbridge and W.F. Perkins. According to the *San Francisco Chronicle* article, published 23 October 1913:

> The suites of apartments are arranged in two and three rooms, each having a private hall and bathroom. Wall beds will be placed in all apartments. The bathrooms are to have tiled floors and tiled wainscot, with recess tubs. Dining-rooms will be wainscoted and all the walls covered with selected papers. A spacious lobby will lend character to the house, and its finish, to be in keeping with this idea, will be in tiled floor, marble wainscots and a ceiling decorated with ornamental plaster.[1036]

Meyer (1876–1961), a San Francisco native, had no formal training when he joined the architecture firm of Campbell and Pettus in 1896.[1037] Two years later he was hired by the firm of Samuel Newsom and quickly became a partner. By 1902 Meyer had partnered with Smith O'Brien before opening his own office in 1908. Meyer was later appointed to design a plan for the construction of the Civic Center with John Galen Howard and John Reid, Jr. and the three would collaborate on the Auditorium for the 1915 Panama-Pacific International Exposition (now named the Bill Graham Auditorium). Along with the Exposition Auditorium, Meyer designed several notable buildings throughout the City, including 2480 Broadway (Pacific Heights residence, 1902), 116 New Montgomery (Rialto Building, 1906), 380 Eddy Street (Cadillac Hotel, 1906), 785 Market Street (Humboldt Bank Building, 1908), and 2375 Vallejo (residence, 1910).[1038]

655 Sutter was completed in 1913 and would have numerous owners and tenants over the following decades. As of 1946, the property was owned by Dr. Francis B. Quinn who by 1955 had converted the apartment building into an office building, primarily oriented toward medical offices. Quinn renovated the entrance and lobby in 1962 and owned the building until 1963 when ownership transferred to Neil Thompson. Subsequent owners included Anthony Martino and Gilmer Anselmo, T. Knight, Sutter Medical, and Draper Financial Corporation, which remodeled the western first floor

[1036] San Francisco Chronicle, Brick Apartments Near Completion, October 23, 1913.
[1037] David Parry, "Frederick H. Meyer, Architect," *Encyclopedia of San Francisco*, San Francisco Museum and Historical Society, 2002.
[1038] Ibid.

retail space in 1976. A number of tenants occupied spaces within the building including the American Institute of Wine and Food, Paralegal Training and Resource Center, and a bar that altered the eastern ground-level storefront and interior in 1986.

Since AAU took ownership of the building in 1999, AAU changed the use of the property from office to residential and completed multiple alterations including installation of a box sign and new lighting, and materials along the eastern ground-level storefront.

California Register of Historical Resources Evaluation

655 Sutter Street was evaluated for eligibility for the California Register of Historical Resources (CRHR) as part of the current study. In addition to being a contributing property in the Kearny-Market-Mason-Sutter Street Conservation District, 655 Sutter Street appears individually eligible for the CRHR under Criterion 1, as an exemplification of widespread multi-family construction in downtown San Francisco in the post-1906 Earthquake and Fire Reconstruction period. The property also qualifies under CRHR Criterion 3, as an excellent example of Renaissance Revival-influenced architecture in downtown San Francisco.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[1039] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15). 655 Sutter Street retains integrity and remains CRHR eligible. The period of significance is 1912, corresponding with the construction date of the property.

Character-Defining Features Summary

Exterior

- Mid-rise height and rectilinear massing and T-shaped building plan
- Site: set flush to sidewalk
- Tripartite design composition unornamented ground floor, finer detailing through middle floors, and elaborated ornamentation on top floor
- Flat roof with no overhanging eaves
- Brick and stucco exterior wall surfaces
- Detailed ornamental cornice with modillions and dentils
- Detailed spandrel panels between paired, mid-floor windows
- Ornamental pilasters on top story
- Decorative panels and scrolled brackets on ground level
- Wood frame single-hung windows

[1039] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

- Arched brick window openings on 5th floor
- Fire escapes (north and south elevations)

Interior

- Spatial arrangement: double-loaded corridor
- Interior stairway and railings

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a Table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Signage: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Signage: The project complies with Rehabilitation Standard No. 2. The illuminated wall sign that was installed over the primary entrance is generally compatible in scale and appearance, and does not obscure character-defining features.

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not negatively affect the historic character of the property.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Signage: The project complies with Rehabilitation Standard No. 3. The illuminated wall sign is clearly modern and does not result in a false sense of historical development.

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Signage: The project complies with Rehabilitation Standard No. 5. The installation of the illuminated wall sign resulted in minimal damage to historic wall materials, and the property retains the distinctive materials, features, and finishes that convey its historical significance.

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in minimal damage to historic wall materials, and the property retains the distinctive materials, features, and finishes that convey its historical significance.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Signage: The project complies with Rehabilitation Standard No. 9. The illuminated wall sign is generally compatible in scale and appearance, does not obscure character-defining features, and is clearly differentiated from the features that characterize the building.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Signage: The project complies with Rehabilitation Standard No. 9. The illuminated wall sign is generally compatible in scale and appearance, does not obscure character-defining features, and is clearly differentiated from the features that characterize the building.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Article 11 Analysis

In considering the sign's compliance with applicable Article 11 guidelines, the sign is located in an area that does not obscure character-defining features and is attached in a manner that should allow for its removal without adversely impacting the exterior of the building. However, although the sign is compliant with the SOIS, it includes elements that are not generally permitted under Article 11. Specifically, the sign is an internally illuminated box sign with a plastic lens, a sign type that is not permitted in Article 11 Conservation Districts.[1040] Further, the box sign is supplied electrical power

[1040] San Francisco Planning Department. *DRAFT Sign Controls, Planning Code Article 6*. General Planning Information, November 2012, 11.

via conduit that is directly attached to the decorative door surround and the face of the building, another design element that is not permitted for new signs.[1041]

The eastern, ground-level storefront was changed by AAU through the application of black tile, black paint, and installation wall-mounted lights after 1999. The storefronts are not considered character defining (they date beyond the period of significance and have not acquired significance in their own right). Added by 1933, the eastern storefront was further altered in 1985 by a previous tenant, resulting in the current window and entryway configuration. Although the changes completed by AAU involved non-character-defining elements (and therefore are outside the ordinary purview of the SOIS), Article 11 design guidelines for the Kearny-Market-Mason-Sutter (KMMS) Conservation District would still apply. Specifically, Article 11, Appendix E, Section 7 identifies certain general materials and colors to be used for contributing properties, including brick, stone, and concrete (simulated to look like terra cotta or stone), and traditional light-hued colors.

Conclusion

The following recommended Conditions of Approval are suggested to facilitate bringing the building at 655 Sutter Street (ES-21) into compliance with applicable Article 11 guidelines:

Recommended Condition of Approval, ES-21: HR-1, Signage. To bring the sign into compliance with Article 11 guidelines AAU shall remove the current sign using the gentlest means possible, repair the exterior wall surface as needed, and install a new sign that is indirectly illuminated as specified in KMMS Design Standards.

Recommended Condition of Approval, ES-21: HR-2, Paint. AAU shall repaint the dark storefront colors on the eastern storefront to lighter hues, in accordance with Article 11 guidelines.

[1041] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*. Historic Preservation Design Standards, June 2009, 3.

4.3.3. 625–629 Sutter Street (ES-22)

Property Information

The 625-629 Sutter Street existing site (ES-22) is a 26,322-square-foot, four-story building constructed in 1921, and located on Sutter Street between Taylor and Mason streets, in the Downtown/Civic Center neighborhood.[1042] The building has a capacity of 155 occupants (120 students and 35 faculty and staff members). The site is Lot 014 in Assessor's Block 297.

Prior to AAU occupation in 1968, the building was occupied by the June Terry School.[1043] The building has three floors above ground-floor storefront space. The site was an existing postsecondary educational institution, with no change in use during AAU occupation, which is currently used for classrooms, labs, art studios, offices, a gallery and a darkroom. The nearest AAU shuttle stop is located in front of 620 Sutter Street (ES-20), located across the street from ES-22. The ES-20 shuttle stop is served by AAU shuttle bus routes D, E, G, H, I, and the Sutter Express.

ES-22 is in the C-3-G (Downtown General) Zoning District, a district having a variety of uses with Citywide functions. Single room occupancy housing and student housing are principally permitted uses in this district, as are institutional and retail sales uses. Hotel and motel uses require conditional use (CU) authorization. ES-22 is located in an 80-130-F height and bulk district.

Tenant Improvements and Renovations

AAU completed fire sprinkler improvements, braced existing parapet walls, and constructed a new concrete floor slab in 1982. AAU demolished some interior partitions on the third and fourth floors in 1983. AAU performed exploratory demolition of non-structural concrete floor slab in the rear basement area in 1989. AAU repaired fire escape steps and installed gate improvements in 1992. AAU removed a barrier and installed a door and sinks to create an accessible darkroom. AAU installed a new fire alarm system, conducted barrier removal work, corrected egress doors and added or relocated accessible drinking fountains in 2010.[1044]

AAU performed certain work on awnings, signs, windows, stairways, fencing, and doors without benefit of permit. AAU installed three awnings in 1972 by permit, however the current awnings most likely have had the fabric replaced with an AAU logo without permit. AAU installed a double-sided protruding wall sign. AAU replaced windows on the second, third, and fourth floors, and some storefront windows have been removed and/or in-filled with plywood panels. AAU also added a metal stairway in the rear of the building and added glass metal doors at the landing to the metal

[1042] Square footage, number of stories, cross streets, and year built information for all properties in Section 3.2 are from the San Francisco Information Map. Available online at http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/. Accessed on November 9 and 17, 2015.
[1043] *2011 IMP*, p. 83.
[1044] Building Permits obtained for the improvements and renovations at ES-22 are: BPA #201010263774 (barrier removal, egress door correction, drinking fountains), #201004019443 (fire alarm system), #9724675 (darkroom barrier removal), #9519059 (reroofing), #9207785 (fire escape step repair), #8908246 (exploratory demolition), and #8307253 (interior partition demolition).

stair. AAU also added replacement doors on one-story addition. AAU also added a wood lattice fence.[1045]

Required Project Approvals

A Major Permit to Alter (PTA) is required under San Francisco Planning Code (Planning Code) Article 11 to legalize or modify past building alterations performed without benefit of permit.

Building Description

Constructed in 1921, 625–629 Sutter Street (ES-22) has a rectangular plan and is set flush to the sidewalk. Set on a rectangular, sloped lot the building has a primary elevation facing Sutter Street and a secondary elevation fronting the alley behind the building. The four-story building is a Spanish Colonial and Churrigueresque style, constructed in concrete and covered in stucco. The asymmetrical and balanced design has a defied western bay. The building is capped with a flat roof with a stepped parapet over the western bay and projecting eave with decorative brackets over the rest of the building.

The primary elevation features an elaborated, centered recessed main entry centered in the eastern portion of the building and surrounded by Churrigueresque detailing. On either side of the main entry is a storefront with a recessed entry and transom widows above that are currently boarded with plywood. A third storefront is located on the first story of the western bay. A cornice line divides the commercial first story from the upper stores. Four rectangular windows are spaced evenly across each story, one in the western bay and the other three spaced throughout the eastern portion. The windows on the eastern bay feature pediments and sidelights on the second story and surrounds on the fourth story. On the western bay, Churrigueresque ornamentation surrounds the second and third story windows, and a decorative surround and sea shell details are featured on the fourth story. A wide band with Churrigueresque details and recessed panels separate the third and fourth story. Window types used on the primary elevation include original wood and non-original aluminum double-hung, multi-light, large fixed storefront windows, and fixed transom windows. Noncontributing awnings have been added over the storefronts. A secondary elevation is visible from the alley. A metal stair provides access to the upper floors over the early one-story addition. Brick and board form concrete are visible on the elevation. Windows used in a variety of configurations include rectangular vinyl double-hung and casement windows (for representative photographs refer to Photographs 154–156).

[1045] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Photograph 154. 625–629 Sutter Street.

Photograph 155. 625–629 Sutter Street, detail of main entry.

Photograph 156. 625–629 Sutter Street.

Site History

625–629 Sutter Street was designed in 1921 by architects Samuel Lightner Hyman (1885–1948) and Abraham Appleton (1887–1981). Born in Honolulu, Hawaii, Hyman studied at the University of California in Berkeley, Columbia University in New York, and the *École des Beaux Arts* in Paris before returning to San Francisco. Appleton was a native of the San Francisco Bay Area and also studied architecture at the University of California Berkeley before establishing the firm of Hyman and Appleton in the early 1920s.[1046]

One of the firm's frequent clients was Laurence A. Meyers, a developer with whom they designed numerous buildings for, including: 302 Silver Avenue (Jewish Home for the Aged, 1923), 2100 Pacific Avenue (apartments, 1926), 1501 Divisadero Street (Sinai Memorial Chapel, 1938), 301 Leland Avenue (Visitation Valley School, 1937), and Portals of Eternity Mausoleum and Chapel (Hills of Eternity Memorial Park, 1934).[1047],

Prior to the development of these projects Meyers commissioned the firm to design the building at 625–629 Sutter in 1921. When it was completed four years later in 1925 the San Francisco Chronicle reported:

[1046] Daniella Thomson, "If You Don't Want to Find Anything, Don't Look Anywhere," *The Berkeley Daily Planet* March 26, 2010.
[1047] Bloomfield, Anne and Michael R. Corbett. *Uptown Tenderloin Historic District National Register of Historic Places Registration Form*, 2008.

The building, which is the workmanship of Samuel Lightner Hyman and Abraham Appleton, architects, is a new departure in store buildings, representing a rich, old Spanish structure appealing to the aesthetic rather than the commercial taste.[1048]

Ownership of the building changed frequently over the following decades with various improvements being undertaken by each occupant. Building permits indicate that as of 1929 the building was owned by F.M Gilberd, who in April of that year added a one-story addition to the rear. By October of 1929 D.R. Eisenbach was listed as the owner and ten years later in 1939, it was owned by S. Weisser. During the 1940s the American Red Cross and the U.S. Army leased the building.

The building was owned by Herbert W. and Barbara F. Richards by April of 1946 before it transferred again to new owners Walter & Ross in October of that year. By 1959, ownership of the building was under U.P. Channon. By the time the June Terry Finishing School leased space in the building in 1962, the building was owned by George B. McDonald. AAU eventually leased the building in 1968, and since that time they have completed a number of alterations to the building, most notably to the storefronts on the ground level of the main (north) elevation.

California Register of Historical Resources Evaluation

625–629 Sutter Street was evaluated for eligibility for the California Register of Historical Resources (CRHR) as part of the current study. In addition to being a contributing property in the Kearny-Market-Mason-Sutter Street Conservation District, 625–629 Sutter Street appears CRHR-eligible individually under Criterion 1, as an exemplification of widespread commercial development/recovery in downtown San Francisco in the post-1906 Earthquake and Fire Reconstruction period. The property also qualifies individually under CRHR Criterion 3, as an excellent example of Spanish Colonial/Churrigueresque commercial architecture in downtown San Francisco.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[1049] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15). 625–629 Sutter Street retains integrity and remains eligible for the CRHR. The period of significance is 1921, corresponding with the construction of the building

Character-Defining Features Summary

Exterior

- Four-story with a defined western bay featuring Churrigueresque ornament around the westernmost 2nd and 3rd floor windows; sea-shell details on the western 4th floor wall and a stepped parapet

[1048] San Francisco Chronicle, Three Stories Will Be Added, March 7, 1925.
[1049] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

- Churrigueresque detailing, articulated entryway
- Decorative pediments above the 2nd floor windows
- Decorative brackets
- Asymmetrical but balanced design composition
- Stucco and concrete wall surfaces
- Transom windows above ground-level storefronts
- Cornice diving the storefronts from the upper stories
- Original double-hung and steel casement windows on rear exterior

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a Table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Awnings: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Window Replacements: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Signage: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Awnings: The project does not comply with Rehabilitation Standard No. 2. The awnings obscure the transom windows and part of the storefronts, both of which are character-defining features and key design components of the overall building design.

Window Replacements: The project does not comply with Rehabilitation Standard No. 2. Historic photographs indicate that upper stories of the building displayed characteristic multi-light casement windows. These distinctive features were removed and replaced with primarily multi-light, aluminum-frame double-hung windows. The removal of the original windows resulted in the loss of distinctive materials and features that characterized the property.

Signage: The project does not comply with Rehabilitation Standard No. 2. The blade sign is attached to the building by two brackets located on the second floor, between the two easternmost windows. The sign interrupts the rhythm and design composition of the façade.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Awnings: The project does not comply with Rehabilitation Standard No. 3. Historic photographs indicate that the building did not have awnings during the period of significance. The awnings introduce a highly visible feature on the primary elevation that is not consistent with the historical character and appearance of the property.

Window Replacements: The project does not comply with Rehabilitation Standard No. 3. The altered windows introduce a feature on the primary elevation that is not consistent with the character of the historic windows.

Signage: The project does not comply with Rehabilitation Standard No. 3. The signage introduces a highly visible feature on the primary elevation that is not consistent with the historical character and appearance of the property.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Awnings: The project does not comply with Rehabilitation Standard No. 5. The awnings introduce highly visible, noncontributing features that obscure and detract from the property's distinctive materials and features, as well as its overall design.

Window Replacements: The project does not comply with Rehabilitation Standard No. 5. The installation of the current windows resulted in the loss of the historic materials and features that characterized the property.

Signage: The project does not comply with Rehabilitation Standard No. 5. The signage introduces highly visible, noncontributing features that obscure and detract from the property's distinctive materials and features, as well as its overall design. The installation of signage also appears to have involved damage to distinctive, historic materials and fabric (i.e., the smooth stucco finish of the façade).

Rehabilitation Standard No. 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Window Replacements: The project does not comply with Rehabilitation Standard No. 6. The original windows were likely replaced because they were deteriorated and the project replaced rather than repaired them.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property.*

The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.

Awnings: The project does not comply with Rehabilitation Standard No. 9. The awnings obscure the transom windows and portions of the storefronts, which both contribute to the historic character of the property and are important in its ability to convey its historic significance.

Window Replacements: The project does not comply with Rehabilitation Standard No. 9. The project resulted in damage to the original multi-light windows, which both contribute to the historic character of the property and are important in its ability to convey its historic significance.

Signage: The project does not comply with Rehabilitation Standard No. 9. The scale and proportion of the blade sign is not consistent with the character of the building and interrupts the rhythm of windows, obscuring them from view when approaching the building from the east or west. Further, the attachment of the sign has likely resulted in damage to the historic stucco on the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Awnings: The project complies with Rehabilitation Standard No. 10. Although installation of the awnings may have resulted in damage to historic materials, their removal would not permanently impair the essential form and integrity of the historic property.

Window Replacements: The project complies with Rehabilitation Standard No. 10. Although installation of the new windows resulted in damage to historic materials, new windows can be installed that replicate the materials and window pane configuration of the original multi-light windows.

Signage: The project complies with Rehabilitation Standard No. 10. Although installation of the blade sign may have resulted in damage to historic materials, its removal would not permanently impair the essential form and integrity of the historic property

Article 11 Analysis

The blade sign is currently attached to the building by two brackets located on the second floor between the two most eastern windows. The sign interrupts the rhythm of the windows and obscures them from view when approaching the building from the east or west. The fenestration pattern contributes to the asymmetrical but balanced design composition, which is considered a character-defining feature. Design Standards for the Kearny-Market-Mason-Sutter (KMMS) Conservation District not only discourages the placement of signs in places that obscure character-defining features, but also in location above the window sill of the first residential floor.[1050] The projecting blade sign is not currently compliant with either of these guidelines as it obscures the fenestration pattern of the building and extends above the sill of the first upper-level floor. Further, the sign appears to be an internally illuminated box sign with plastic lenses that is currently are powered by

[1050] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*. Historic Preservation Design Standards, June 2009, 5.

conduit, which is exposed and attached to the face of the building. Under Article 11 guidelines, illuminated box signs are not permitted and conduit must be concealed and never attached or left exposed to the face of the building, the sign structure, or the sign itself.[1051]

Although the awnings are compliant with aspects of the KMMS Design Standards, including being located within the frame of the storefront openings and not blocking the piers and lintels, the awnings currently obscure the transom windows, which are considered a character-defining feature. Per the KMMS Design Standards, awnings should not obscure transom windows or cover any of the architectural or character-defining features of a building.[1052]

Conclusion

The following recommended Conditions of Approval are suggested to facilitate bringing the building at 625–629 Sutter Street (ES-22) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

Recommended Condition of Approval, ES-22: HR-1, Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials replaced. If a new sign is to be installed, it shall follow the guidelines of the KMMS Design Standards and be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated.

Recommended Condition of Approval, ES-22: HR-2, Awnings. The current window awnings shall be removed using the least invasive means possible, with materials repaired and refinished to match existing. If new awnings are to be installed, they shall follow the guidelines of the KMMS Design Standards and be of a smaller scale such that they do not obscure the character-defining transom windows.

Recommended Condition of Approval, ES-22: HR-3, Windows. The non-original windows shall be removed using the gentlest means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.

[1051] San Francisco Planning Department, June 2009, 11-13.
[1052] San Francisco Planning Department, June 2009, 8.

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4.3.4. 540 Powell Street (ES-25)

Property Information

The 540 Powell Street existing site (ES-25) is a 30,900-square-foot, four-story building constructed in 1909, and located on Powell Street between Bush and Sutter streets, near Union Square in the Downtown/Civic Center neighborhood.[1053] The building has a capacity of 313 occupants (288 students and 25 faculty and staff members). The site is Lot 009 in Assessor's Block 285.

Prior to AAU occupation in 1977, the building was occupied by the San Francisco State College, the Erotic Art Museum, and a hotel.[1054] The building has four floors above a subterranean parking level. AAU converted the property in 1977 to a postsecondary educational institution and currently uses the space for classrooms, labs, art studios, offices, and an art store. The site is not individually served by any AAU shuttle routes. The nearest shuttle stop, 620 Sutter Street (ES-20), is two blocks west of ES-25 on Sutter Street.

ES-25 is in a C-3-R (Downtown Retail) Zoning District. The C-3-R Zoning District principally allows compact urban retail and consumer services uses, but also permits certain residential, institutional, and light industrial uses. The site is within the 80-130-F height and bulk district. ES-25 is within the Downtown Planning Area.

Tenant Improvements and Renovations

AAU removed a temporary wall and added a countertop in a kitchen in 1991. AAU installed two dome window awnings to the ground story in 1992. AAU performed emergency repairs to ceilings for water damage, and provided an Americans with Disabilities Act (ADA) accessible entrance and lift in 1998. AAU repaired sidewalks in 2003. AAU installed a wall sign in 1976 and an electric double-faced illuminated sign without a building permit in 2008. AAU painted wall signs in 2011 and later removed painted signs in 2015. AAU performed parapet stabilization work in 2011.[1055] AAU replaced second- and third-story windows on the Powell Street elevation and east (alley) elevation without permit. AAU also added security cameras and security bars on first story windows.[1056]

Required Project Approvals

A Major Permit to Alter (PTA) is required under San Francisco Planning Code (Planning Code) Article 11 to legalize or modify past building alterations performed without benefit of permit.

[1053] Square footage, number of stories, cross streets, and year built information for all properties in Section 3.2 are from the San Francisco Information Map. Available online at http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/. Accessed on November 9 and 17, 2015.

[1054] *2011 IMP*, p. 83.

[1055] Building Permits obtained for the improvements and renovations at ES-25 are: BPA #200804018449 (double-faced sign, permit never issued), #201105095675 and #201509247952 (painted sign and removal), #9214035 (awnings), #201106067509 (parapet), #200308061361 (sidewalk repair), #9812918 (ADA entrance), #9801788 (emergency ceiling repair), and #9122859 (temporary wall and counter).

[1056] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Building Description

Rectangular in plan and set flush to the sidewalk, 540 Powell Street (ES-25) was constructed in 1909 for the Benevolent and Protective Order of Elks. The four-story building occupies a rectangular, steeply sloped lot, with the primary elevation facing Powell Street and secondary elevation fronting Anson Place. The building also has a subterranean basement level.

Drawing on the Spanish Renaissance/Mission Revival styles, the building displays a symmetrical design composition and differentiated treatment of the ground story and upper stories. On the façade and visible secondary elevation, the primary design motif is the repeating use of arched wall openings, accented with decorative sills, dentil courses, and spandrel panels. The ground story generally consists of broad, unadorned expanses of smooth stucco-clad walls, punctuated with three large arched openings. A granite-clad base provides the foundation of the building the level of the sidewalk. The focal point of the ground story is the centered entry portico, flanked by two arched window openings. The center stories are characterized by a progression of attached columns and rows of double-hung windows, with ornamental detailing varying on each floor. The building is capped with a flat roof and stepped parapet, accented with scroll work and centered medallion, facing Powell Street.

The tall first story features a centered, recessed main entry adorned with marble. The main entrance appears to retain its original wood double-doors; the doors have beveled vertical windows, stylized metal sheeting at the bottom, and transom windows above. Arched windows trimmed with molded frames are located on either side of the main entry, which are partially covered by dome window awnings. A cornice line above the first story has a central large medallion. The second, third, and fourth story windows are framed with recessed panels, engaged Corinthian columns, and ornamental detailing. The windows are non-original vinyl and original wood double-hung on the upper stories, and original fixed and hopper wood-windows on the first story. A non-original glass and metal door in the southernmost corner of the façade leads to the basement.

Along Anson Street, the secondary elevation has a fire escape at the eastern end with various types of personnel doors and a wheelchair ramp on the first story. Windows on this elevation feature decorative sills, hood molds with keystones, and frames with keystones. Other decorative features include recessed panels and trim above the second floor. Rectangular and arched double-hung windows in a variety of configurations are displayed on the elevation. Similar to the façade, the windows on the second and third floors have been replaced with vinyl. Metal security bars have been added over the first story windows.

The main entry leads to a small lobby, with a hallway extending toward the rear (east) of the building. Each of the upper floors features a similar floor plan consisting of a narrow hallway bordered by classrooms on either side. Each floor is accessed via a curved wooden staircase or an original Otis elevator. The basement level has been altered through early partitions, which have divided what was originally an open floor plan. Character-defining features found within the interior spaces include original wood elements and accents such as doors, framing, and floors, as well as original wainscot, fireplaces with paneled chimneys, transom windows, light fixtures, coffered ceilings, and paneled walls (for representative photographs refer to Photographs 157–159).

Photograph 157. 540 Powell Street.

Photograph 158. 540 Powell Street, perspective of the north elevation.

Photograph 159. Interior lobby of subject property.

Site History

Construction of 540 Powell Street commenced with a ground-breaking ceremony in November 1908. The San Francisco Lodge, No. 3, Benevolent and Protective Order of Elks commissioned the building after its members raised $150,000 for the construction through the sale of stock.[1057] The Spanish Renaissance/Mission Revival-style building was designed by well-regarded and prolific San Francisco architect (and Elks lodge member), Alexander Aimwell Cantin. A native of New York, Cantin received his license to practice architecture in 1901 and remained in active practice for nearly half a century. His San Francisco and Bay Area commissions included numerous post-Reconstruction era buildings, as well as movie theaters, including the Del Mar Theater (San Leandro, 1941), Orinda Theater (Orinda, 1941), and State Theater (Red Bluff, 1946). In the post-World War II era, Cantin worked in partnership with his son, A. Mackenzie Cantin.

The *San Francisco Chronicle*, in an article published 2 October 1908, heralded the amenities and details of the new Elks building:

The basement will be fitted up as a jinksroom and ballroom, with heavy timbered beams, clinker brick walls and high wainscot. The demands of the social side of the lodge, which are exacting, will be met on the first floor, which is to be luxuriously furnished and arranged as a lounging room with nooks and cozy corners, a large dining room, billiard-rooms, library, writing-rooms, telephone and hat rooms and office. The second floor will be exclusively devoted to living-rooms with baths, as will be the front part of the third and fourth floors. In the rear of the third and fourth floors will be richly wainscoted to a height of twelve feet and the walls and ceiling will be decorated and topped by a grand dome. The furnishings throughout will be on a par with the style of the building itself, which will be used exclusively by the lodge as a club and for fraternal purposes and also for its numerous social functions.[1058]

Following its founding in 1876, BPOE Lodge No. 3 occupied several rented spaces in downtown San Francisco. At the time of the 1906 Earthquake and Fire, the organization was located at 223 Sutter Street; the building and lodge possessions were destroyed in the fire, with the exception of a few records. Upon completion of 540 Powell Street, the lodge began occupying its new home in March 1910,[1059] where it remained until 1924, when a growing membership hastened relocation to a new space at 450 Post Street.[1060]

By 1927, 540 Powell Street had been purchased by the University of California, which used the property as an extension space. A major remodel of the building took place in 1927, consisting of nearly $50,000 of work carried out by architect W.P. Stephenson; these alterations appear to have included the construction of classrooms. According to available building permits, the building's decorative, overhanging cornice line, which appears in historic photographs, was removed by the University of California in 1943. By circa 1970, San Francisco State College began occupying the building. Prior to the AAU's 1977 occupation of the property, a portion of the building was occupied by the Erotic Art Museum.

[1057] San Francisco Chronicle, Elks Will Build Magnificent Home, October 2, 1913.
[1058] San Francisco Chronicle, Elks Will Build Magnificent Home, October 2, 1913.
[1059] "The Lodge on the Cable Car Line," *Elks Bulletin*, San Francisco Lodge B.P.O. Elks #3, February 1998.
[1060] Michael Corbett, *Splendid Survivors: San Francisco's Downtown Architectural Heritage*. California Living Books, 1979, p164.

California Register of Historical Resources Evaluation

The subject property was evaluated for eligibility for the California Register of Historical Resources (CRHR). In addition to being a Category I contributing property in the Kearny-Market-Mason-Sutter Conservation District, 540 Powell Street appears to be individually eligible for the CRHR under Criterion 1, as an example of institutional architecture in downtown San Francisco in the post-1906 Earthquake and Fire Reconstruction period. The property also qualifies individually under CRHR Criterion 3, as an excellent example of the Spanish Renaissance/Mission Revival style applied to institutional/commercial architecture in downtown San Francisco.

In addition to meeting the applicable eligibility criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[1061] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling, and Association (each aspect is defined in National Register Bulletin 15).

540 Powell Street retains integrity and remains CRHR-eligible individually. The period of significance is 1909 to circa 1925.

Character-Defining Features Summary

Exterior

- Rectilinear massing and building plan
- Symmetrical design composition
- Set flush with sidewalk
- Four-story building capped with a flat roof and stepped parapet, accented with scroll work and a centered medallion
- Spanish Renaissance/Mission Revival ornamental program
- Attached colonnade of Corinthian columns on façade
- Arched window openings, trimmed with molded frames, and large original wood- frame windows
- Marble interior to entryway
- Granite base with smooth stucco-clad exterior
- Original main entry with wood double-doors, transom windows, beveled vertical windows and ornamental metal sheeting at bottom
- Original wood double-hung windows on ground-floor

[1061] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, National Register Branch, 1990.

Interior

- Original doors, transoms, frames and wainscot
- Ornate room/elevator
- Original Fire Escape sign
- Original wood floor
- Original light fixture and coffered ceiling in main hallway
- Paneled walls, decorative features on columns, and decorative railings in basement
- Curved wooden stairs in basement
- Original elevator
- Fireplaces with paneled chimneys
- Stage/performance space in basement

Secretary of the Interior's Standards Analysis

This section presents a description and analysis of all known alterations carried out by AAU on character-defining features and spaces for compliance with the *Secretary's Standards for Rehabilitation*. The analysis includes the applicable Standards for Rehabilitation for each given project. See Appendix HR for a Table presenting an analysis of the AAU alterations and their compliance with each of the Secretary's Standards.

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

Parapet Repair: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Projecting Blade Sign: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Barrel Window Awnings: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Security Cameras: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Window Replacements: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Hole cut into arched window: The project does not involve a change in use that resulted in major changes to distinctive materials, features, spaces, and spatial relationships, and therefore complies with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

Parapet Repair: The project does not comply with Rehabilitation Standard No. 2. The building's distinctive roof line and parapet are character-defining features that reflect its Spanish Renaissance/Mission Revival style. In its current location, the metal bar stabilizing the parapet interrupts and obscures the central medallion and changes the original appearance of the parapet and roofline.

Projecting Blade Sign: The project does not comply with Rehabilitation Standard No. 2. The building is historically significant for its architectural style, which includes a symmetrical design composition and delineation between the treatment of the ground story and upper stories. Given its location, the blade sign interrupts and detracts from the character of the façade. Given that the sign extends from the ground story to the upper story, it interrupts the vertical composition that characterizes the property.

Barrel Window Awnings: The project does not comply with Rehabilitation Standard No. 2. Historic photographs indicate that the property did not have window awnings during the period of significance (1909 to circa 1925). The large arched window openings on the façade are considered character-defining and representative of the building's Spanish Renaissance/Mission Revival Style. The barrel window awnings alter the shape and appearance of the character-defining wall openings and obscure the detailed, ornamental surrounds, which were designed and detailed to be seen.

Security Cameras: The project complies with Rehabilitation Standard No. 2. The security cameras are minimal in scale and appearance and do not unduly alter character-defining features, spaces, and spatial relationships that characterize the property.

Window Replacements: The project does not comply with Rehabilitation Standard No. 2. Historic photographs indicate that original windows on the primary and secondary elevations included multi-light casement windows. These original windows were removed and replaced with new windows that differ in appearance and function.

Hole cut into arched window: The project does not comply with Rehabilitation Standard No. 2, inasmuch as it involved the removal and replacement of original, distinctive materials that characterize the building.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Parapet Repair: The project does not comply with Rehabilitation Standard No. 3. The metal bar used to stabilize the parapet is clearly visible and not consistent with the historic character of the property.

Projecting Blade Sign: The project does not comply with Rehabilitation Standard No. 3. The projecting sign is highly visible and introduces a feature that is not representative of the property's historic significance, use, or character.

Barrel Window Awnings: The project does not comply with Rehabilitation Standard No. 3. The barrel window awnings are highly visible and introduce a feature that is not representative of the property's historic significance, use, or character.

Security Cameras: The project complies with Rehabilitation Standard No. 3. The security cameras are clearly modern and do not result in a false sense of historical development.

Window Replacements: The project does not comply with Rehabilitation Standard No. 3. Historic photographs indicate that the original windows on the primary and secondary elevation were multi-light and casement windows. Although the vinyl windows are composed of materials that are clearly modern, the double-hung window-frame configuration of the new windows introduces an element that is not consistent with the original design and character of the building.

Hole cut into arched window: Rehabilitation Standard No. 3 does not apply to this project (the removal of part of the window does not in itself create a false sense of historical development).

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Parapet Repair/Metal Brace: The project does not comply with Rehabilitation Standard No. 5. The installation of the metal bracing bar on the façade of the building interrupts and detracts from the distinctive materials, features, and design of the roofline parapet.

Projecting Blade Sign: The project does not comply with Rehabilitation Standard No. 5. Installation of the blade sign and mounting brackets has resulted in damage to/removal of original, character-defining wall materials, and the projecting sign interrupts and detracts from the distinctive features and design of the façade.

Barrel Window Awnings: The project does not comply with Rehabilitation Standard No. 5. Installation of the barrel window awnings was completed by attaching metal frames directly to decorative window surrounds, resulting in damage to/obstruction of the distinctive materials and features that characterize the property. The barrel window awnings obstruct views of the façade's character-defining window openings and their decorative detailing, changing the overall appearance of the distinctive materials and features.

Security Cameras: The project complies with Rehabilitation Standard No. 5. The installation of the security cameras resulted in nominal damage/obstruction to distinctive features and finishes.

Window Replacements: The project does not comply with Rehabilitation Standard No. 5. The project involved the removal of original multi-light and casement windows, which were examples of the distinctive materials, features, and craftsmanship that characterized the property.

Hole cut into arched window: The project does not comply with Rehabilitation Standard No. 5. The project resulted in damage to/removal of a character-defining window on the façade of the building.

Rehabilitation Standard No. 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Window Replacements: The project does not comply with Rehabilitation Standard No. 6. Rather than retaining and repairing character-defining windows, the original windows were removed and replaced with vinyl windows.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Parapet Repair: The project does not comply with Rehabilitation Standard No. 9. The parapet is an architectural feature that reflects the property's status an outstanding example of the Spanish Renaissance/Mission Revival Style. In its current location, the metal bar stabilizing the parapet interrupts and obscures the central medallion and changes the original appearance of the parapet and roofline. In addition, installation of the metal bar on the façade has likely resulted in damage to the historic wall materials that characterize the property.

Projecting Blade Sign: The project does not comply with Rehabilitation Standard No. 9. In its current location, the sign extends from the ground floor to the upper-story colonnade, interrupting the vertical design composition and overall character of the façade. In addition, the size and materials of the blade sign are inconsistent and incompatible with the historic character of the property.

Barrel Window Awnings: The project does not comply with Rehabilitation Standard No. 9. The large, arched window openings on the façade are considered character-defining and representative of the building's Spanish Renaissance/Mission Revival Style. The barrel window awnings alter the shape of the openings and obscure the detailed surrounds and windows behind them. In addition, the project has resulted in damage to/removal of distinctive materials through the attachment of the awning's metal frame directly to the decorative window surrounds.

Security Cameras: The project complies with Rehabilitation Standard No. 9. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and they are clearly differentiated from the features that characterize the building.

Window Replacements: The project does not comply with Rehabilitation Standard No. 9. Historic photographs indicate that the original windows on the primary and secondary elevations were multi-light and casement windows. The project involved the removal of original multi-light and casement windows, which were examples of the distinctive materials and craftsmanship that characterized the property.

Hole cut into arched window: The project does not comply with Rehabilitation Standard No. 9. The project resulted in damage to/removal of a character-defining window on the façade of the building.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Parapet Repair: The project complies with Rehabilitation Standard No. 10. Although installation of the metal stabilization bar may have resulted in damage to historic materials, its removal would not permanently impair the essential form and integrity of the historic property.

Projecting Blade Sign: The project complies with Rehabilitation Standard No. 10. Although installation of the blade sign may have resulted in damage to historic materials, its removal would not permanently impair the essential form and integrity of the historic property.

Barrel Window Awnings: The project complies with Rehabilitation Standard No. 10. Although installation of the awnings may have resulted in damage to historic materials, their removal would not permanently impair the essential form and integrity of the historic property.

Security Cameras: The project complies with Rehabilitation Standard No. 10. The security cameras are generally compatible in scale and appearance, they do not obscure character-defining features, and if removed, the essential form of the property would be unimpaired.

Window Replacements: The project complies with Rehabilitation Standard No. 10. Although the project resulted in the removal of original windows, the openings are intact and the essential form of the property has not been impaired by the installation of the vinyl windows.

Hole cut into arched window: The project does not comply with Rehabilitation Standard No. 10. The window was removed, so its essential form is no longer intact.

Article 11 Analysis

540 Powell Street (ES-25) is a Category I (Significant) property within the Kearny-Market-Mason-Sutter Conservation District, adopted in 1985 and codified in Article 11, Appendix E, of the Planning Code. Both Article 11 and Appendix E describe review standards and requirements for the treatment of properties within Conservation Districts and the Kearny-Market-Mason-Sutter Conservation District. In general, the recommendations and design guidelines for Article 11 properties reflect a district-specific application of the *Secretary's Standards*, to ensure the protection and retention of the district's historic character and significance.[1062]

In terms of signage, Article 11, Section 1111.6, *Standards and Requirements for Review of Applications for Alterations* states that

> an application for a business sign, general advertising sign, identifying sign, or nameplate to be located on a Significant or Contributory Building or any building in a Conservation District shall be subject to review by the HPC pursuant to the provisions of this Article. The HPC shall disapprove the application or approve it with modifications if the proposed location, materials, typeset, size of lettering, means of illumination, method of replacement, or the attachment would adversely

[1062] Planning Code, Article 11, Section 1111.6, Standards and Requirements for Review of Applications for Alterations.

> affect the special architectural, historical or aesthetic significance of the subject building or the Conservation District.[1063]

Additional guidance is provided in *Design Standards for Signage and Awnings in the Kearny-Mason-Market-Sutter Conservation District* (San Francisco Planning Department, June 2009). In addition, Article 11 indicates that signs within Conservation Districts are subject to *Article 6, Signs*. *Design Standards for Signage and Awnings in the Kearny-Mason-Market-Sutter Conservation District* states the following: "Methods of illumination: Ideally, all signs should appear to be indirectly illuminated. This is commonly achieved by installing an external fixture to illuminate the sign or by using a reverse channel halo-lit means of illumination."[1064] Similarly, for signs within Conservation Districts, Article 6 states that signs with internally illuminated box signs with glass or plastic lenses are not permitted, and signage above the architectural base of the building is not permitted.[1065]

Two alterations to 540 Powell Street carried out by AAU appear in noncompliance with Article 11 guidelines. These changes are the projecting wall sign and barrel-vault awnings on the façade.

In its current location, the projecting sign extends from the ground story to the upper story, interrupting the design composition of the façade. According to Article 11, buildings within the Kearny-Mason-Market-Sutter Conservation District typically exhibit a rectilinear massing, with aesthetic effect achieved through a differentiated, vertical design composition. 540 Powell Street exhibits these qualities and, in this way, contributes to the overall character of the Conservation District.

The Conservation District design standards discourage the placement of signs in such a way that character-defining features are obscured. In addition, the design standards discourage locating a project sign above the window sill of the first residential floor.[1066] The projecting blade sign obscures the vertical composition of the building and extends above the sill of the first upper-level floor. In addition, the sign appears to be an internally illuminated box sign with plastic lenses. Under Article 11 guidelines, illuminated box signs are not permitted.[1067]

In terms of the barrel-vault awning, the Design Standards specify that awnings should not obscure character-defining features.[1068] In the case of the subject property, the awnings introduce an architectural feature that obscures character-defining window openings and decorative surrounds and details that were designed to be seen.

Conclusion

The following recommended Conditions of Approval are suggested to facilitate bringing the building at 540 Powell Street (ES-25) into compliance with the Secretary of the Interior's Standards and applicable Article 11 guidelines:

[1063] Planning Code, Article 11, Section 1112.c.
[1064] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*, June 2009, p. 3.
[1065] San Francisco Planning Department. *DRAFT Sign Controls, Planning Code Article 6*. General Planning Information, November 2012, 11.
[1066] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*. Historic Preservation Design Standards, June 2009, 5.
[1067] Ibid, 11-13.
[1068] Ibid, 7.

Recommended Condition of Approval, ES-25: HR-1, Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials and surrounding details and finish restored. If a new sign is to be installed, it shall be placed in a location on a secondary elevation that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated per Article 11 and Article 6 guidelines.

Recommended Condition of Approval, ES-25: HR-2, Awnings. The barrel window awnings shall be removed in the least invasive manner possible, to avoid damaging adjacent historic fabric, and the appearance of the original windows/features restored per documentary evidence. Materials shall be repaired and refinished to match existing.

Recommended Condition of Approval, ES-25: HR-3, Parapet. For the parapet repair to be brought into SOIS compliance, the steel reinforcement bars shall be removed and replaced with supports that have minimal visual impacts to character-defining features, such as the central emblem. The appearance and materials of the parapet shall be repaired and restored using documentary evidence, and wall materials shall be patched and refinished to match existing.

Recommended Condition of Approval, ES-25: HR-4, Windows. Nonoriginal vinyl windows shall be removed in the least invasive manner possible, to avoid damaging adjacent historic fabric, surfaces, or materials. Using documentary evidence or extant original windows, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames. Similarly, the altered original window on the façade shall be replaced and its original character/appearance restored.

4.3.5. 410 Bush Street (ES-26)

Property Information

The 410 Bush Street existing site (ES-26) is a 43,557-square-foot, three-story building constructed in 1913, and located on Bush Street between Kearny Street and Grant Avenue, near St. Mary's Square in the Chinatown neighborhood.[1069] The building has a capacity of 264 occupants (229 students and 35 faculty and staff members). The site is Lot 007 in Assessor's Block 270.

Prior to AAU occupation in 1994, the building appeared to have been occupied by the several office tenants including a San Francisco branch of the United Way.[1070] The building has two floors above ground-floor parking and office space. AAU converted the property in 1994 to a postsecondary educational institution and currently uses the space for classrooms, labs, art studios, offices, and a gallery. The site is not individually served by any AAU shuttle routes.

ES-26 is in a C-3-O (Downtown Office) Zoning District. The C-3-O Zoning District principally permits office and institutional uses with some related retail and service uses. The height and bulk district is 80-130-F. ES-26 is located within the Downtown Planning Area.

Tenant Improvements and Renovations

AAU applied for sign permits in 1994, renewed its sign permits in 2005 and later removed two painted wall signs and a projecting wall sign in 2010. AAU added sheetrock to the third floor and closed an end of open ceiling/wall in a sculpture room in 1997. AAU installed an Americans with Disabilities Act (ADA) accessible bathroom, fire alarm system, a kiln, and other life safety upgrades in 1998 and 1999. In response to a notice of violation (NOV), AAU performed fire safety upgrades to install roof ducts connected to an exhaust fan and supply fan, install metal staircase, handrail, light well, and fire alarm in 2009. AAU replaced windows on the east (alley) elevation in 2010. AAU replaced two existing kilns and a minor adjustment to a 1-hour passageway in 2010. In response to an NOV, AAU performed additional fire safety improvements to remove obstructions to fire alarm and exit egress, obtain a permit for kilns, and provide basement egress in 2011. AAU installed new fire sprinklers in 2011 and performed additions to its fire alarm system in 2014.[1071]

AAU also added a box sign attached to a perimeter fence without a building permit. AAU also added a security camera in the main entryway, painted exterior tile panels, and added black tile to a planter

[1069] Square footage, number of stories, cross streets, and year built information for all properties in Section 3.2 are from the San Francisco Information Map. Available online at http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/. Accessed on November 9 and 17, 2015.

[1070] *2011 IMP*, p. 77.

[1071] Building Permits obtained for the improvements and renovations at ES-25 are: BPA #9494295 and #9494294 (signs), #200512130163 and #200511218690 (sign permit renewal), #201006033730 and #201003228698 (wall sign and painted sign removal), #9725277 (sheetrock and sculpture room work), #9802789 (ADA bathroom), #9820053 (fire alarm), #9820053 (kiln), #9904994 (life safety upgrade), #200904297343 and #200909177038 (Notice of Violation [NOV] #20099980), #201007297763 (kiln replacement and 1-hour passageway adjustment), #201104083776 (second response to NOV), #201105035268 (fire sprinklers), #201404012209 (fire alarms), and #201008098351 (windows).

to create a bench.[1072] A metal gate was installed by AAU across St. George Alley at Pine Street, limiting access to the alley by others.

Required Project Approvals

A Major Permit to Alter (PTA) is required under San Francisco Planning Code (Planning Code) Article 11 to legalize or modify past building alterations performed without benefit of permit

Building Description

Originally designed as a parking garage, 410 Bush Street (ES-26) is a 1913 concrete building redesigned and remodeled as an International Style-inspired office building in 1946. The building is rectangular in plan and set flush to the sidewalk. It occupies a long rectangular, sloped lot that runs the length of the City block, extending along St. George Alley north to Pine Street. The primary elevation faces Bush Street. The building is capped with a flat roof, terminating in shallow copping along the roofline. Spanning the façade, a cantilevered, unadorned wall projection divides the ground-floor entrance and windows with the smooth stucco-clad walls on the top stories. Characteristic of the style, the structure features smooth, unornamented wall surfaces with minimal detailing.

On the first floor, the primary elevation consists of a recessed storefront entrance, with full-length aluminum-framed windows and paired entrance doors, in the western portion of the facade. Two smooth, stucco-clad piers flank the storefront and entrance. On the southeast corner of the building are recessed panels clad in decorative tile (based on historic Photographs, the tiles appear to have been glazed and possibly earth-toned in color; the tiles were painted over at an unknown date). Directly above the first story is a boxed overhang, which turns the corner and partly extends along the secondary elevation in the alley. The second and third stories are clad in smooth with no fenestration.

The smooth-stucco sheathing of the primary elevation extends on the side (eastern) elevation partially, approximately one bay deep. On the east elevation, the first floor displays ribbon windows on the first and second stories, with each set enclosed by a stucco-clad frame. East elevation fenestration generally consists of single, rectangular, flushed casement windows and aluminum sliders. Exterior walls along the eastern and northern (rear) elevation, facing Pine Street, display traces of board-formed concrete stucco with no fenestration. The rear elevation along Pine Street has a one-story portion featuring three roll-up doors of varying sizes and a mansard roofline. The traces of board-formed concrete are visible throughout the rear elevation. A metal chain-link fence restricts access to the roll-up doors from Pine Street (for representative photographs refer to Photographs 160 and 161).

[1072] Academy of Art University, Memorandum to SWCA: Alteration Chronologies, February 2, 2016.

Photograph 160. 410 Bush Street.

Photograph 161. Pine Street elevation of subject property.

Site History

According to building permits on file with the San Francisco Planning Department, 410 Bush Street was initially designed and constructed in 1915 as the St. George Garage.[1073] This date falls within the era of rapid, post-fire construction within the Kearny-Market-Mason-Sutter Conservation District, with most of the district's architecturally significant buildings constructed between 1907 and 1918. Made of reinforced concrete and rising 41 feet, the building was commissioned by Charles F. Haulou. San Francisco architects the O'Brien Brothers, Inc. constructed the property at a cost of $25,000 in early 1915, with additional structural work carried out by the O'Brien Brothers in July 1915. The O'Brien Brothers completed numerous commissions in San Francisco, with a focus on commercial and automobile-related designs in the 1910s and 1920s. By 1933 and into the early 1940s, the property, now owned by the Grant Company, continued operating as a garage. All floors of the building, including the basement, were originally used for parking.

[1073] Building Permit 60670.

In the immediate postwar period, in 1946/1947, the St. George Garage was converted to office space by the Westinghouse Electric Company.[1074] The early twentieth-century appearance and features of the building were replaced, and the façade underwent a $150,000, Mid-Century Modern make-over by San Francisco architect Albert F. Roller, in collaboration with contractors Barrett & Hilp.

A native of San Francisco, Roller (1891–1981) worked in the offices of Coxhead & Coxhead, Ward & Blohme, among others, before opening his own practice in 1926. Roller's many commissions in San Francisco include 100 California Street (Bethlehem Steel Building, 1959), completed by Roller and Welton Becket in 1959, 444 Taylor Street (National Broadcasting Company Studios, 1941), 1111 California Street (Masonic Auditorium, 1958), and 155 Hayes Street (AAA Building, 1959).[1075] In the postwar period, Roller served on the San Francisco Redevelopment Agency between 1951 and 1953, as well as the San Francisco Art Commission between 1955 and 1958.[1076] According to the *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*, Roller is recognized as a master architect in San Francisco.[1077]

As presented in *Architect and Engineer* in November 1949, "The Westinghouse Electric Corporation's new three-story building at 410 Bush Street in San Francisco now provides a thoroughly modern, centrally located, office headquarters for the company's engineering sales and executive personnel… The new quarters affords ample space to meet current and immediate future office space requirements and fills a long need for consolidation in one downtown, central location."[1078] Following the remodel, the building spanned approximately 40,000 square feet, with the 40-foot storefront facing Bush Street.

By 1967, the property was owned and occupied by Commercial Union Insurance Group, which remained in the building through at least 1975. At the time of the 1978 San Francisco Architectural Quality Survey, 410 Bush Street still retained signage for Commercial Union Company and appeared to be for sale at the time. Until AAU occupied the property in 1994, a variety of tenants appear to have occupied its office space, including a San Francisco branch of the United Way, which operated in the building from the early 1980s until 1994.

California Register of Historical Resources Evaluation

As part of the San Francisco Architectural Heritage Survey, 410 Bush Street (ES-26) was classified as "Category D, Minor or No Importance." The building is also classified as an "Unrated Building" within the Article 11 Kearny-Mason-Market-Sutter Conservation District, adopted in 1985. As of 2015, the property does not appear to have been subject to further survey or evaluation.

Although 410 Bush Street possesses a number of character-defining features typical for a low-rise International Style commercial property, the property does not appear to meet the eligibility criteria established in the *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic*

[1074] Building Permit 93411; *The Architect and Engineer*. November 1949, p. 15.
[1075] City and County of San Francisco Planning Department, *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*. San Francisco Planning Department, 2011, p. 261.
[1076] San Francisco Chronicle, Albert F. Roller, obituary, July 13, 1981.
[1077] *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*, p. 261.
[1078] Architect and Engineer, New Westinghouse Building, San Francisco, Albert F. Roller, Architect, Barrett & Hilp, General Contractors, November 1949, p. 15.

Context Statement. In terms of significance on the basis of architectural design, eligibility at each level is reserved for buildings reflecting a "notable full expression of the International Style."[1079] As an early twentieth-century garage remodeled to an International Style office building, the design and character-defining features reflecting this association are relatively modest and not a full expression but rather one driven by the extant property.

The evaluation also considered potential CRHR eligibility for the property's embodiment of a significant era/pattern of commercial development in downtown San Francisco. Available evidence did not suggest that the property meets CRHR criteria for this association. The building was not the first San Francisco office of Westinghouse Electric; the renovation of the garage was completed to consolidate the company's personnel in a single location.[1080] The property also does not appear to possess any other direct associations with a significant event or pattern of events, or persons. Therefore, the property appears ineligible for the CRHR as an individual resource. However, 410 Bush Street is considered to be of interest to local planning (California Historic Resources Code 6L), as a notable remodeling project by master architect Albert Roller and as an example of a low-rise International Style commercial property in downtown San Francisco.

Although 410 Bush Street does not appear individually eligible for the CRHR, it falls within the Kearny-Market-Mason-Sutter Conservation District and is therefore subject to its provisions. The alteration history for the building, along with available building permits on file with the San Francisco Planning Department, is described below, followed by a discussion of compliance with Article 11 and its provisions for Category IV buildings.

Article 11 Analysis

410 Bush Street is a Category V (Unrated) property within the Kearny-Market-Mason-Sutter Conservation District, adopted in 1985 and codified in Article 11, Appendix E, of the Planning Code. Both Article 11 and Appendix E describe review standards and requirements for the treatment of properties within Conservation Districts and the Kearny-Market-Mason-Sutter Conservation District. In general, the recommendations and design guidelines for Article 11 properties reflect a district-specific application of the *Secretary's Standards*, to ensure the protection and retention of the district's historic character and significance.[1081]

Article 11 defines five levels of properties within Conservation Districts: Categories I and II ("Significant Buildings"), Categories III and IV ("Contributory Buildings"), and Category V ("Unrated"). Each level is subject to varying types of design review. For Category V buildings within Conservation Districts, "all major exterior alterations…shall be compatible in scale and design with the District as set forth in Sections 6 and 7 of the Appendix which describes the District."[1082]

Guidance and requirements for changes to Article 11 Conservation District properties are also provided in *Design Standards for Signage and Awnings in the Kearny-Mason-Market-Sutter Conservation District* (San Francisco Planning Department, June 2009) and *Article 6, Sign Controls*

[1079] *San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement*, p. 178.
[1080] Architect and Engineer, November 1949, p. 15.
[1081] Planning Code, Article 11, Section 1111.6, Standards and Requirements for Review of Applications for Alterations.
[1082] Planning Code, Article 11, Section 1111.6.d.

(San Francisco Planning Department, November 2012). Article 11 indicates that signs within Conservation Districts are subject to *Article 6, Signs*.

Two alterations to 410 Bush Street involve changes for which applicable design requirements provide guidance. These changes are the projecting, illuminated wall signs on the façade and rear elevation and black and red painted recessed tile panels on the primary and east elevations.

In terms of signage, Article 11, Section 1111.6, *Standards and Requirements for Review of Applications for Alterations* states that

> "an application for a business sign, general advertising sign, identifying sign, or nameplate to be located on a Significant or Contributory Building or any building in a Conservation District shall be subject to review by the HPC pursuant to the provisions of this Article. The HPC shall disapprove the application or approve it with modifications if the proposed location, materials, typeset, size of lettering, means of illumination, method of replacement, or the attachment would adversely affect the special architectural, historical or aesthetic significance of the subject building or the Conservation District."[1083]

The Historic Preservation Design Standards established by the San Francisco Planning Department for signage and awnings within the Kearny-Market-Mason-Sutter Conservation District offer the follow guidance and requirements for signs: "Methods of illumination: Ideally, all signs should appear to be indirectly illuminated. This is commonly achieved by installing an external fixture to illuminate the sign or by using a reverse channel halo-lit means of illumination" and "All conduit required for all new signage must be concealed and may never be attached or left exposed on the face of the building, the sign structure, or the sign itself."[1084]

Article 6 establishes the following requirements for signs within Conservation Districts: signs with internally illuminated box signs with glass or plastic lenses are not permitted. In addition, signage above the architectural base of the building are not permitted.[1085]

The projecting box signs located on the façade (south) and rear (north) elevations of 410 Bush Street are inconsistent with current guidelines and requirements for signage within the Kearny-Market-Mason-Sutter Conservation District. The signs appear to be internally illuminated box signs with plastic lenses; on the façade, the sign is supplied power via conduit, which is currently exposed and attached to the face of the building. Under Article 11 guidelines, illuminated box signs are not permitted, and conduit must be concealed, rather than attached to and/or exposed on the face of the building, the sign structure, or the sign itself.[1086]

Article 11, Appendix E, Section 1117(3), "Materials and Colors," states that "traditional light colors should be used [in the Kearny-Market-Mason-Sutter Conservation District] in order to blend in with the character of the district." Based on historic Photographs, the recessed tile panels on the façade

[1083] Planning Code, Article 11, Section 1112.c.
[1084] San Francisco Planning Department. *DRAFT Design Standards for Signage & Awnings in the Kearny-Mason-Market-Sutter Conservation District*, June 2009, p. 3.
[1085] San Francisco Planning Department. *DRAFT Sign Controls, Planning Code Article 6*. General Planning Information, November 2012, 11.
[1086] San Francisco Planning Department. *DRAFT Sign Controls, Planning Code Article 6*. General Planning Information, November 2012, 11-13.

and east elevation appear to have been glazed tile (rather than overpainted tile). The current paint colors of these tile panels are black and red, which appears to be inconsistent with current guidelines for the Conservation District.

Conclusion

The following recommended Condition of Approval is suggested to facilitate bringing the building at 410 Bush Street (ES-26) into compliance with applicable Article 11 guidelines:

Recommended Condition of Approval, ES-26: HR-1, Signage. The exterior signs on the façade (south) and rear (north) elevations do not appear to comply with current guidance for signage within Conservation Districts. To bring the signage into compliance AAU shall remove the project box signs, repair/patch and refinish the exterior wall to match existing in materials and appearance, and install a new sign that is indirectly illuminated as specified in applicable guidelines for signage in Article 11 Conservation Districts.

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5. LIST OF PREPARERS

5.1. ESTM AUTHORS

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

Environmental Review Officer:	Sarah Jones
Planning Coordinator:	Chelsea Fordham
Senior Environmental Planner:	Rick Cooper
Environmental Planner:	Jenny Delumo
Transportation Planner:	Manoj Madhavan
	Susan Mickelson
Current Planner:	Mary Woods
	Tina Chang
Historic Preservation Planner:	Shelley Caltagirone

5.2. ESTM CONSULTANTS

SWCA/Turnstone Consulting
330 Townsend Street, Suite 216
San Francisco, CA 94107

Project Manager:	Barbara Sahm
Deputy Project Manager:	Ian Todd
	Debi Howell-Ardila
	Liz Haines
	Juliana Lehnen
	Natalie Loukianoff
	Debbi Smith
	Linda Tucker Burfitt
	Steven Treffers
	Shayne Watson

CHS Consulting Group
220 Montgomery Street, Suite 346
San Francisco, CA 94104

Chi-Hsin Shao
Migi Lee

Environmental Science Associates, Inc.
550 Kearny Street, Suite 800
San Francisco, CA

Tim Rimpo
Stan Armstrong

5.3. ACADEMY OF ART UNIVERSITY

Academy of Art University
77 New Montgomery Street
San Francisco, CA 94105

Dr. Elisa Stephens, President
Joan Bergholt, Vice President, Institutional Effectiveness

Morrison Foerster
425 Market Street
San Francisco, CA 94105

Zane Gresham, Esq.
Corinne Quigley, Esq.

APPENDIX TDM:

Transportation Demand Management

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SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

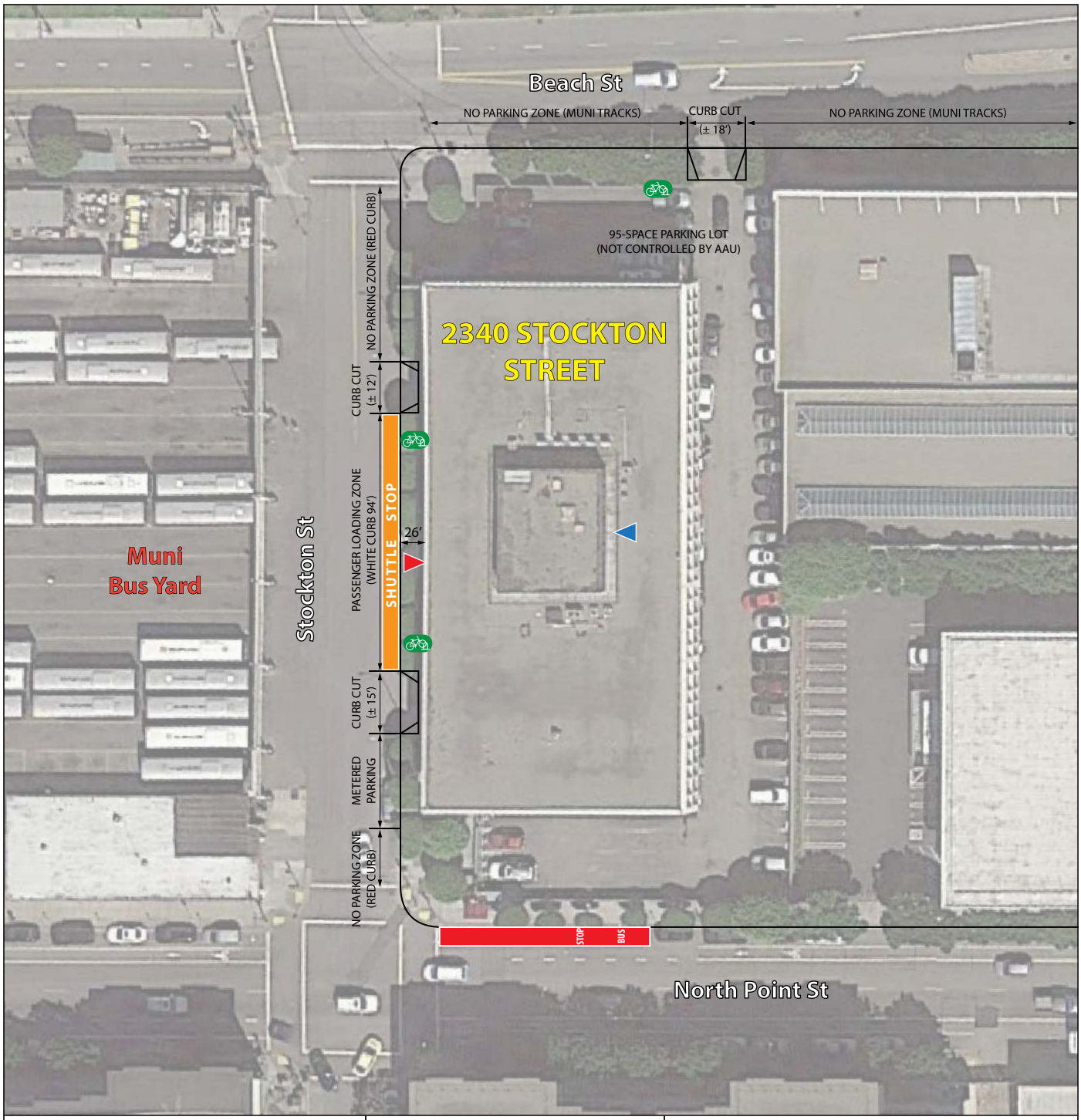
Academy of Art University (AAU) Facilities Draft Transportation Management Plan (TMP)

1. Introduction

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

2. AAU Existing Sites

The following figures represent the existing transportation conditions for the 23 AAU sites that were required to obtain a change of use permit and were studied within the Existing Site Technical Memorandum (ESTM). This memorandum provides the individual, site-specific discussions of environmental effects associated with the unauthorized changes in use for the 23 existing sites requiring approval of legislative amendments, CU authorizations, and/or building permits. The following AAU site figures provide existing shuttle stop locations and bus lines, commercial loading passenger loading zones, bicycle parking location, and building pedestrian access.



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Not Required	AAU: 32 Class II Spaces	D (30 min), E (30 min)

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

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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

Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Not Required	AAU: 14 Class II Spaces	Shuttle Service Discontinued as of April 18, 2016

Class II AAU Bicycle Parking Location
Primary Pedestrian Access
Secondary Pedestrian Access
Shuttle Stop Location (Nearest Stop at Beach Street/ Jones Street)

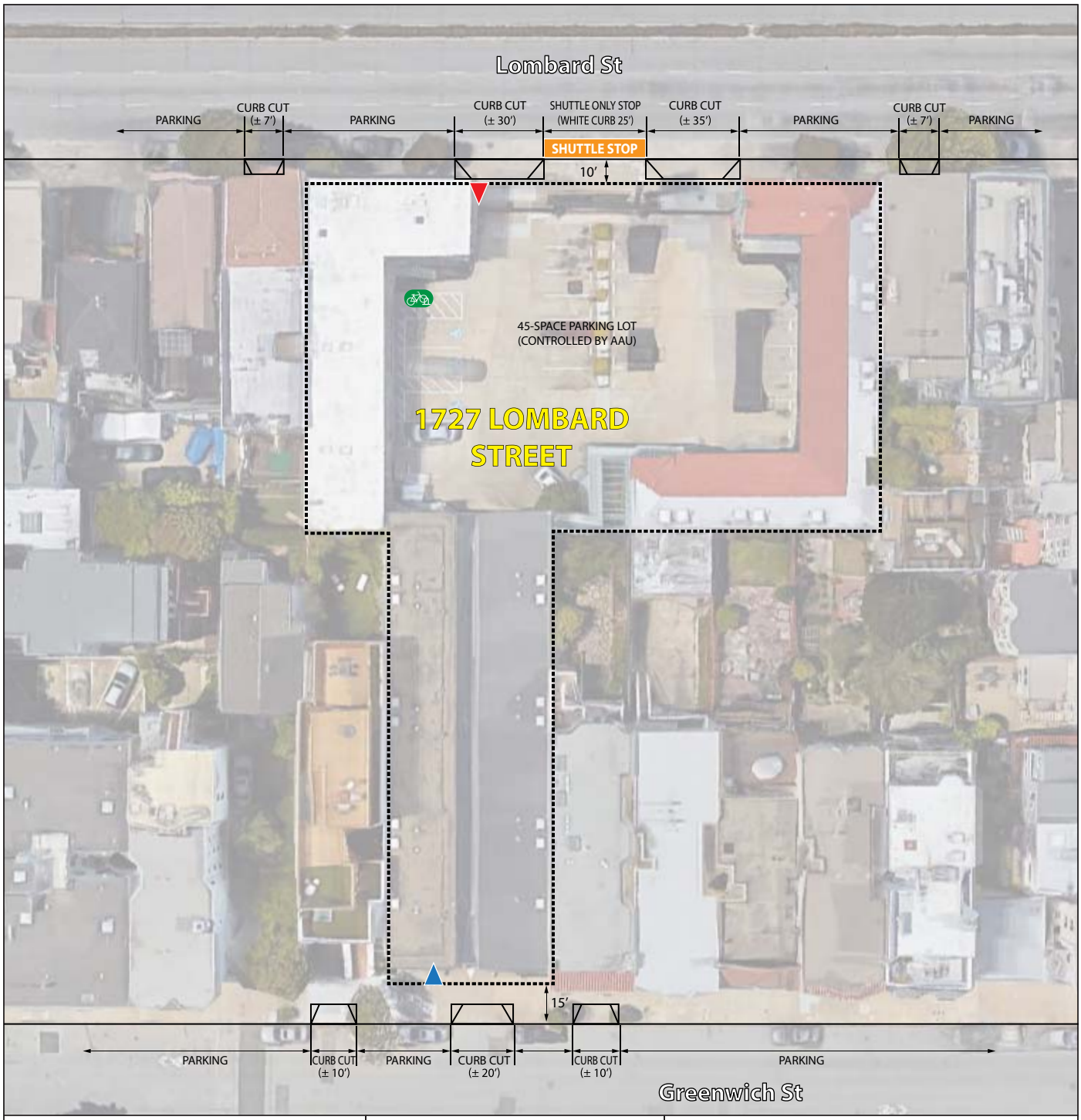
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 2 - ES-2: 2295 TAYLOR ST SITE DIAGRAM EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Class I: 20 Class II: 3	AAU: 16 Class II Spaces	M (20 min)

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

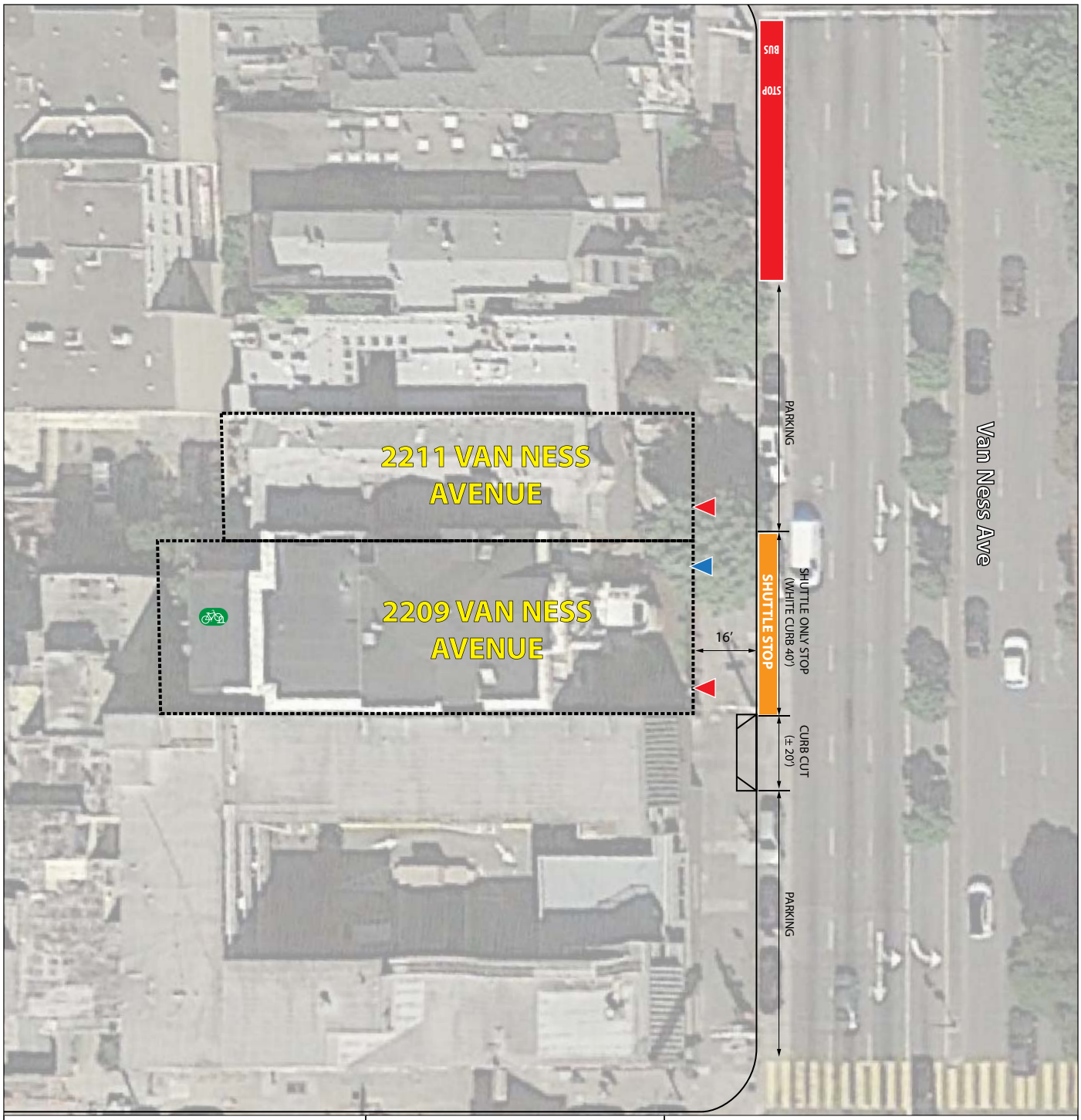
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 3 - ES-3: 1727 LOMBARD ST EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
2211 Van Ness Ave - Class I: 5 Class II: 3 2209 Van Ness Ave - Class I: 14 Class II: 3	2209 Van Ness Ave: 9 Class II Spaces	M (20 min)

Class II AAU Bicycle Parking Location

Primary Pedestrian Access

Secondary Pedestrian Access

Shuttle Stop Location

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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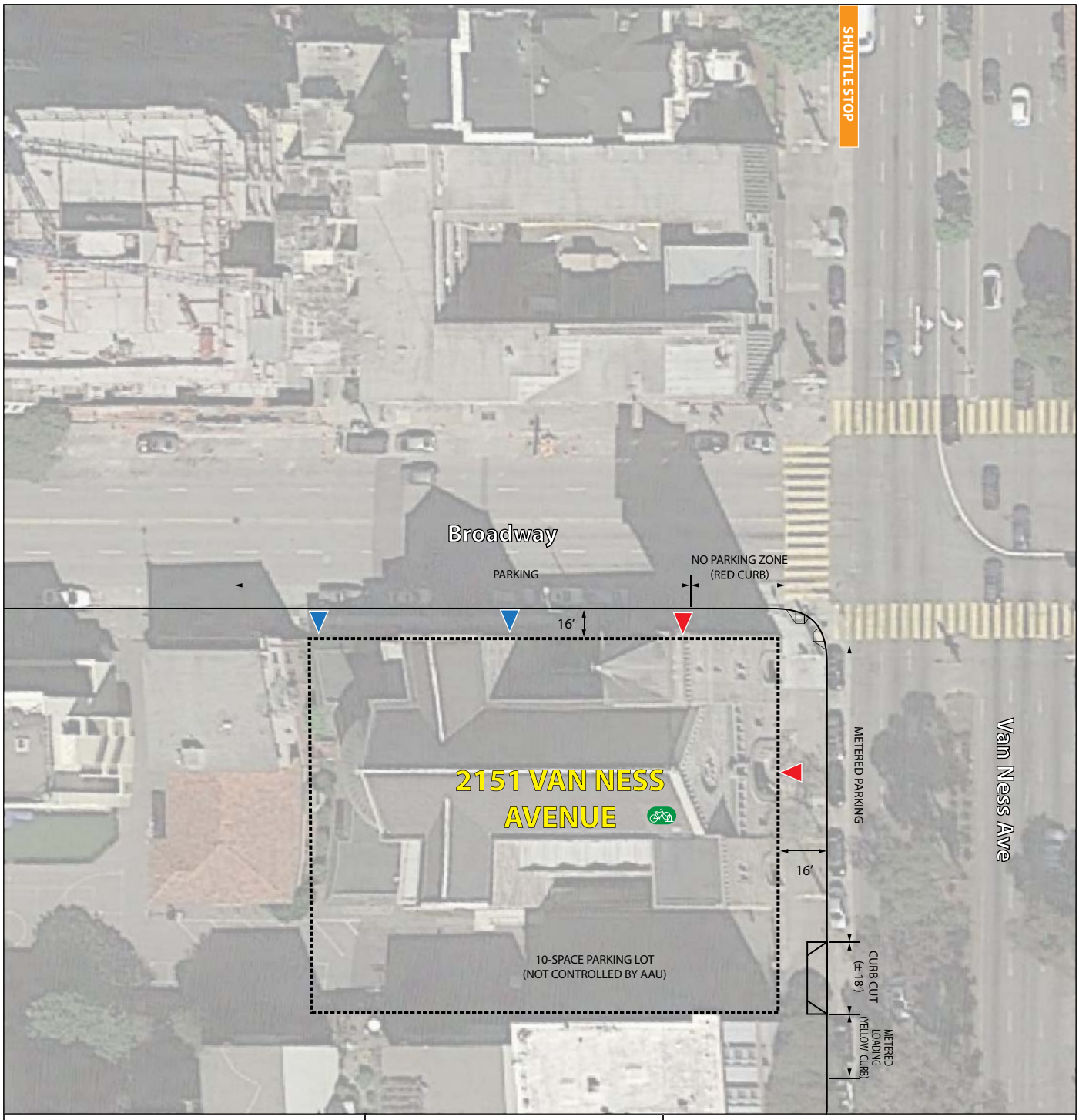
FIGURE 4 - ES-4 & 5: 2211 AND 2209 VAN NESS AVE EXISTING CONDITION



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

Class II AAU Bicycle Parking (1 Rack with 8 Spaces)

Primary Pedestrian Access

Secondary Pedestrian Access

Shuttle Stop Location (Nearest Stop at 2209 Van Ness Avenue)

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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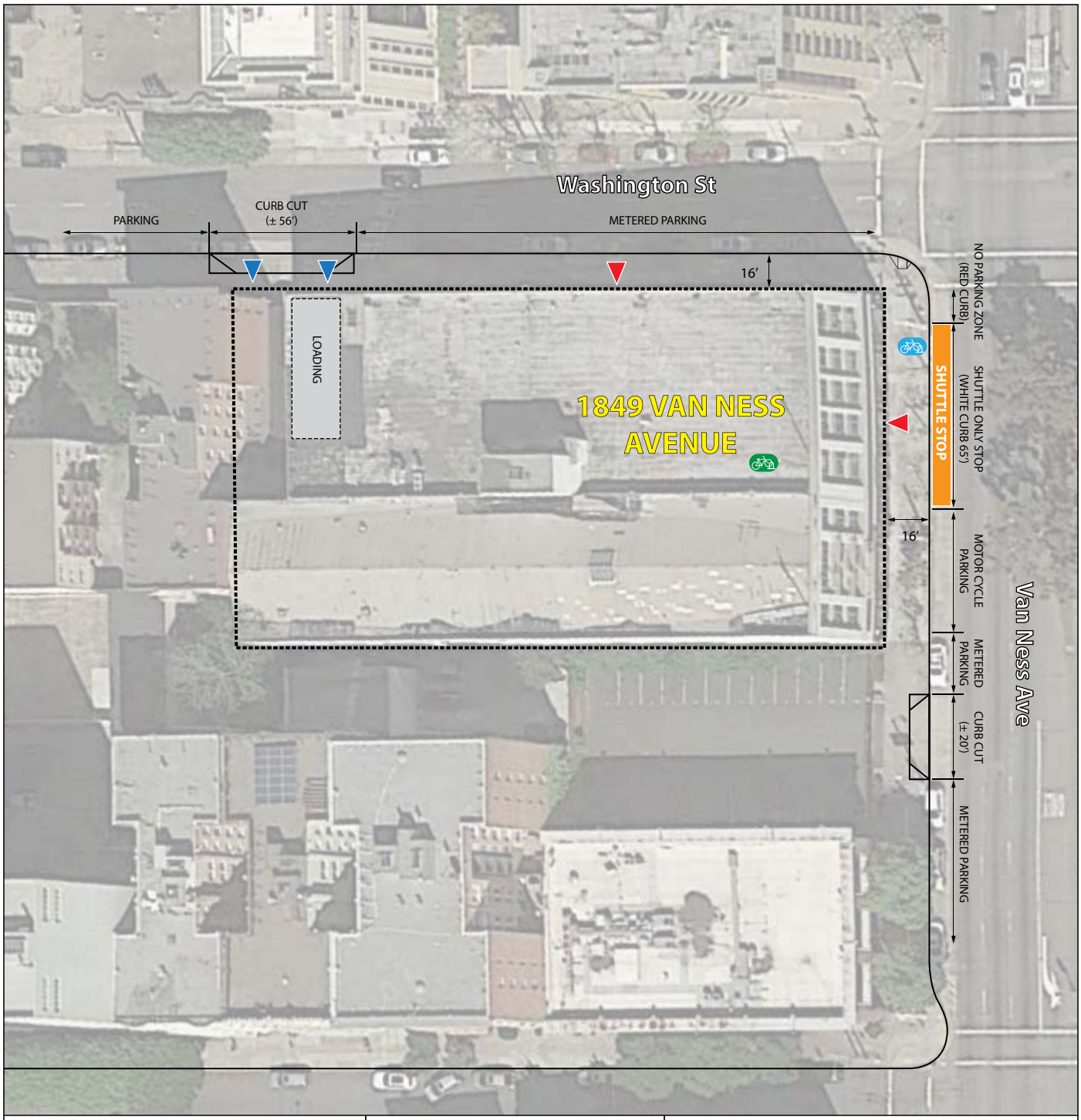
FIGURE 5 - ES-6: 2151 VAN NESS AVE EXISTING CONDITION



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

Class II Public Bicycle Parking (1 Rack with 2 Spaces)

Class II AAU Bicycle Parking (6 Racks with 28 Spaces)

Primary Pedestrian Access

Secondary Pedestrian Access

Shuttle Stop Location

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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

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

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

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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

Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Not Required	None	D (30 min), E (30 min), Sutter Express (25 min)

▲ Primary Pedestrian Access

▲ Secondary Pedestrian Access

▬ Shuttle Stop Location (Nearest Stop at 625 Polk Street)

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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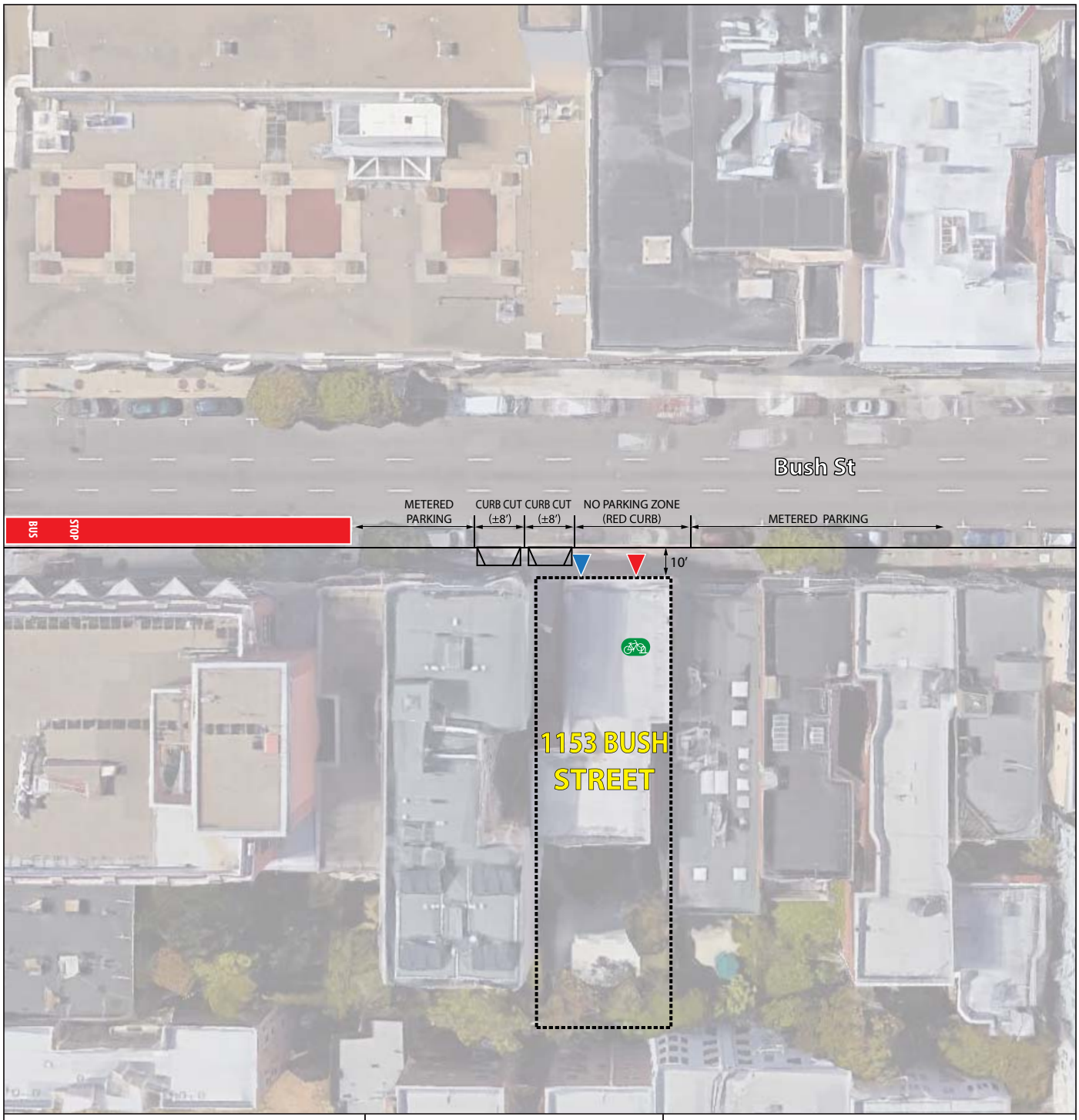
FIGURE 8 - ES-10: 950 VAN NESS AVE EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Class I: 9 Class II: 3	AAU: 8 Class II Spaces	D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

- Class II AAU Bicycle Parking Location
- Primary Pedestrian Access
- Secondary Pedestrian Access
- Shuttle Stop Location (Nearest Stop at 860 Sutter Street)

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

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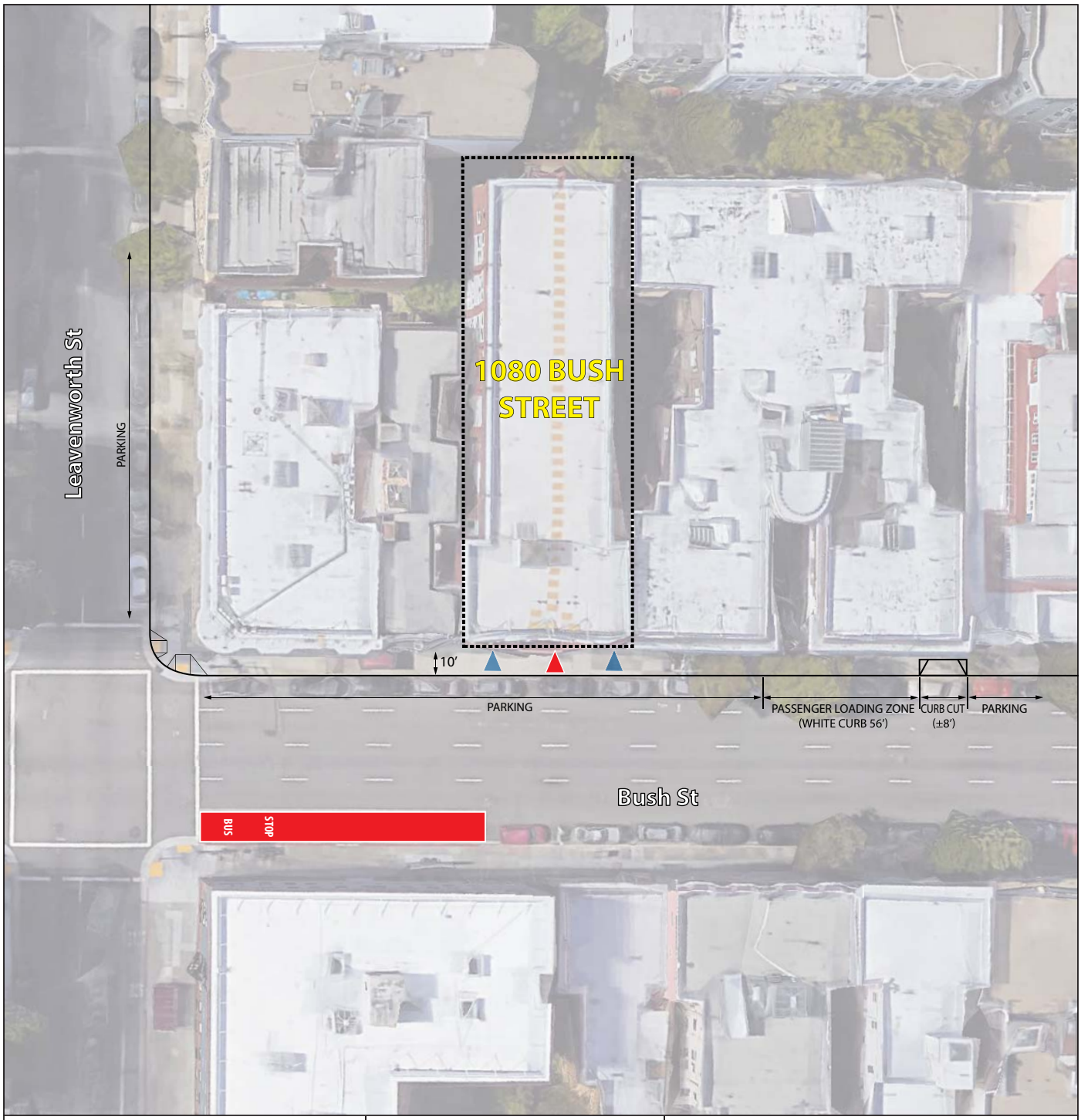
FIGURE 9 - ES-11: 1153 BUSH ST EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Class I: 29 Class II: 3	None	D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

▲ Primary Pedestrian Access

▲ Secondary Pedestrian Access

▬ Shuttle Stop Location (Nearest Stop at 860 Sutter Street)

N

Not to Scale

* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

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

Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
860 Sutter St - Class I: 42 Class II: 3 817-831 Sutter St - Class I: 49 Class II: 3	None	D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

▲ Primary Pedestrian Access

▲ Secondary Pedestrian Access

▬ Shuttle Stop Location

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

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

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

Class II AAU Bicycle Parking Location

Primary Pedestrian Access

Secondary Pedestrian Access

Shuttle Stop Location

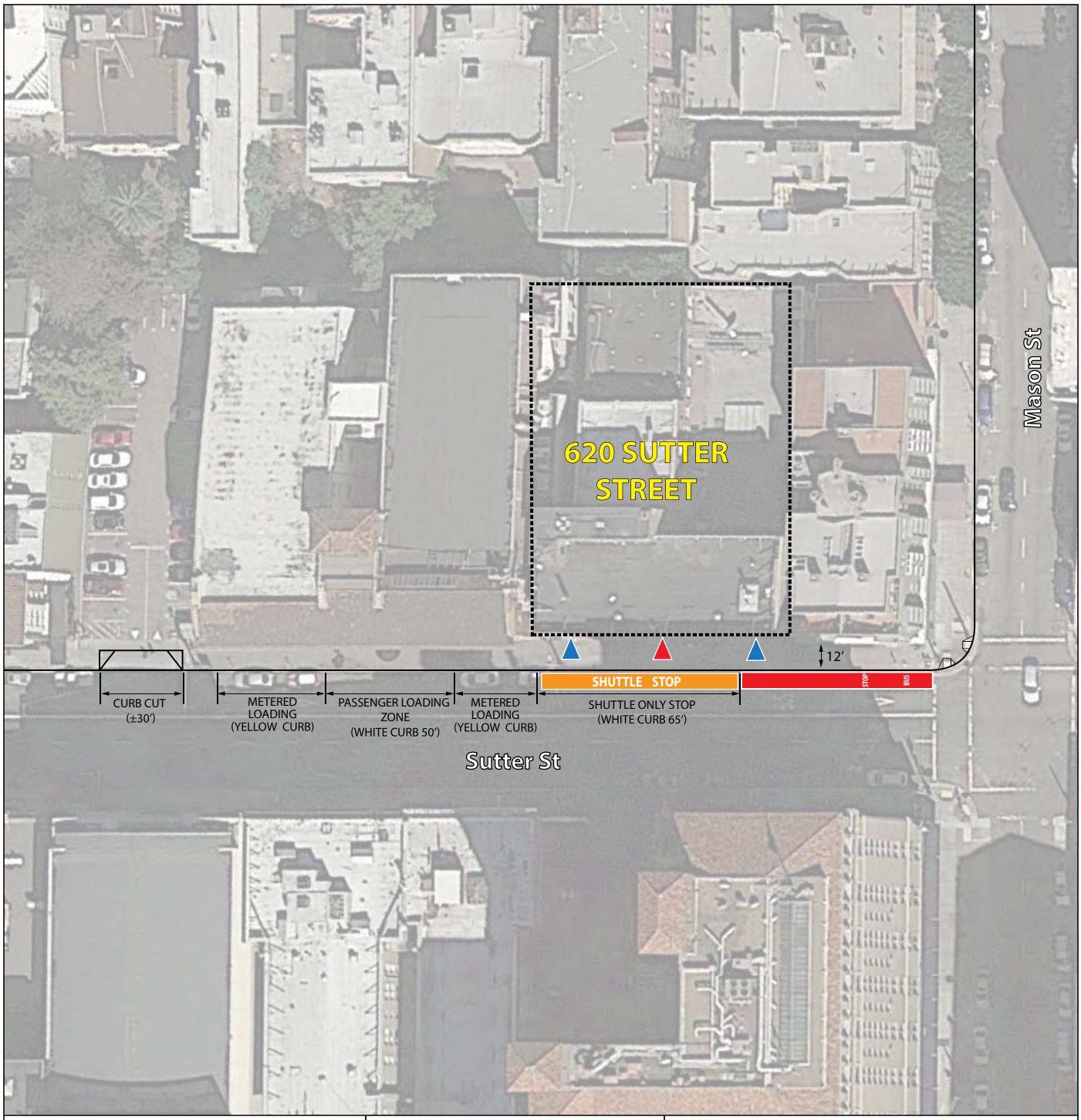
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

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



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

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

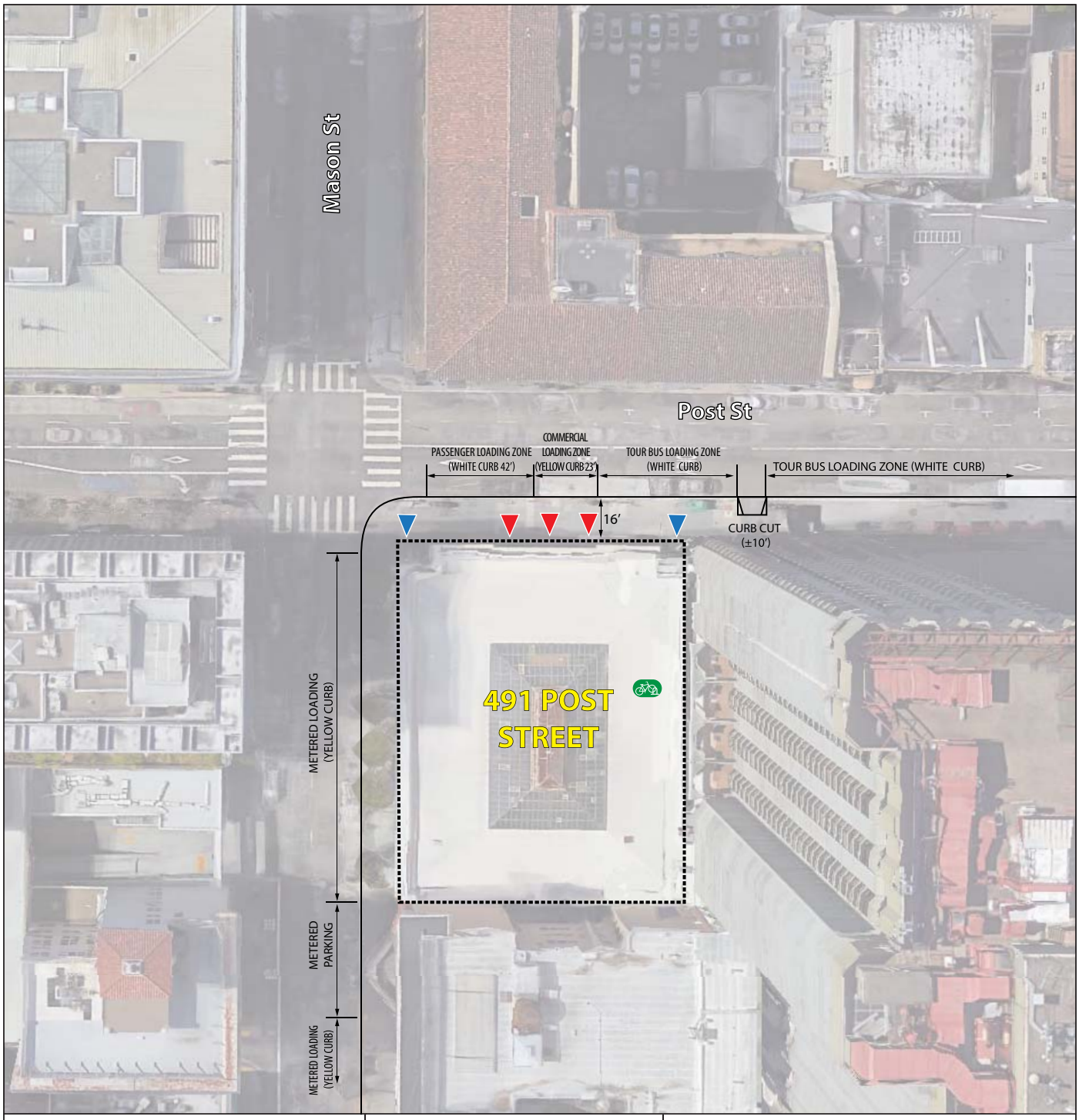
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

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



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

Class II AAU Bicycle Parking Location
Primary Pedestrian Access
Secondary Pedestrian Access
Shuttle Stop Location (Nearest Stop at 620 Sutter Street)

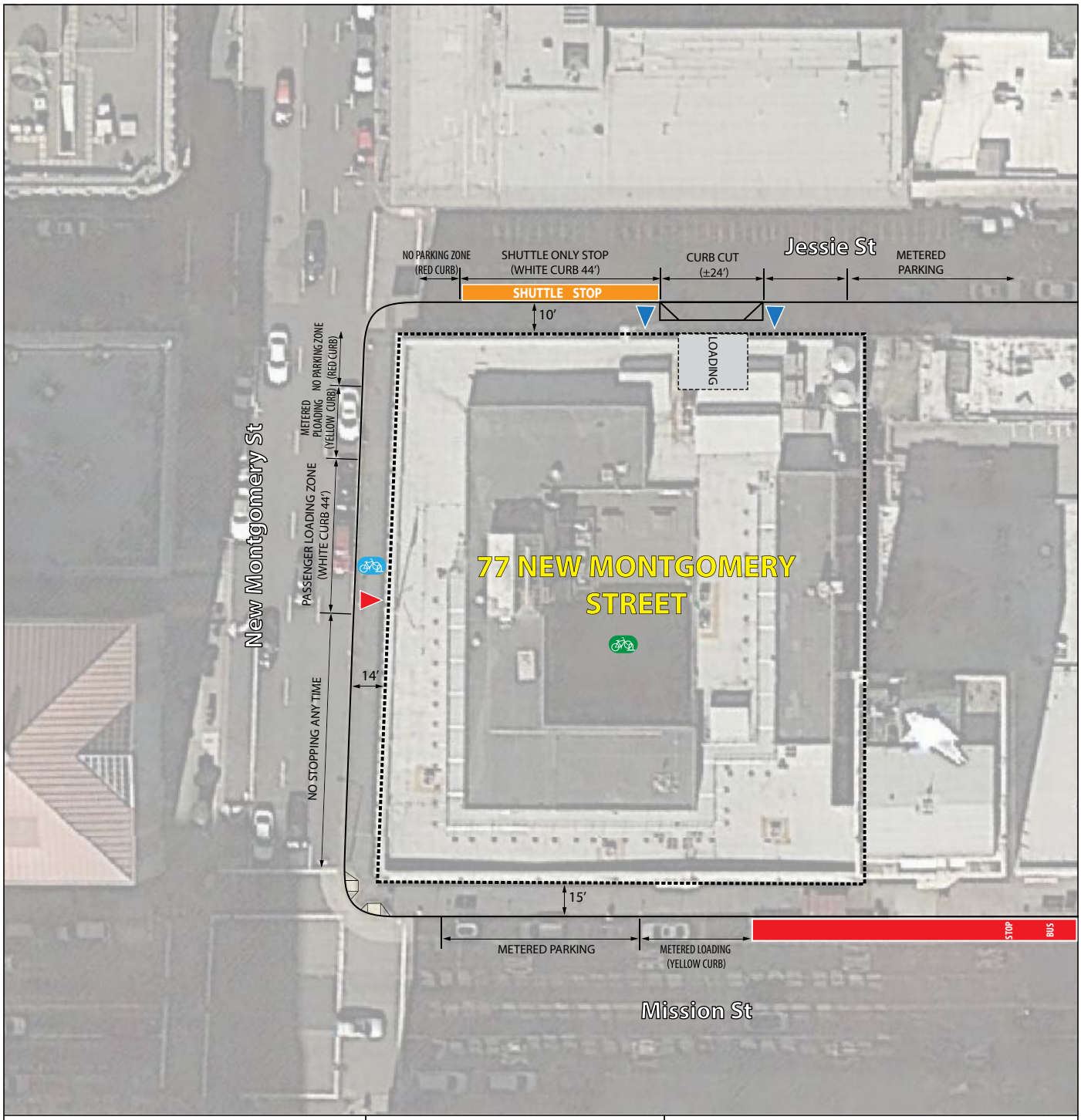
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 14 - ES-23: 491 POST ST EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Class I: 7 Class II: 15	AAU: 8 Class II Spaces Public: 8 Class II Spaces	G (30 min), Hayes Express (30 min)

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

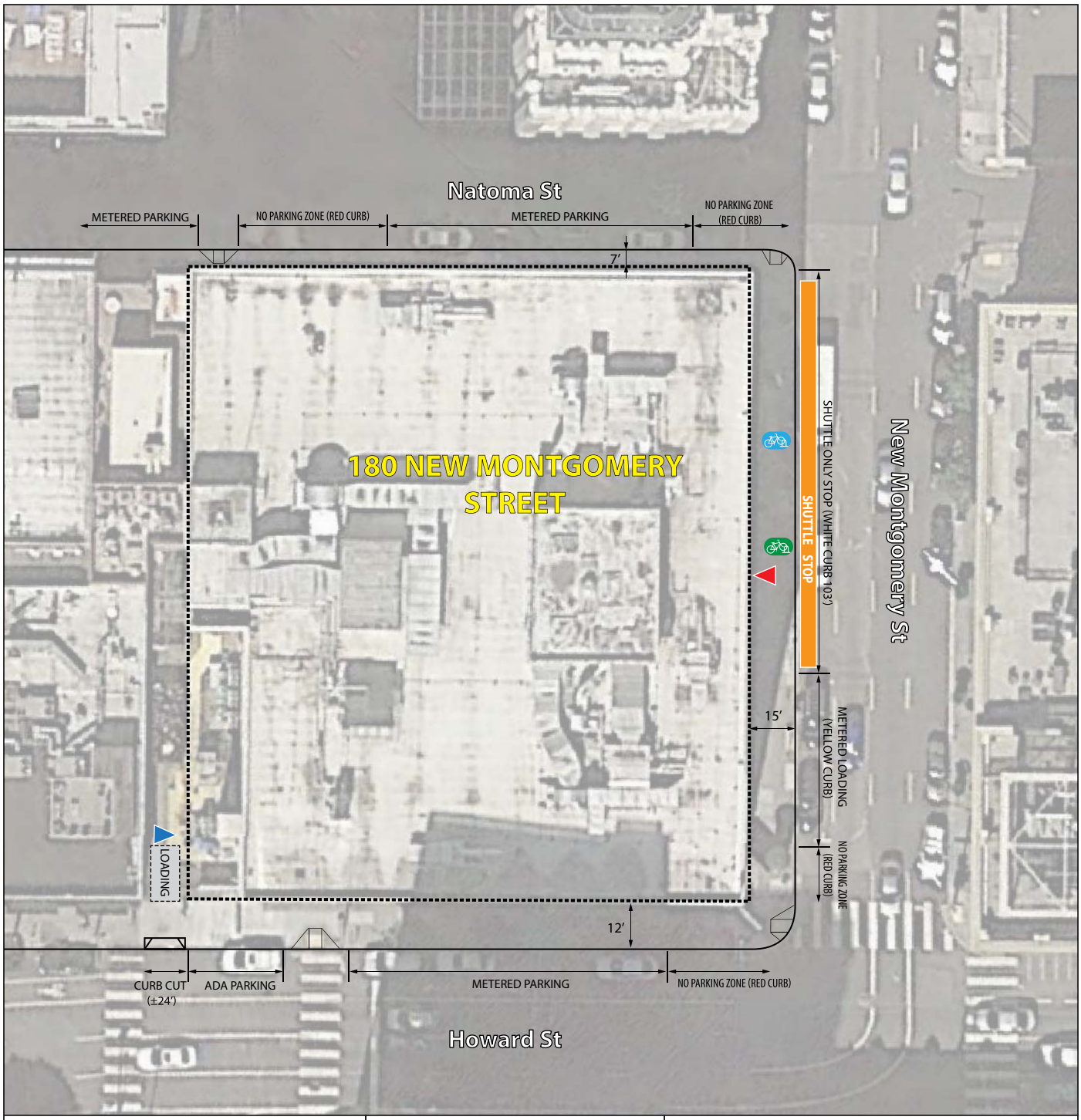
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Class I: 10 Class II: 19	AAU: 16 Class II Spaces Public: 12 Class II Spaces	D, E, G (30 min); H, I (20 min)

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

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST EXISTING CONDITION

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

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

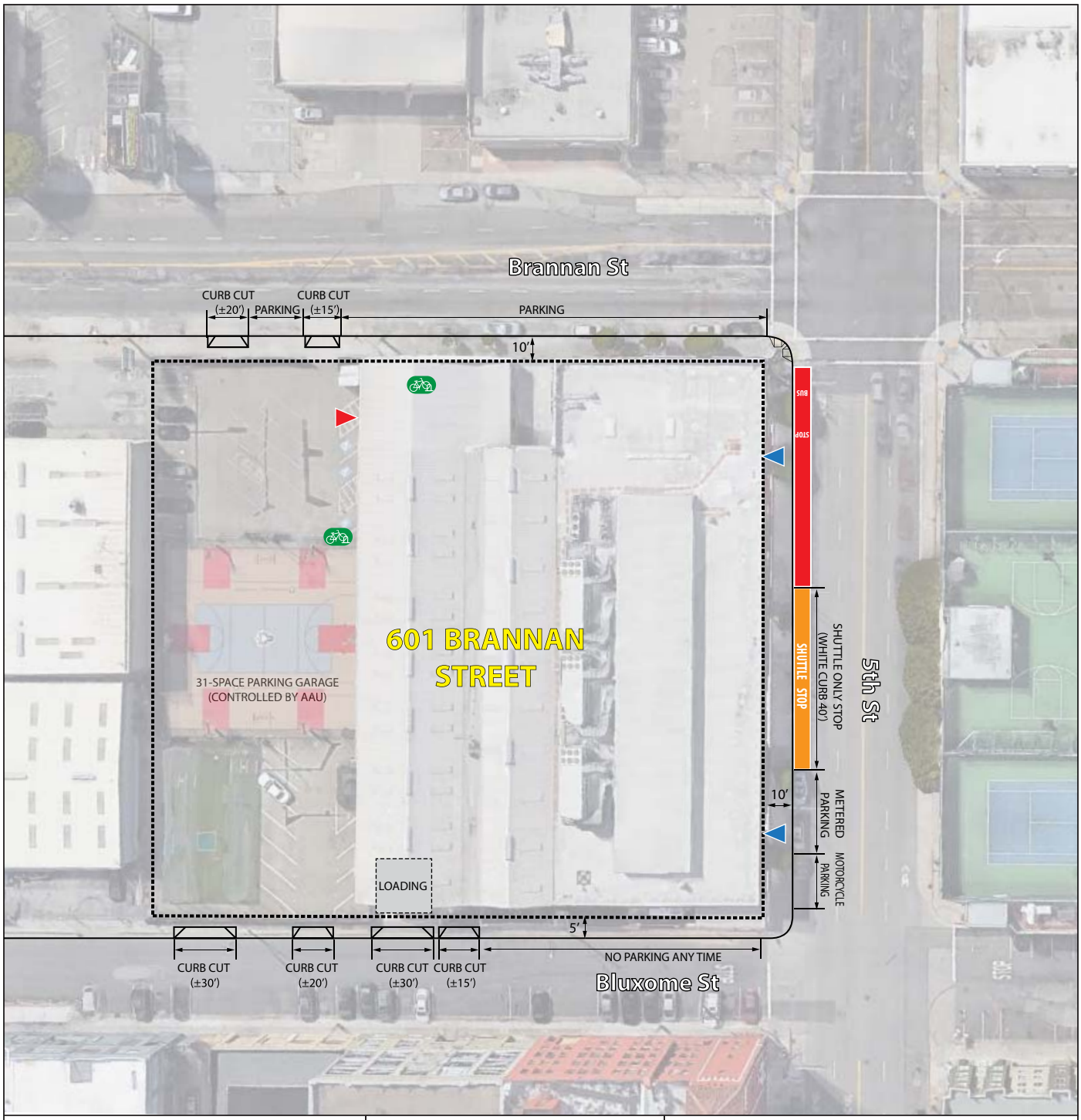
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

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



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

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

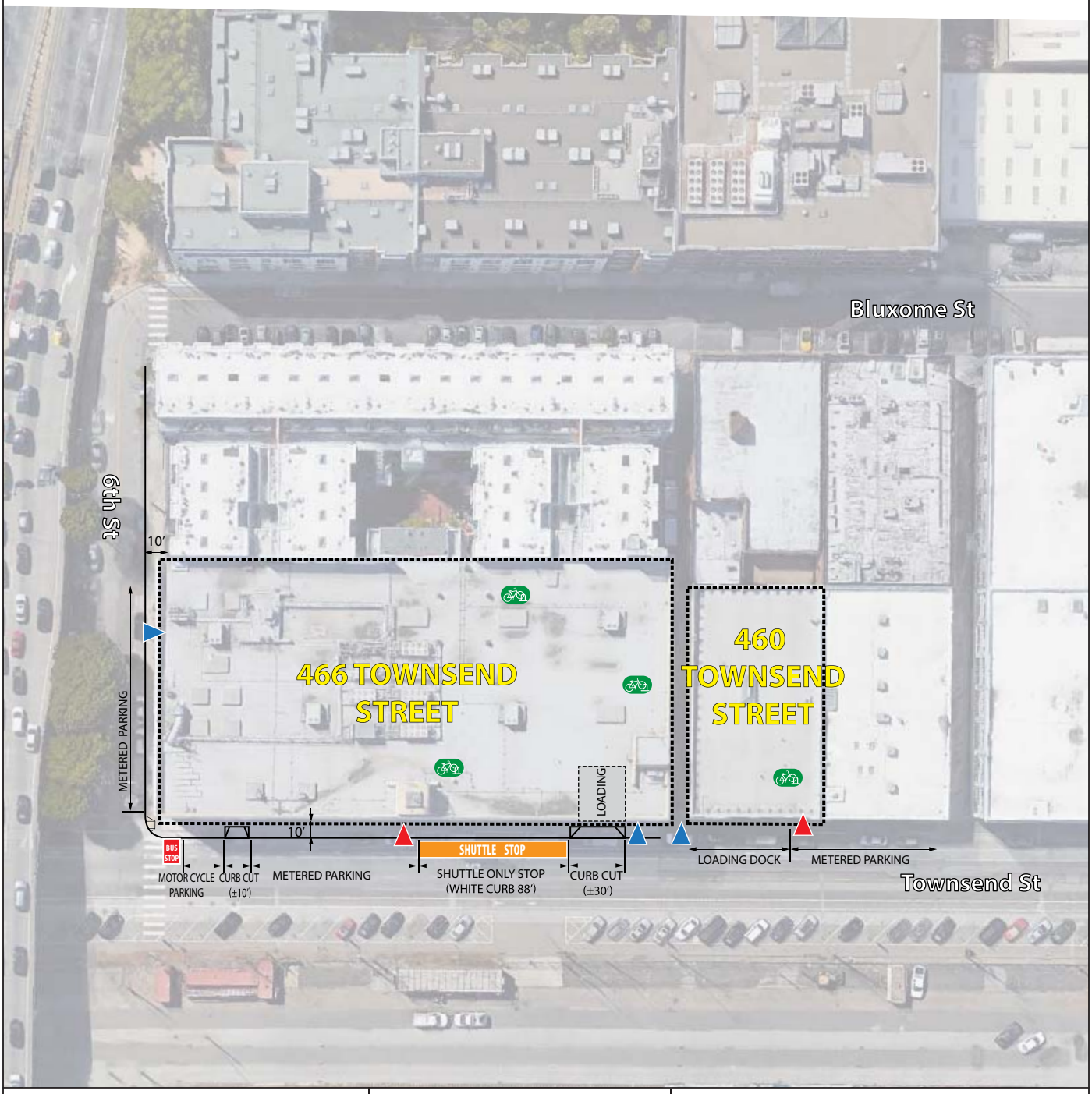
* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 18 - ES-31: 601 BRANNAN ST EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
460 Townsend St - Class I: 1 Class II: 3 466 Townsend St - Class I: 6 Class II: 11	460 Townsend St - 5 Class II Spaces 466 Townsend St - 20 Class II Spaces	G (30 min); H, I (20 min)

Class II AAU Bicycle Parking Location

Primary Pedestrian Access

Secondary Pedestrian Access

Shuttle Stop Location

* Dimensions are Approximate.

Not to Scale

SOURCE: CHS Consulting Group, 2016.

ACADEMY OF ART UNIVERSITY ESTM

FIGURE 19 - ES-31 AND 34: 460 AND 466 TOWNSEND ST EXISTING CONDITION

3. Transportation Policies for Existing and Future AAU Facilities

These policies represent staff recommendations of Conditions of Approval for the existing and future AAU sites in order to provide safe and efficient multi-modal transportation access for all users.

3.1 Traffic

Condition of Approval (Draft EIR Improvement Measure I-TR-1): Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips. AAU shall implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle trips (SOV) generated by the Proposed Project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including walking, bicycling, transit, car-share, carpooling, and/or other modes.

1. Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for all of the project sites. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco, TMASF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from Project occupants and City staff. The TDM Coordinator should provide TDM training to other Project staff about the transportation amenities and options available at the project sites and nearby.
2. Provide Transportation and Trip Planning Information to Building Occupants:
    a. Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant or, in the case of the Project Sites, to all current building occupants prior to building permit issuance. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
    b. New-hire packet: Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., Next Muni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
3. Consider a subsidy for staff/faculty for Muni monthly passes with intital hire or an on-going basis.

3.2 Transit

Condition of Approval: Transportation Sustainability Fee (TSF). For all existing and future properties, AAU shall pay a fee in the amount of the applicable Transportation Sustainability Fee (TSF). The TSF applies to non-residential developments and larger market-rate residential developments citywide. The TSF consolidates a number of non-residential land use categories (except for Hospitals and Health Services), consistent with other Planning Code impact fees. Rates are as follows:

Transportation Sustainability Fee (TSF) Fee Schedule

Land Use Categories	Fee ($/GSF)
Residential, 21-99 units	$ 7.74 for all GSF of Residential use in the first 99 dwelling units
Residential, all units above 99 units	$ 8.74 for all GSF of Residential use in all dwelling units at and above the 100th unit
Non-Residential, except Hospitals and Health Services, 800-99,999 GSF	$ 18.04 for all GSF of Non-Residential uses less than 100,000 GSF.
Non-Residential, except Hospitals and Health Services, all GSF above 99,999 GSF	$19. 04 for all GSF of Non-Residential use greater than 99,999 GSF.
Hospitals	$18.74 per calculation method in Sec. 411A.4(d).
Health Services, all GSF above 12,000 GSF	$11.00 for all GSF above 12,000 GSF
Production, Distribution and Repair (PDR)	$ 7.61

3.3 AAU Shuttle Bus Service Policy

AAU provides two types of shuttle bus services: fixed-route and on-demand. Fixed-route shuttle buses transport students and staff among Academy of Art academic buildings and residence halls free of charge during building hours: before and after classes, workshops, lab hours, meals and studio times. Access to AAU fixed-route shuttle bus services is restricted to students, faculty, and staff of Academy of Art University. ID badges are required to board vehicles. Riders without ID are not permitted unless accompanied by students or staff with ID.

AAU's fleet of buses and vans also provides on-demand shuttle service for class field trips, student activities, athletics, faculty & staff transportation needs, and regular voluntary and charitable donations of transportation for local community needs. On-demand shuttle service is limited to thirty trips per day, and must be requested in advance by departmental administrative staff via web-based scheduling software.

Fixed Route Structure

Routing needs are determined by location of facilities, clustered proximity of these buildings to one another, student population density within these clustered locations, daily opening and closing times of these buildings, and class start/end times. Clusters of academic buildings within a radius of up to two city blocks are served by a single designated shuttle stop. Shuttle stops are added to support new university locations when these locations lie outside the two-block radius of any pre-existing shuttle stops, but only if per-day ridership necessitates such an addition on an ongoing basis.

There are three types of fixed-route services: Regular loop routes, Express routes, and Limited-Direct routes.

Regular loop routes are designed to connect more than two buildings within a specific area of campus, and to connect to shuttle bus hubs, from which students can transfer to other routes thereby reaching other areas of campus.

Express routes are continuous regular loop routes with only two stops.

Limited/Direct routes supplement the regular looping shuttle service, and are only provided during peak periods. These routes allow students to travel directly between classes from far sides of the campus more quickly because they eliminate hub-transfer.

Shuttle buses are routed to travel the most direct and least congested path among locations, with the following controls:

- No streets and areas restricted by SFMTA
- No streets or areas where residential complaints have been resolved with an agreement to keep buses away.

Bus Stops
There are three types of bus stops:

- Regular Stop
- Hub Stop
- Flag Stop

Regular Stops: Wherever possible, AAU will apply for white passenger loading zones for shuttle bus loading along the frontage of the AAU buildings, pending SFMTA approval. If a zone is desired in an area where no AAU building frontage exists, AAU will seek a letter of concurrence from the owner of the property adjoining the desired curb space. Length of passenger loading zones requested depends on the length and frequency of the vehicles serving the location. Typical lengths are 20- to 25-foot zones for small and medium length buses, and 40- to 103-foot zones for the frequent loading of larger transit buses.

Hub Stops: Bus hubs are shuttle stops shared by all routes in the system, designed to allow students, faculty, and staff to transfer from one route to another in cases where direct service via the continuously looping routes is unavailable. No breaks or layovers are conducted at the designated hub locations. Route schedules are designed without lag times that would allow for idling or layovers at hubs or other stops. Change of drivers does occur at hub locations and takes less than five minutes. Hub stops are located in areas where sufficient passenger loading zones are available to accommodate the need for bus loading. Curb usage is monitored via surveillance cameras by the Transportation Department to ensure that sufficient number of spaces are available. The majority of fixed-route shuttles are scheduled with relief drivers taking over at hub stops to maintain looping service on routes while regular drivers are on break. In cases where ridership demand does not support continuous looping service, shuttles are designated to return to the bus yard during breaks.

Bus layover is required at times. When scheduled breaks do not permit buses to return to the bus yard without excessive carbon footprint, shuttles are directed to use legal parking spaces as available in the vicinity. Parking meter cards are issued to these drivers as needed.

Flag Stops:[1] Flag stops may be established if average ridership per day is less than 20 passengers. In such cases these locations are not assigned stop times, but are indicated along routes as places where drivers stop and board passengers only if someone is waiting at the curb and signals to the bus that they wish to board.

Operating Policy

Diesel buses are equipped with auto-shutoff anti-idling regulators which activate after five minutes. Gasoline buses are not equipped in this way, as the idling of gas buses is not regulated by California's commercial vehicle idling laws. Field Supervisors are tasked with daily surveillance of hub locations to ensure that vehicles are not stacking up, and are not laying over.

Frequency of service is monitored and adjusted prior to the start of each semester, and is subject to adjustment mid-semester as well. Ridership data (on-boarding) is gathered by bus drivers, and routes are continually monitored for hour-by-hour ridership statistics. The following threshold criteria are applied for peak and off-peak-hour frequencies when making adjustments.

During peak hours, shuttle frequencies increase as needed. Frequencies are evaluated and adjusted based on comparison of data about shuttle loads received from drivers' passenger count sheets, student feedback, and driver reports about overloading. If shuttles are filled to maximum capacity, standing room is utilized, and auxiliary shuttles are required. Backup routes are scheduled as limited regular service to supplement during peak periods only.

When average ridership per day on a given loop at a certain off-peak time of day indicates low usage of that loop in per-hour periods of two or more consecutive hours, the loop will be considered for removal if total average daily ridership indicates fewer than 10 passengers on-boarding per-hour during that time period daily.

Changes in building hours necessitate the cancellation or addition of service.

Bus Fleet

The size and quantity of vehicles assigned to each route are monitored and adjusted prior to the start of each semester, and are subject to adjustment throughout each semester as well. When route ridership falls below average threshold minimums, quantity of shuttles on a given route will be decreased, and/or vehicle size will be adjusted, and/or routes may go out of service entirely during the predictable periods of low ridership. Determinations about which of these measures are appropriate are made by factors such as alternative bus availability and passenger data. The following threshold criteria are applied when making adjustments:

When the on-boarding average ridership per day on a given bus indicates low usage of that bus throughout the day, the bus will be considered for removal from the route if total average daily ridership indicates fewer than 40 passengers per day.

Vehicles are replaced or retrofitted to comply with California Air Resource Board low emission requirements. Fleet is maintained as predominantly gas-fueled vehicles. Vehicle replacement policy is to progressively minimize quantity of diesel vehicles in fleet.

Management, Coordination, and Communication

AAU is committed to provide students, faculty, and staff with convenient and easily accessible data on shuttle bus routes and schedules. AAU provides shuttle routes and schedules on the AAU website and

[1] The Planning Department is recommending the elimination of any existing or future Flag Stops as they lead to safety concerns.

includes the data in the kiosks in the lobbies of academic buildings. AAU also provides a mobile app which gives students, faculty, and staff access to GPS data, allowing them to locate shuttles en route.

AAU is committed to ongoing communication, problem solving, and cooperation to alleviate and eliminate complaints and concerns received from the public, adjacent neighbors, and city agencies. In addition, AAU transportation managers participate in SFMTA coordination meetings regarding bus stop policies and programs.

The Campus Safety Communication Center at 180 New Montgomery shares two-way radio access with drivers, dispatchers, supervisors and managers in the Transportation Department. This allows for quick response times in emergency situations.

AAU Shuttle Route Controls

When considering new, expanded, or relocated shuttle routes, routes shall avoid all residential streets where feasible. If it is infeasible to avoid residential streets due to the location of the AAU building, AAU's shuttle routing will take into account factors such as stop locations, schedules, and the minimum size of shuttle vehicle needed to meet demand.

Drivers on established shuttle routes shall generally adhere to those routes. In cases of congestion, shuttle drivers shall avoid diverting to residential streets.

As routes change, AAU will document changes/selection of routes and make the documentation available to the City and the public promptly on the AAU website, annually directly to the Planning Department and SFMTA, and upon request directly to members of the public.

AAU will conduct routine (Fall, Spring and Summer term) analysis of shuttle ridership demand and routes to make necessary adjustments. This analysis shall include goals of reducing routes/buses with low capacity utilization and methods to address any community concerns.

For more efficient routing and perhaps the reduction of shuttles, AAU will identify the shuttle vehicles that can accommodate standing riders and calculate shuttle capacity based on both seated and standing passengers, similar to how public transit capacity is determined. Use this capacity information in the triannual optimization analysis of shuttle ridership demand, routes, and adjustments.

AAU will provide a contact for shuttle bus traffic/routing to the public and for the City. This contact information will be posted clearly on AAU's website. AAU will log, and make available to the City upon request, all complaints and resulting resolutions of complaints related to shuttle routing and/or service.

AAU Shuttle Stop Controls

No use of Muni or regional transit stops by AAU shuttles unless previously approved by SFMTA.

Establish shuttle routes and stops to minimize the risk of double-parking. Inform shuttle drivers not to double-park or otherwise block vehicle travel lanes to load or unload shuttle passengers unless both a) the shuttle driver cannot stop at an AAU white zone or other AAU stop because it is blocked by an unauthorized vehicle; and b) the driver promptly notifies the Department of Parking and Traffic of the unauthorized blockage. When AAU double parking or blocking of vehicle lanes that is not caused by such third-party activity is documented to occur, AAU shall take measures to correct this traffic violation (such as through the provision of a white zone, or relocation of a shuttle stop).

Shuttles shall not idle at stops when not actively loading or unloading passengers, particularly at hub stops.

Similar to route controls, AAU will provide a contact person for AAU shuttle stop concerns from the public, which will be clearly posted on AAU's website, and will keep a log of any complaints received, with resolutions to be made available to the City upon request.

As changes are made or flag stops established, make these changes available to the City.[2]

Provide direct contact for MTA of "two-way radio access" operator, i.e. the AAU Communications Center and Transportation Dispatcher, to resolve any day-to-day concerns from Muni drivers as they arise.

Shuttle Zones Addressed in the Draft EIR

The Draft EIR included analysis of three AAU shuttle stop locations that were not covered in the 23 AAU site diagrams. Diagrams and site characteristic descriptions were included in the Draft EIR. These shuttle stop locations include:

1. 2801 Leavenworth Street (the Cannery) - Jones and Beach Street stop - The proposed project would use an existing 80-foot white zone located near 2700 Jones Street between North Point and Beach Streets as a shuttle stop for the shuttle routes serving this site.
2. 150 Hayes Street stop – The proposed project would use a portion of the existing garage as a shuttle stop for the shuttle routes serving this site.
3. 625 Polk Street stop - The proposed project would use an existing white zone located on Turk Street just west of Polk Street as a shuttle stop for the shuttle routes serving this site.

AAU Shuttle Management Plan

Condition of Approval (Draft EIR Mitigation Measure M-TR-3.1): Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard. AAU shall develop, implement, and provide to the City a shuttle management plan to address meeting the peak hour shuttle demand needs of its growth. The shuttle management plan shall address the monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system. Analysis of shuttle bus demand and capacity utilization shall occur at least on an annual basis, or as needed to address shuttle demand. Specifically, analysis and adjustments shall be made on any AAU shuttle routes to reduce shuttle peak hour capacity utilization when the performance standard of 100 percent capacity utilization is regularly observed to be exceeded on any of the AAU shuttle routes. Additionally, the shuttle management plan shall address how shuttle demand at the six project sites[3] will be provided. As additional project sites are added the shuttle management plan would be adjusted to reflect up-to-date shuttle routes, stops and services, as well as a capacity utilization analysis, as needed to, indicate that the proposed demand for shuttle services could be met and avoid potential mode shifts to other travel modes. AAU shall report annually to the City on capacity utilization and alter its schedules and/or capacity, as necessary to avoid regular exceedances of the capacity utilization standard.

Condition of Approval (Draft EIR Improvement Measure I-TR-2): AAU Shuttle Activities Monitoring. As a standard condition of approval, the project sponsor, AAU shall develop and monitor a shuttle bus operation program or group of policies, such as the AAU Shuttle Bus Policy, to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit,

[2] The Planning Department is recommending the elimination of any existing or future Flag Stops as they lead to safety concerns.

[3] The six sites analyzed in the Draft EIR include 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin, and 2225 Jerrold Street

pedestrians, commercial or passenger loading, and bicycles on the public right-of-way. Such a program shall at a minimum include:

- A dedicated contact person(s) for the shuttle bus operation program
- AAU will document changes to routes and make the documentation available to the City and to the public promptly on the AAU website
- Inclusion of policies or procedures and necessary driver education and penalties to insure that shuttles avoid neighborhood residential streets where feasible
- Inclusion of polices or procedures and necessary driver education and penalties to insure shuttles do not idle at stops when vehicles are not actively loading and unloading
- In the event that a white shuttle bus zone cannot be located or approved in front of an AAU building or an existing stop cannot accommodate additional shuttle traffic, AAU shall work with SFMTA and Planning Department to analyze and propose an alternate location (white zone, nearby property driveway or garage, etc.) to accommodate the AAU peak hour shuttle trips without affecting adjacent vehicle travel lanes
- Reporting and documentation procedures to address transportation-related complaints related to shuttle activity
- Policies requiring the management of the shuttle program to be consistent with SFMTA shuttle policies,[4] including no use of Muni or regional stops without approval of the affected transit agency
- Policies to regularly monitor and adjust (as needed) the AAU shuttle service provided, such that underutilized routes can be adjusted or removed as needed, and heavily used route service can be adjusted to add larger shuttles, provide more frequent service, or other adjustments that result in similar increased capacity

If the Planning Director or SFMTA Director, or his or her designee, have reason to believe that a shuttle activity is creating a recurring conflict (traffic, transit, pedestrian, bicycle, or loading) or safety concern on public property, the Planning Department or SFMTA shall notify AAU in writing. If warranted, the Department(s) may also require AAU to hire a qualified transportation consultant to evaluate the conditions at the site. The consultant shall evaluate the conditions for no less than seven days. The scope of data collection shall be coordinated and reviewed with the Planning Department and/or SFMTA prior to collection. The consultant shall prepare a report summarizing the observations and conditions, and the contribution of the shuttle activity to the concern. The consultant shall provide the Department a recommendation for resolution. If the Department determines that a recurring conflict or safety concern related to shuttle activities exists and could be improved upon, AAU shall have 90 days from the date of the written determination to resolve the matter as recommended or present an alternative solution.

3.4 Bicycle Parking

Condition of Approval: Bicycle Parking. To improve bicycle parking and conditions for bicyclists at future project sites, AAU shall add on- or off-street (or some combination thereof) bicycle parking facilities at project sites. Although additional bicycle parking may not be required under the Planning Code, AAU shall strive to reach the bicycle parking levels consistent with Planning Code and/or based on

[4] https://www.sfmta.com/projects-planning/projects/commuter-shuttle-program-2016-2017

bicycle parking demand[5], whichever is more, for such use categories as for student housing, offices, and postsecondary educational institutions, or consistent with other college campuses for similar types of use (such as classrooms, public areas/showrooms/event facilities, administrative office, student housing, and other student services). AAU can substitute the bicycle parking spaces by providing space or paying for a Bike Share hub in consultation with SFMTA. Bicycle parking should be placed in a safe, easily accessed location and in sufficient amounts to meet demand.

Class I: AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155. Class I bicycle parking should be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).

Class II: AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155. Placement of Class II bicycle parking spaces on public sidewalks should be coordinated and reviewed by SFMTA.

3.5 Pedestrian Facilities

Condition of Approval: Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks could be intermittently heavy, an improvement to monitor pedestrian volumes at future sites, particularly student volumes during the peak periods, is recommended. AAU should conduct peak semester, peak weekday, 7:30 a.m. to 7:30 p.m. observation/count of shuttle passengers waiting for shuttles to determine if adjacent pedestrian facilities are being blocked at certain times of the day. If pedestrian traffic is observed to be blocked during any of these periods, then AAU should implement measures such as having students wait inside for shuttles (providing real-time information on shuttle arrivals, similar to NextBus), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity. Other measures could include wider sidewalks, pedestrian bulb outs, signalized pedestrian crossing, and adding benches to encourage passengers to wait closer to the building rather than at the curb. Measures outside the building would be subject to San Francisco Department of Public Works review and approval.

Condition of Approval: Curb Cut Removal. AAU should remove unnecessary curb cuts at existing and future sites, as determined by the Planning Department and SFMTA. Curb cut removal also improves pedestrian conditions, and potentially increases the amount of on-street parking and/or commercial parking adjacent to future AAU facilities.

3.6 Commercial and Construction Loading

Although AAU is not a centralized campus, most deliveries, except food and some program or residential deliveries, are delivered to the centralized receiving area at the 79 New Montgomery main administrative building, and then distributed to the other buildings owned or operated by AAU. The 79 New Montgomery building has a loading dock along Jessie Street between Second Street and New Montgomery Street, and most deliveries occur at the loading dock or at other on-street loading zones (commercial or passenger) along New Montgomery Street. Based on information provided by AAU, there are approximately eight to nine daily deliveries to the 79 Montgomery Street location. Mailroom deliveries to AAU facilities occur twice daily, goods deliveries (e.g., paper, ink, computers) four to five

[5] Bicycle Parking Demand =Daily bicycle trips/2/turnover rate

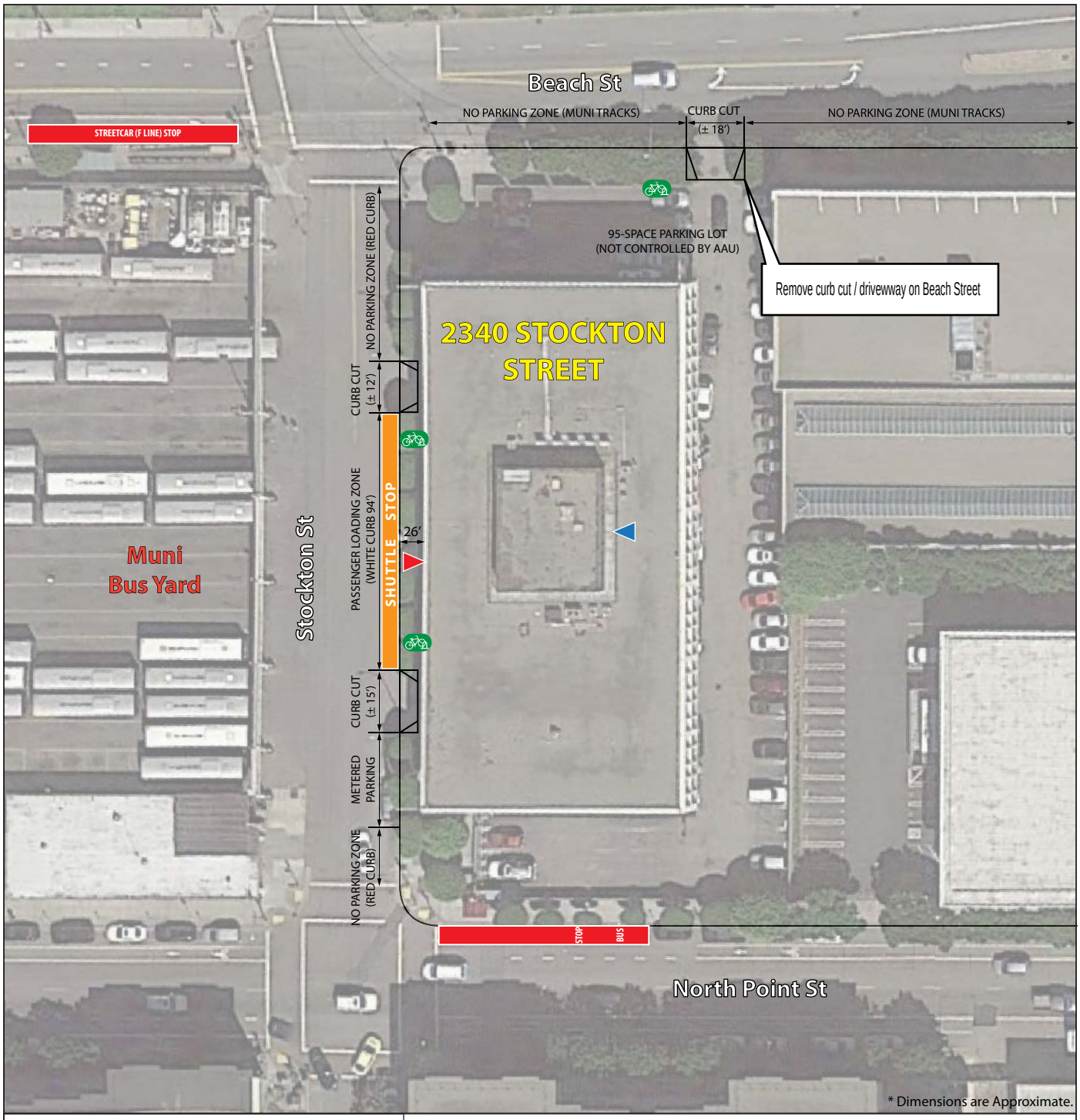
times per day, and bulk printed materials once per semester. Food service deliveries are made to multiple existing AAU facilities, such as 620 Sutter Street and 1055 Pine Street, twice weekly.

Condition of Approval (Draft EIR Improvement Measure I-TR-5): Commercial Loading. AAU would further improve conditions in study areas with high existing commercial loading demand, where AAU would monitor and efficiently manage their commercial loading activities over time and as needed, adjusting times of deliveries or applying for additional on-street commercial loading spaces from SFMTA. Since AAU has a centralized delivery system, commercial deliveries could be combined and managed to occur when higher amounts of on-street commercial loading spaces are available. This would improve potential AAU commercial loading activities in the study areas.

Condition of Approval: Construction Loading. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would improve general traffic flow on adjacent streets during the AM and PM peak periods.

4. Recommended Conditions of Approval

The following figures include transportation-related recommended conditions of approval for AAU's institutional and residential existing sites. The AAU site figures provide recommendations for shuttle stop locations and bus lines, commercial loading passenger loading zones, bicycle parking location, and building pedestrian access. These recommendations will ensure safe and efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network.



SHUTTLE BUS SERVICE (PM Headway)

D (30 min), E (30 min)

AAU Bicycle Parking Location

Shuttle Stop Location

Primary Pedestrian Access

Secondary Pedestrian Access

Not to Scale

BICYCLE PARKING

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

RECOMMENDED CONDITIONS OF APPROVAL

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

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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

SHUTTLE BUS SERVICE

Shuttle Service Discontinued as of April 18, 2016

Nearest Stop at Beach St / Jones St

AAU Bicycle Parking Location

Primary Pedestrian Access

Secondary Pedestrian Access

Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	14
Parking Demand:	4	
Recommended:	0	0

RECOMMENDED CONDITIONS OF APPROVAL

None

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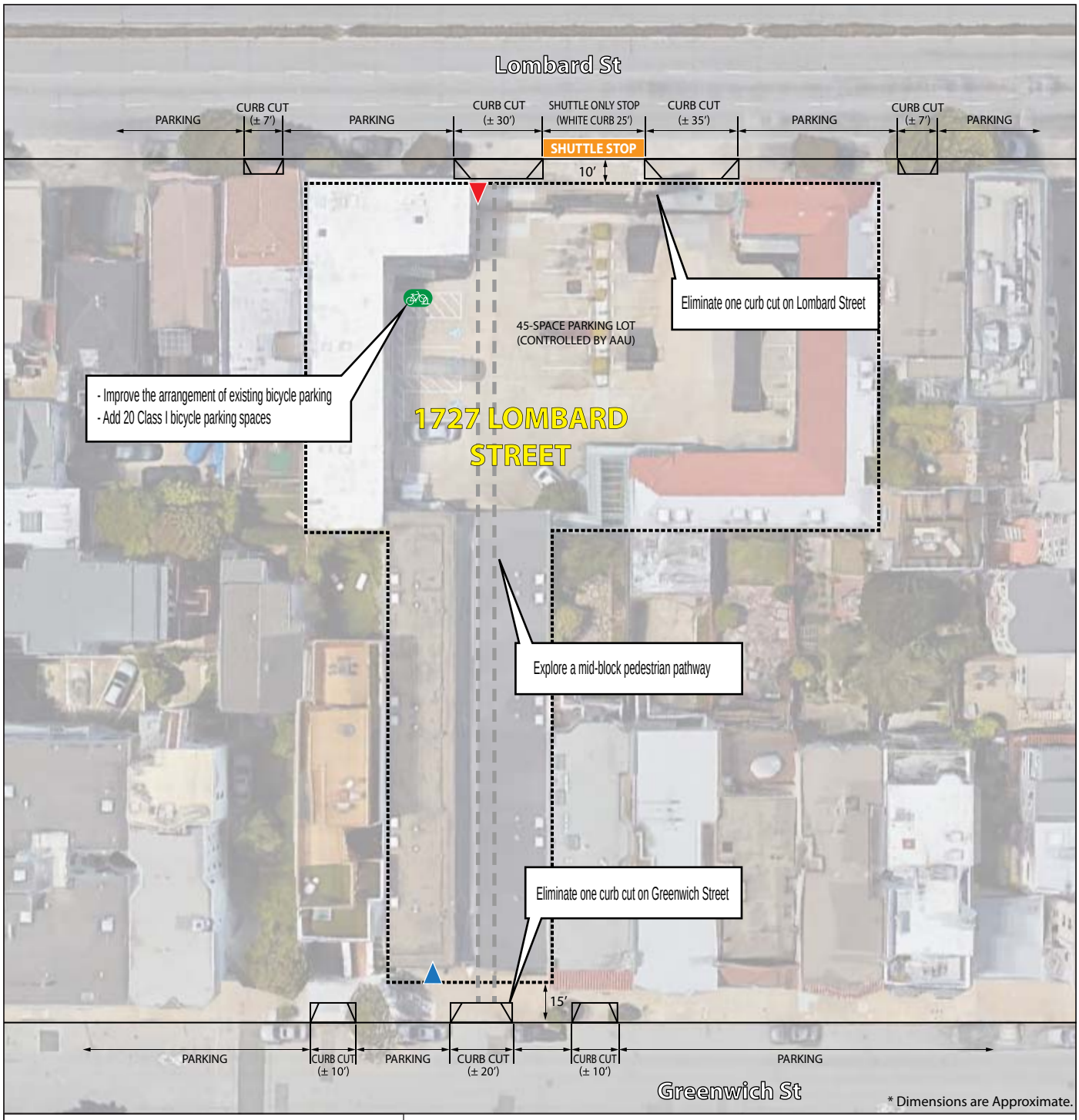
SOURCE: CHS Consulting Group, 2016.

FIGURE 2 - ES-2: 2295 TAYLOR ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

M (20 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING

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

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Eliminate the existing curb cuts (one on Lombard St and one on Greenwich St) and replace with 2 parking spaces
TR-3 Explore a mid-block location to replace the driveway extending through the site to Greenwich St
TR-4 Improve the arrangement of bicycle parking and add 20 Class I bicycle parking spaces

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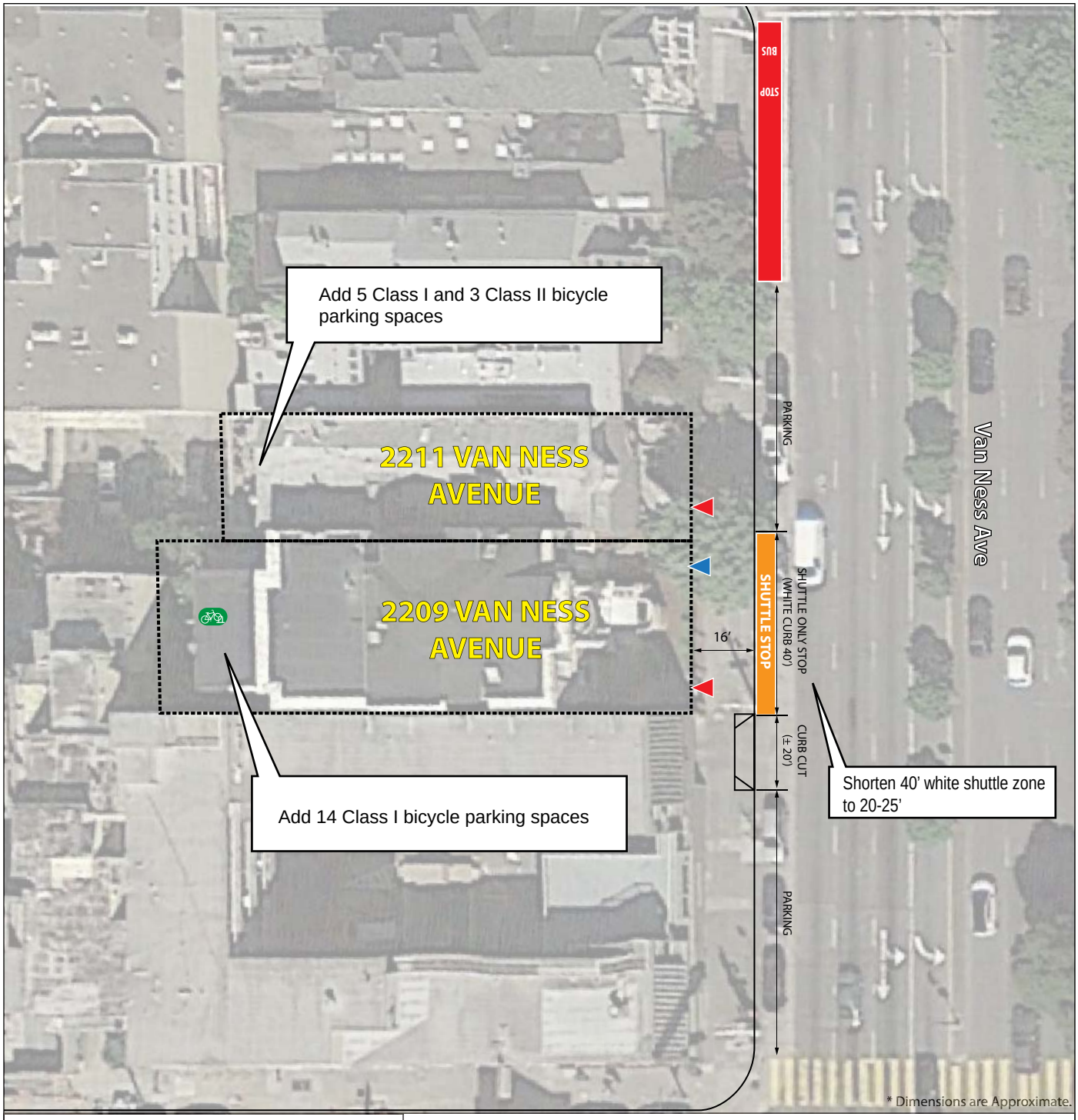
SOURCE: CHS Consulting Group, 2016.

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



SHUTTLE BUS SERVICE (PM Headway)

M (20 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
Not to Scale

BICYCLE PARKING (2211 VN/2209 VN)

	Class I	Class II
Code Required:	5 / 14	3 / 3
Existing Supply:	0 / 0	0 / 9
Parking Demand:	3 / 3	
Recommended:	5 / 14	3 / 0

RECOMMENDED CONDITIONS OF APPROVAL

2211 Van Ness Avenue
TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Add 5 Class I bicycle parking spaces
TR-3 Add 3 Class II bicycle parking spaces

2209 Van Ness Avenue
TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Shorten 40' white shuttle zone to 20-25'
TR-3 Add 14 Class I bicycle parking spaces

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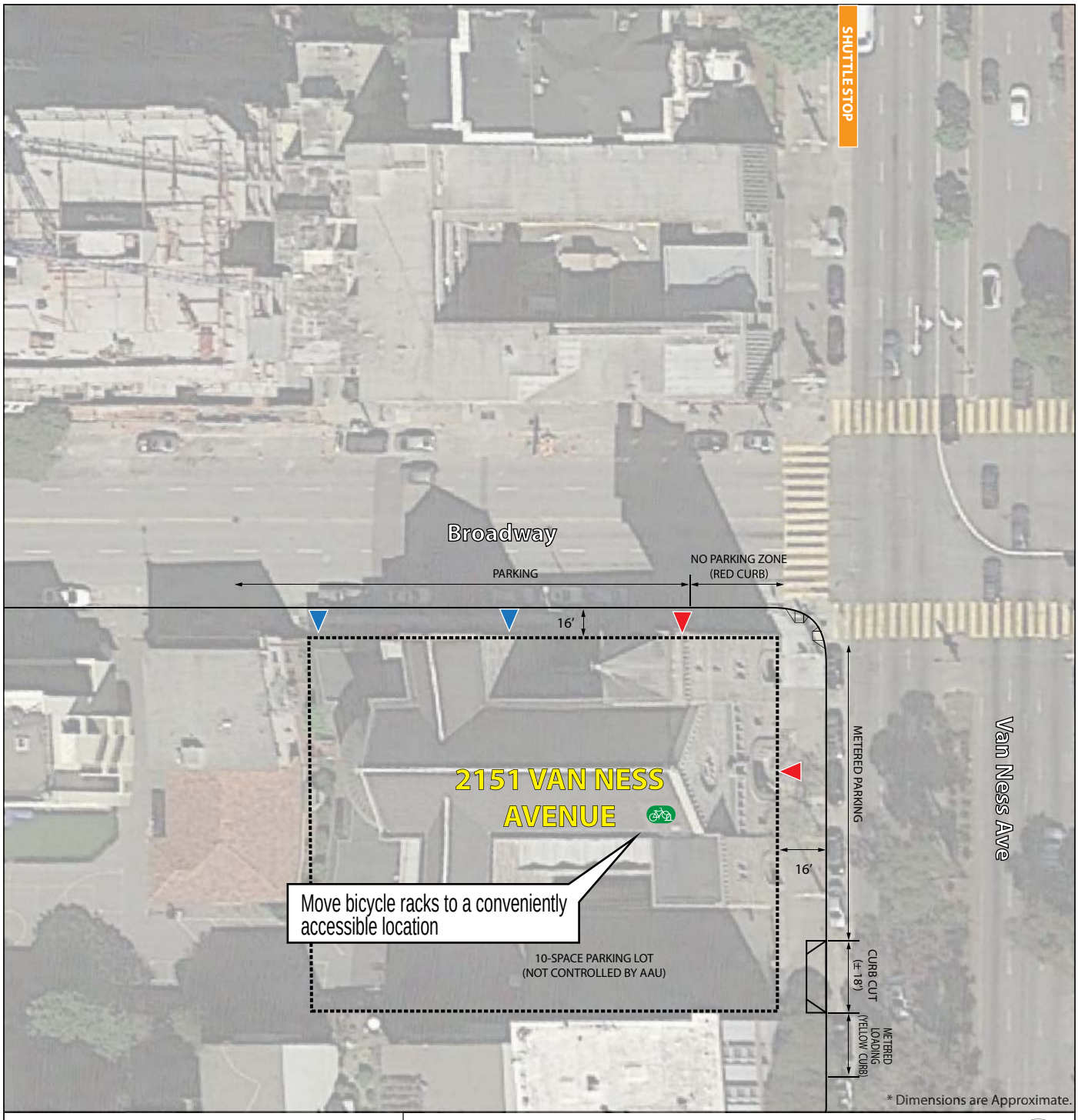
SOURCE: CHS Consulting Group, 2016.

FIGURE 4 - ES-4 & 5: 2211 & 2209 VAN NESS AVE (RESIDENTIAL SITES) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

M (20 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	TBD	TBD
Existing Supply:	0	8
Parking Demand:	1	
Recommended:	0	0

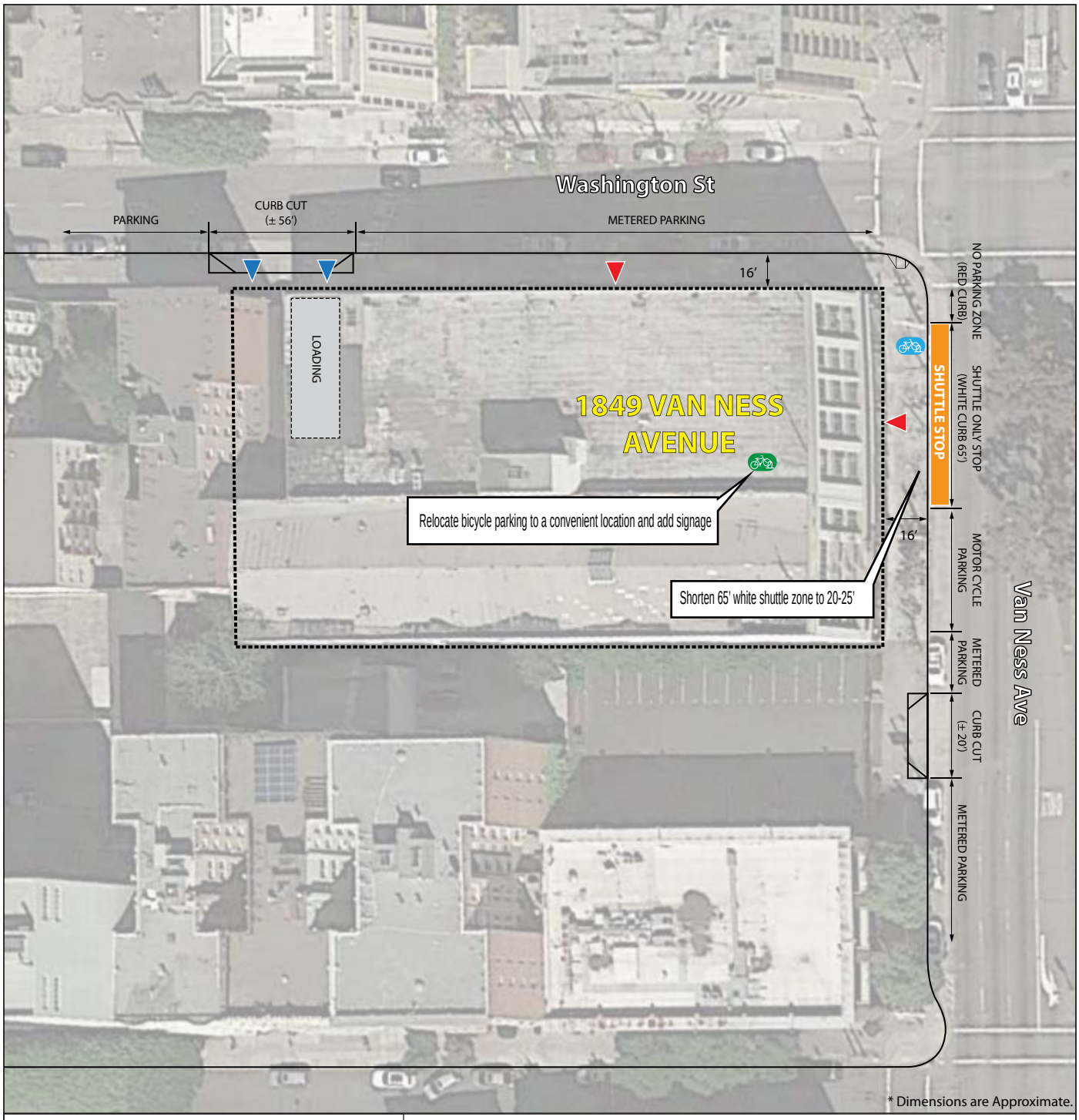
RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Move bicycle racks to a conveniently accessible location

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 5 - ES-6: 2151 VAN NESS AVE (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

M (20 min)

AAU Bicycle Parking Location
Public Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	32
Parking Demand:	21	
Recommended:	0	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Shorten 65' white shuttle zone to 20-25' and return to public parking or commercial loading spaces
TR-3 Relocate bicycle parking to a more convenient location and add signage

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 6 - ES-8: 1849 VAN NESS AVE (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL

SHUTTLE BUS SERVICE (PM Headway)

M (20 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access

N
Not to Scale

BICYCLE PARKING

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

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Coordinate with SFMTA to create a white zone
TR-3 Rearrange bicycle parking to allow for sufficient clearance of parked bicycles

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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

SHUTTLE BUS SERVICE (PM Headway)

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

Nearest Stop at 620 Sutter Street

▲ Primary Pedestrian Access

N

Not to Scale

BICYCLE PARKING

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

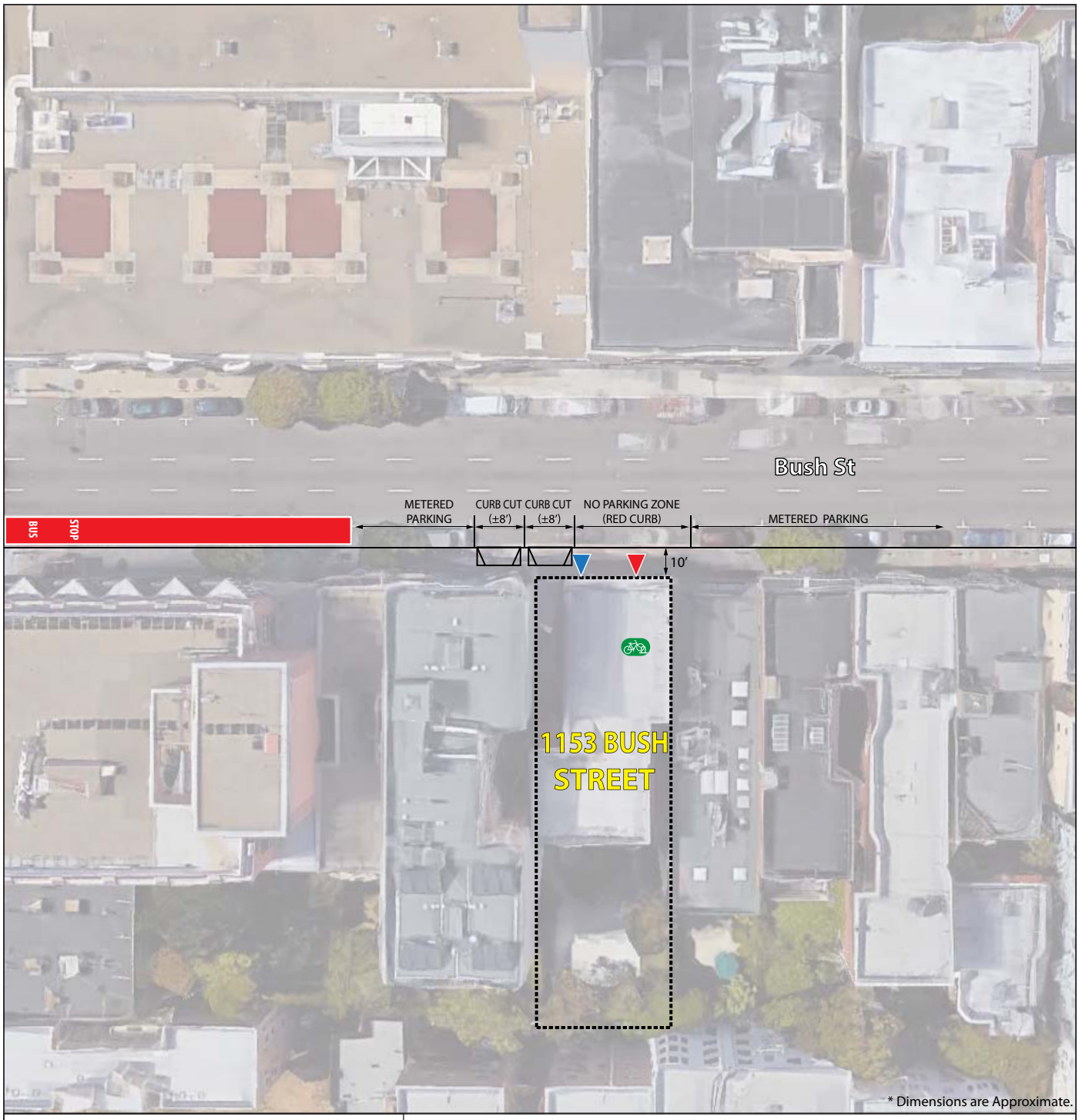
RECOMMENDED CONDITIONS OF APPROVAL

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

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min), Sutter Express (25 min)

Nearest Stop at 860 Sutter Street

AAU Bicycle Parking Location

Primary Pedestrian Access

Secondary Pedestrian Access

Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	8
Parking Demand:	3	
Recommended:	0	0

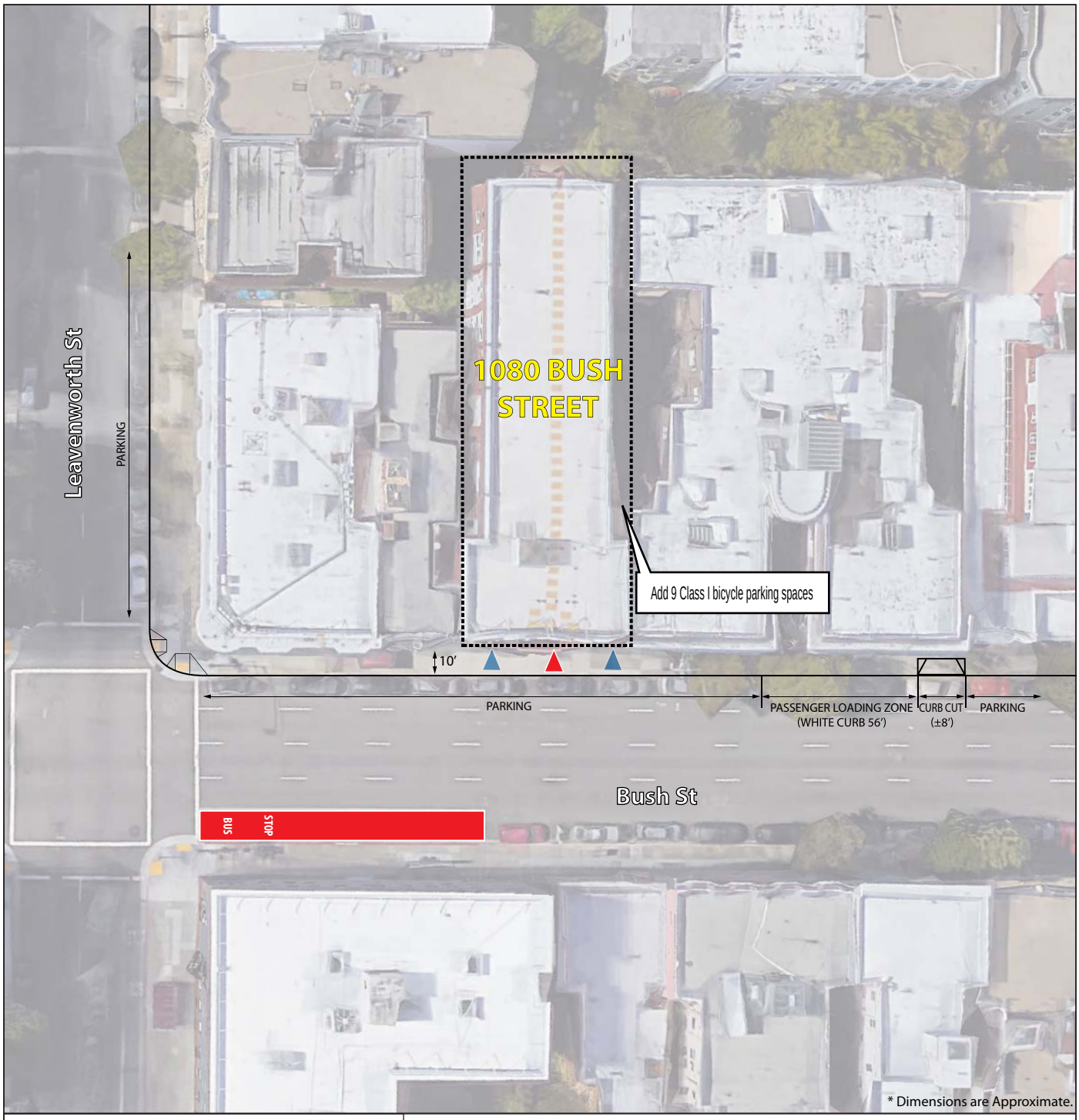
RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 9 - ES-11: 1153 BUSH ST RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

Nearest Stop at 860 Sutter Street

AAU Bicycle Parking Location

Shuttle Stop Location

Primary Pedestrian Access

Secondary Pedestrian Access

Not to Scale

BICYCLE PARKING

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

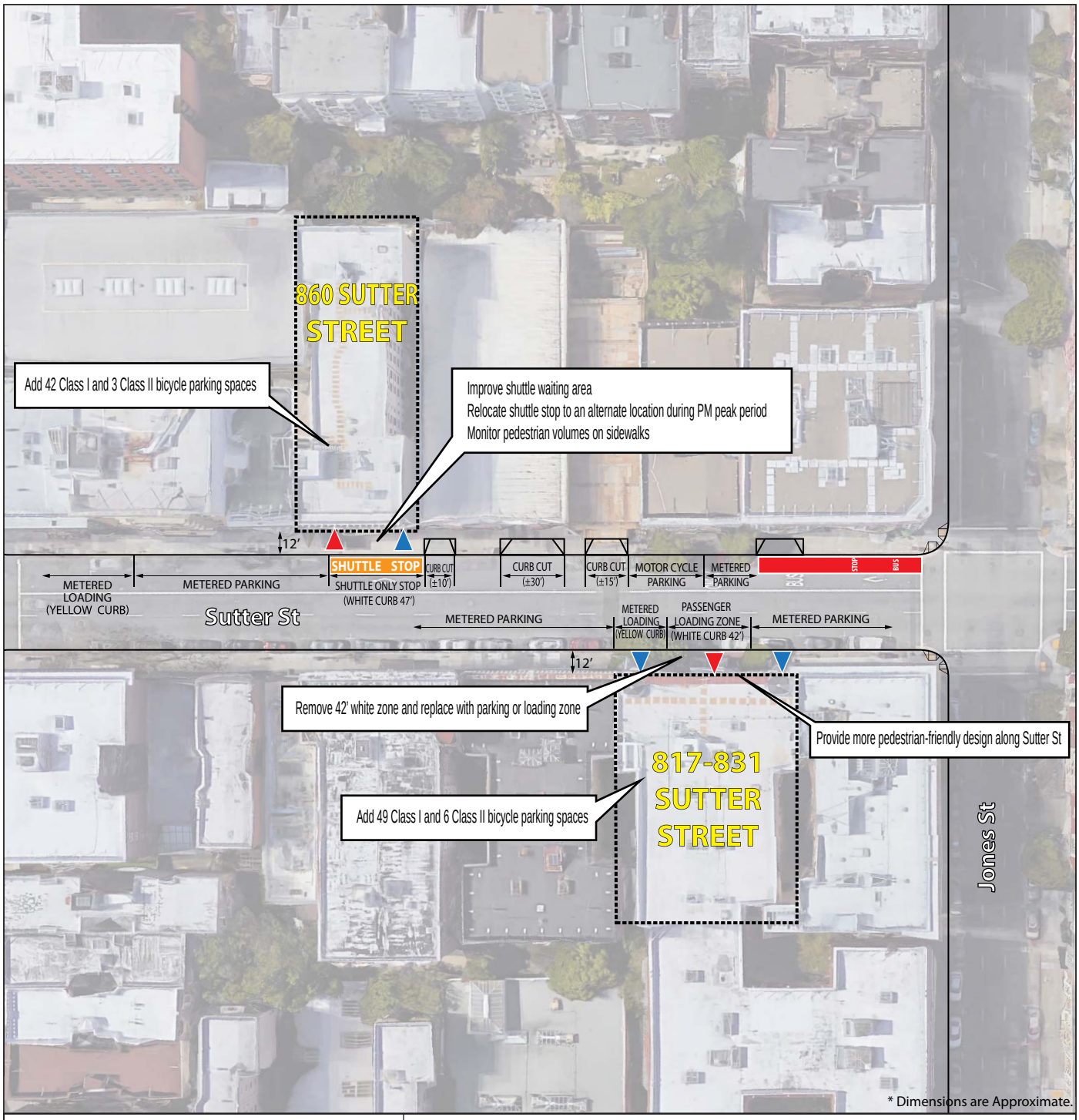
RECOMMENDED CONDITIONS OF APPROVAL

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

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING (860 / 817 Sutter)

	Class I	Class II
Code Required:	42 / 49	3 / 6
Existing Supply:	0 / 0	0 / 0
Parking Demand:	12 / 14	
Recommended:	42 / 49	3 / 6

RECOMMENDED CONDITIONS OF APPROVAL

860 Sutter Street

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Improve shuttle waiting area and monitor pedestrian volumes
TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour
TR-4 Monitor shuttle frequency to avoid double parking
TR-5 Add 42 Class I bicycle parking spaces
TR-6 Add 3 Class II bicycle parking spaces

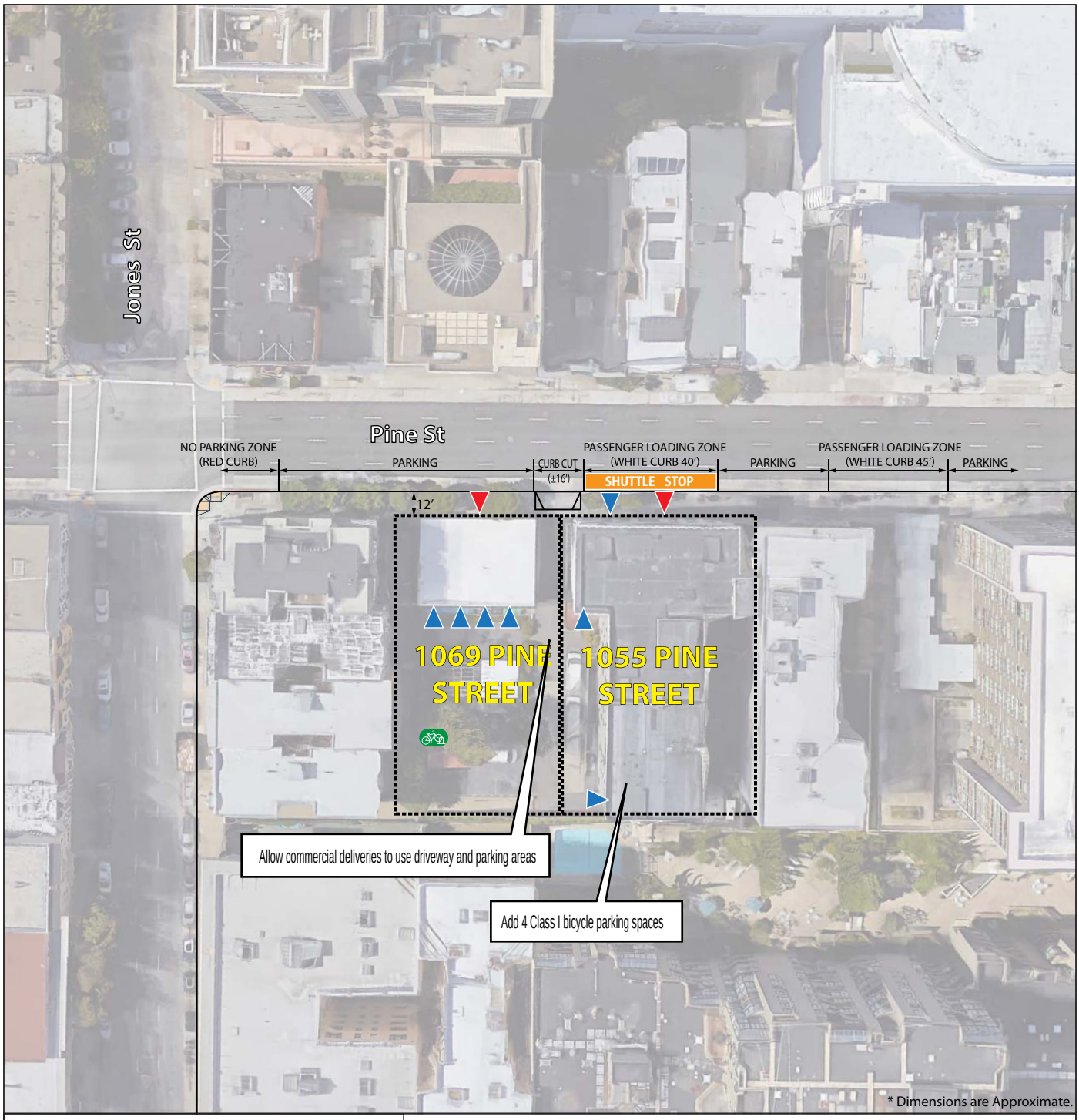
817-831 Sutter Street

TR-1 Remove 42' white zone and replace with parking or loading zone
TR-2 Provide more pedestrian-friendly design along Sutter Street
TR-3 Add 49 Class I bicycle parking spaces
TR-4 Add 6 Class II bicycle parking spaces

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 11 - ES-13 & 14: 860 & 817-831 SUTTER ST (RESIDENTIAL SITES) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

Sutter Express (25 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING (1069 / 1055 Pine)

	Class I	Class II
Code Required:	0 / 0	0 / 0
Existing Supply:	0 / 0	0 / 8
Parking Demand:	0 / 12	
Recommended:	0 / 4	0 / 0

RECOMMENDED CONDITIONS OF APPROVAL

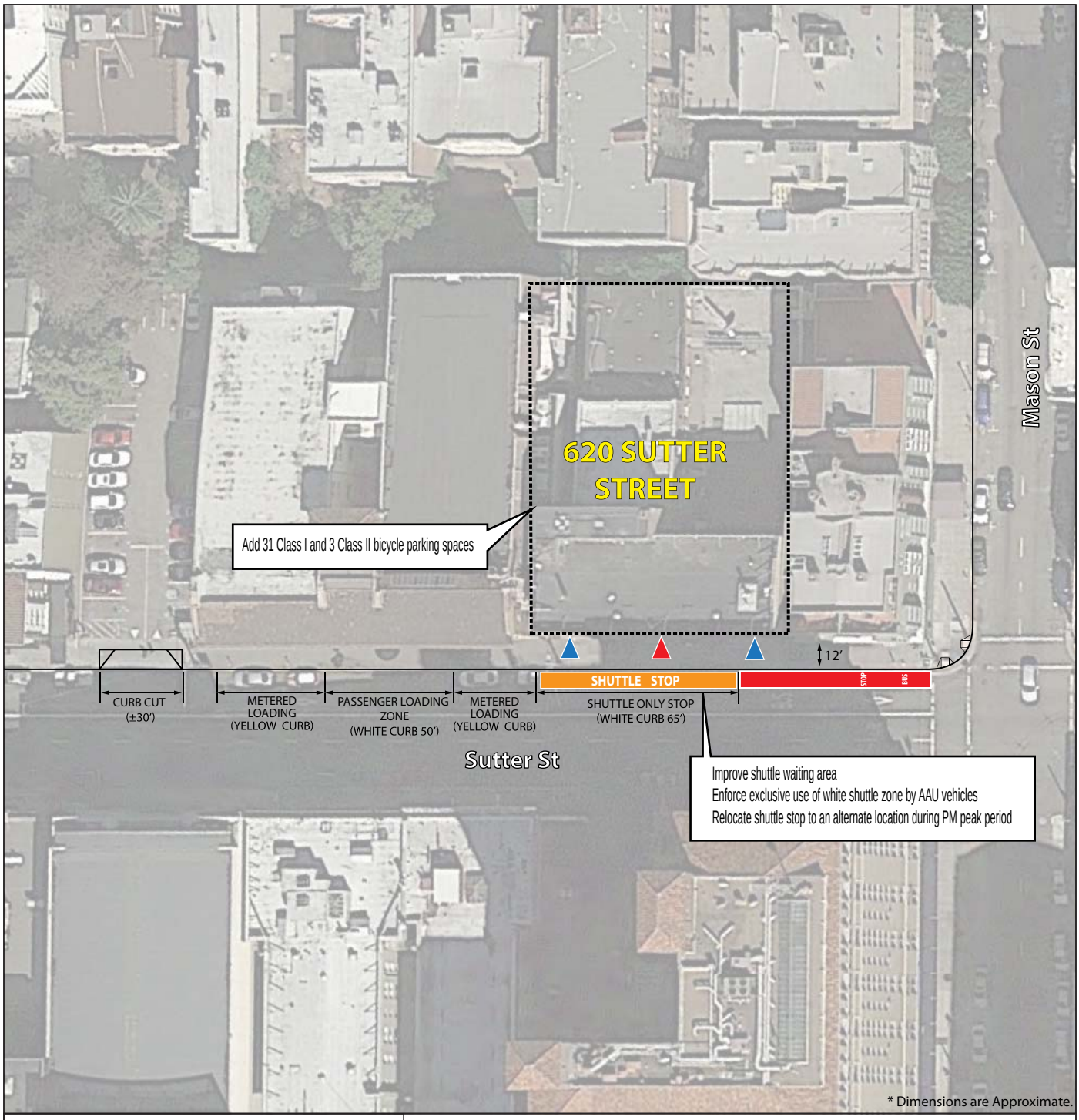
1069 Pine Street
TR-1 Allow commercial deliveries to use the driveway and parking areas

1055 Pine Street
TR-1 Add 4 Class I bicycle parking spaces, unless work with SFMTA to provide 4 Class II bicycle parking spaces along Pine Street
TR-2 Allow commercial deliveries to use the driveway and parking areas

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 12 - ES-16 & 17: 1069 (RECREATIONAL SITE) & 1055 PINE ST (RESIDENTIAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	31	3
Existing Supply:	0	0
Parking Demand:	9	
Recommended:	31	3

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Monitor on-time performance of shuttles to avoid double parking
TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak period
TR-4 Enforce exclusive use of white shuttle zone by AAU vehicles
TR-5 Improve shuttle waiting area
TR-6 Add 31 Class I bicycle parking spaces
TR-7 Add 3 Class II bicycle parking spaces

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SOURCE: CHS Consulting Group, 2016.

FIGURE 13 - ES-20: 620 SUTTER ST (RESIDENTIAL SITE) RECOMMENDED CONDITIONS OF APPROVAL

SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

Nearest Stop at 620 Sutter Street

AAU Bicycle Parking Location

Shuttle Stop Location

Primary Pedestrian Access

Secondary Pedestrian Access

Not to Scale

BICYCLE PARKING

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

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Relocate bicycle parking spaces to a more convenient location and add signage

TR-2 Reconfigure curb space to accommodate relocated shuttle stop location

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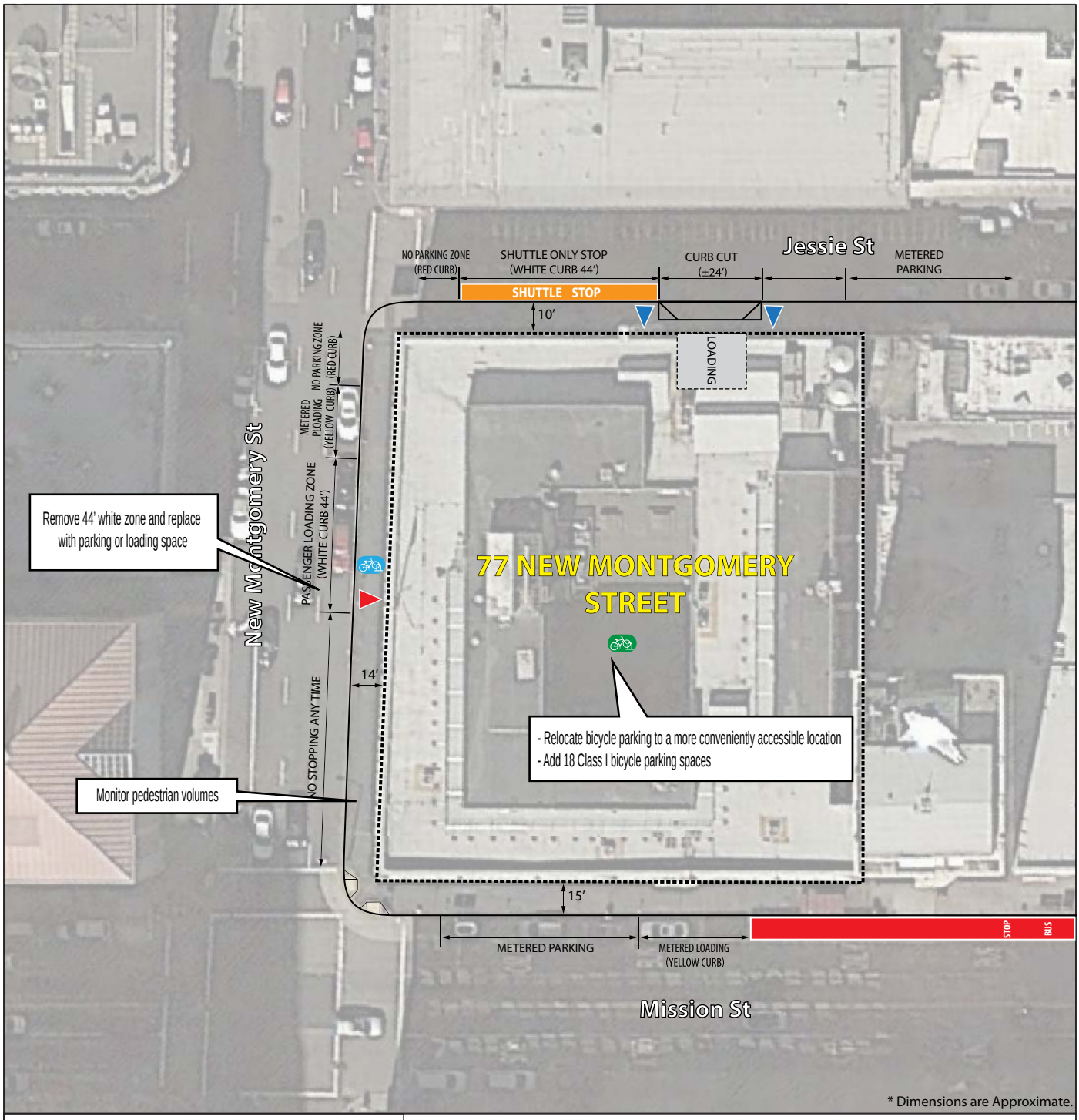
SOURCE: CHS Consulting Group, 2016.

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



SHUTTLE BUS SERVICE (PM Headway)

G (30 min), Hayes Express (30 min)

AAU Bicycle Parking Location
Public Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	16
Parking Demand:	34	
Recommended:	18	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Remove 44' white zone and replace with parking or commercial loading zone
TR-3 Monitor pedestrian volumes on sidewalks
TR-4 Relocate bicycle parking to a more convenient location and add signage
TR-5 Add 18 Class I bicycle parking spaces, unless work with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery Street

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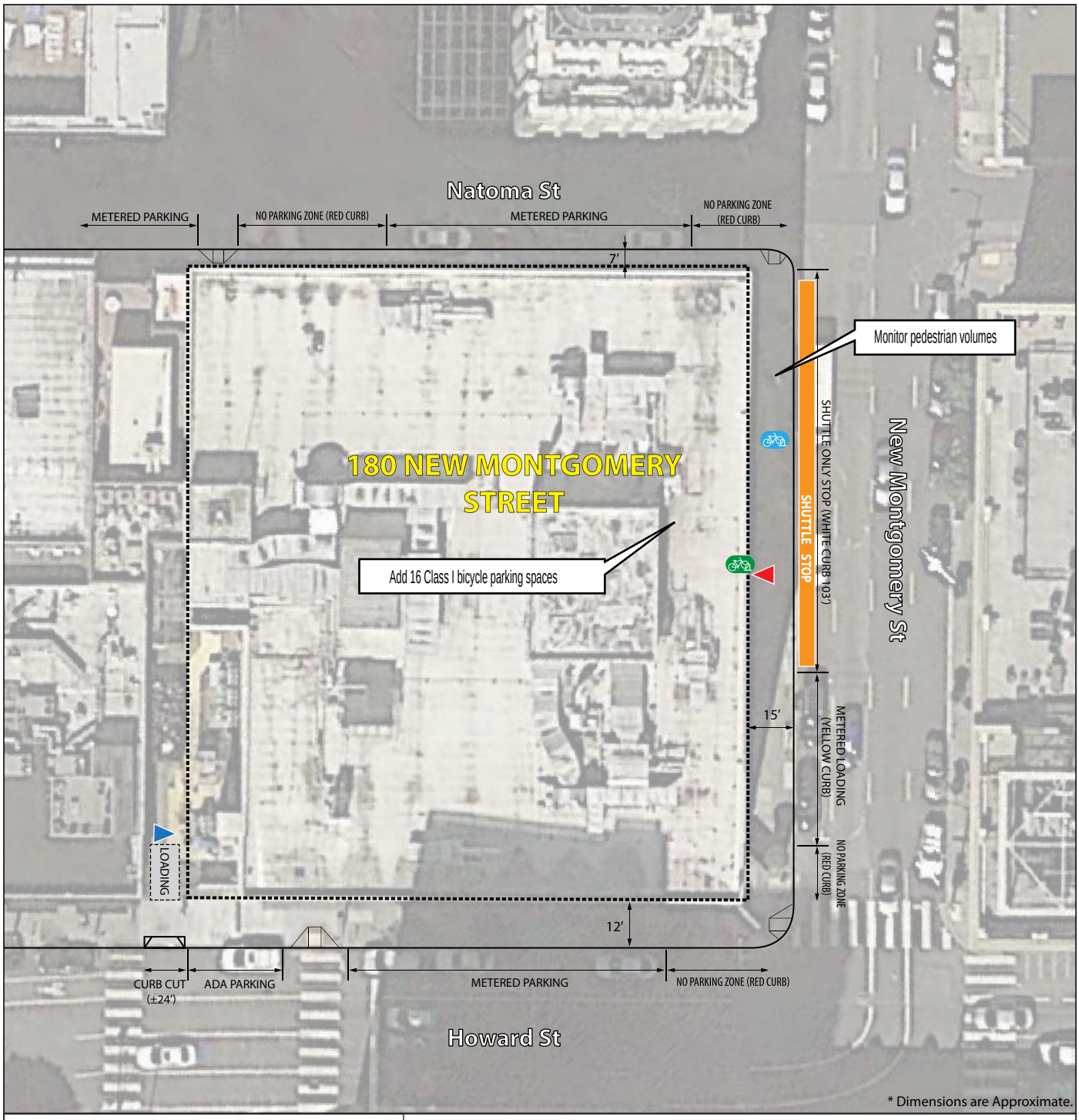
SOURCE: CHS Consulting Group, 2016.

FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I (20 min)

AAU Bicycle Parking Location
Public Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	28
Parking Demand:	44	
Recommended:	16	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Monitor pedestrian volumes on sidewalks
TR-3 Add 16 Class I bicycle parking spaces, unless work with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery Street

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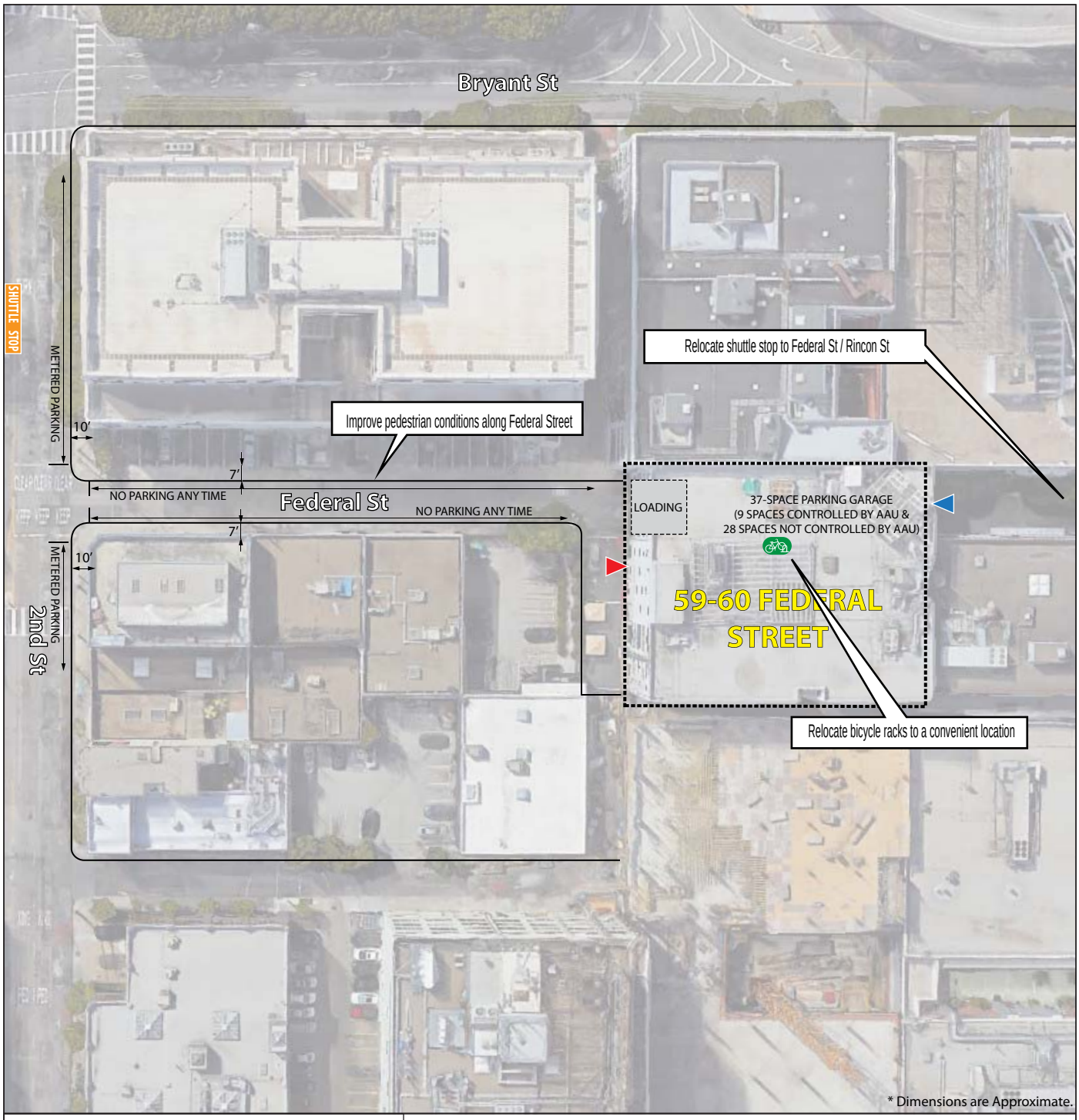
SOURCE: CHS Consulting Group, 2016.

FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

G (30 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	36
Parking Demand:	19	
Recommended:	0	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Relocate shuttle stop to the intersection of Federal St / Rincon St
TR-3 Improve pedestrian conditions along Federal Street
TR-4 Relocate bicycle parking to a more convenient location and add signage

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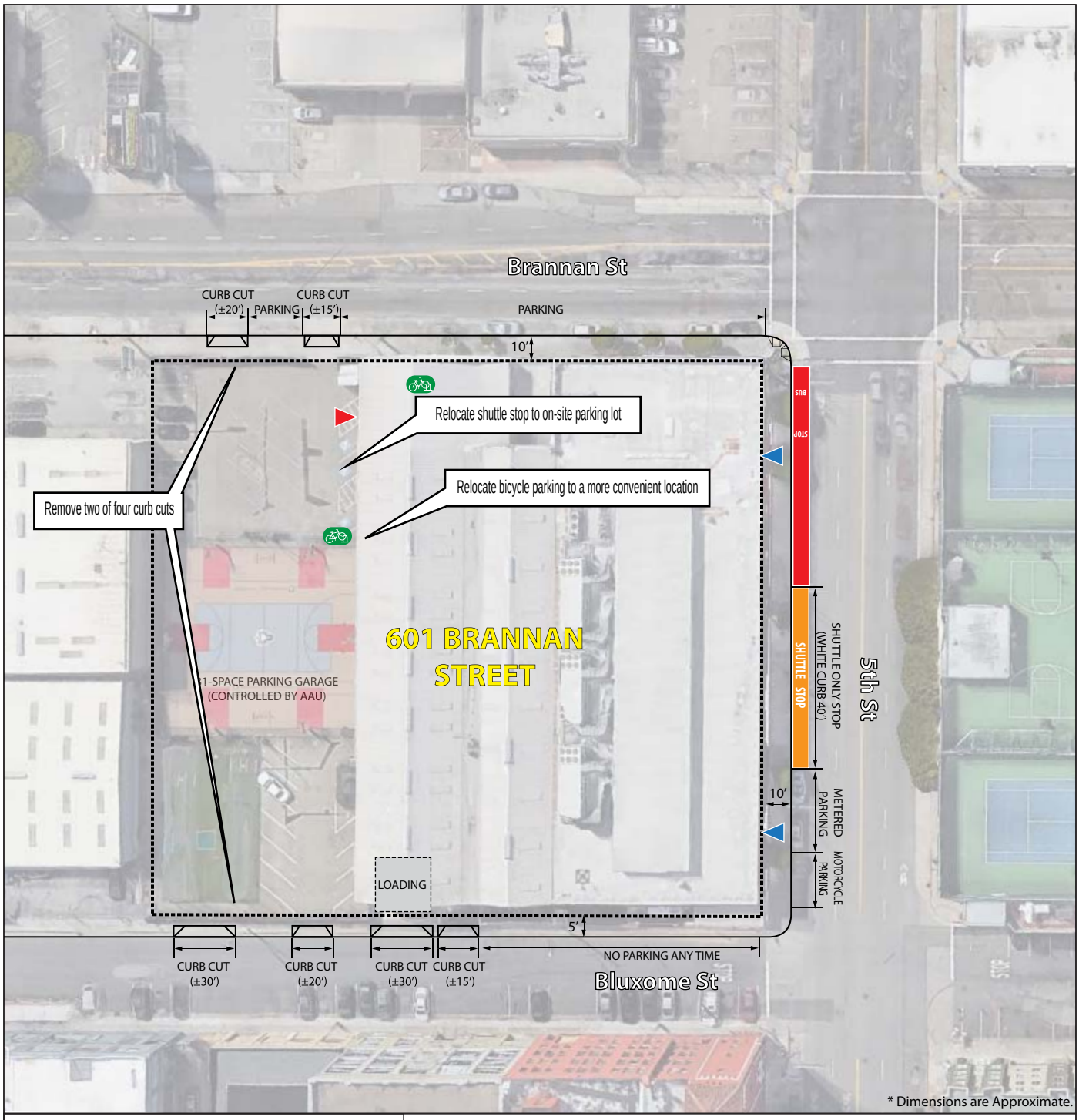
SOURCE: CHS Consulting Group, 2016.

FIGURE 17 - ES-30: 58-60 FEDERAL ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

G (30 min); H, I (20 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	60
Parking Demand:	15	
Recommended:	0	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Remove two of four driveway curb cuts
TR-3 Relocate bicycle parking to a more convenient location and add signage
TR-4 Move shuttle stop to on-site parking lot

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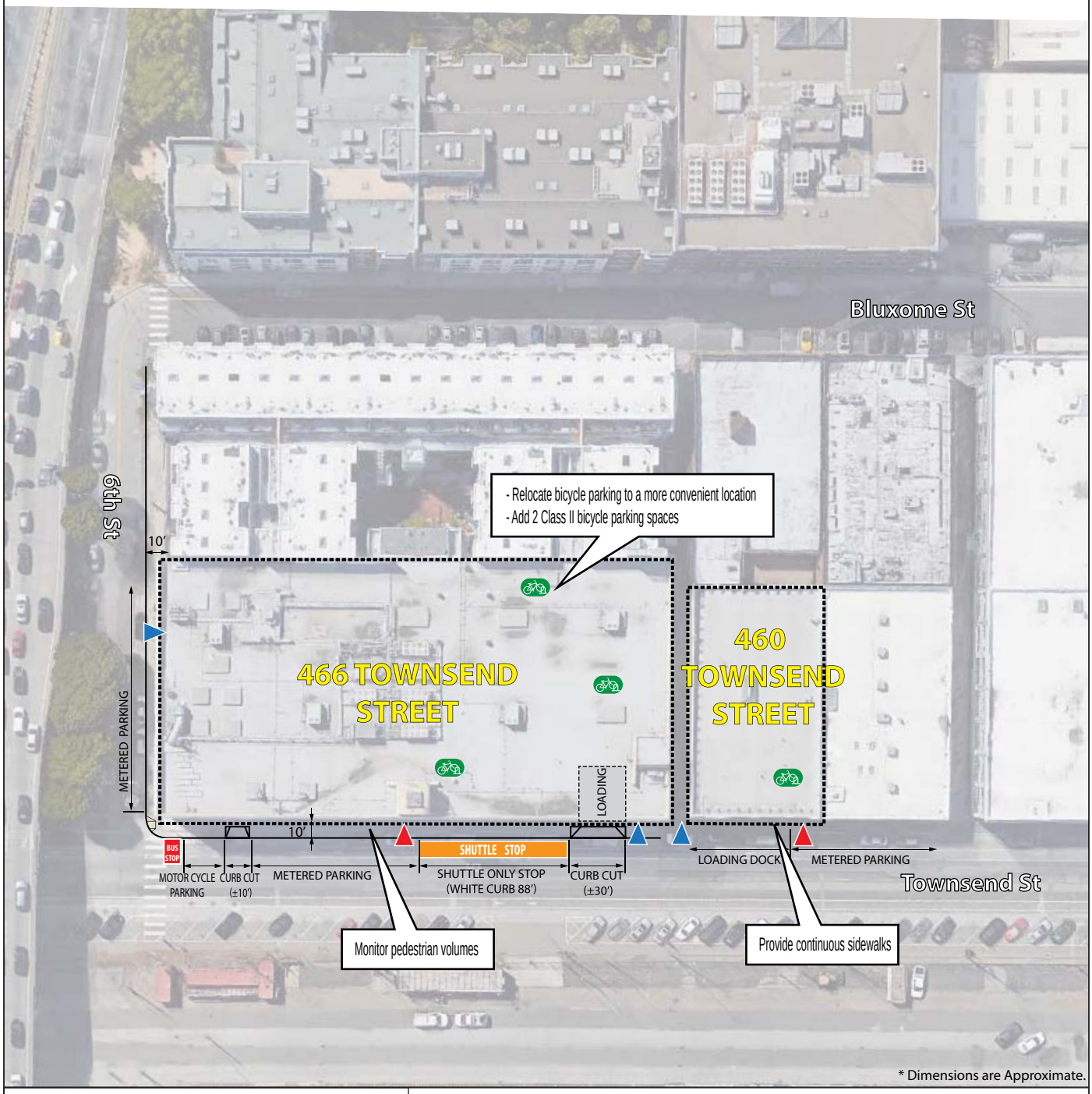
SOURCE: CHS Consulting Group, 2016.

FIGURE 18 - ES-31: 601 BRANNAN ST (INSTITUTIONAL SITE) RECOMMENDED CONDITIONS OF APPROVAL



SHUTTLE BUS SERVICE (PM Headway)

G (30 min); H, I (20 min)

AAU Bicycle Parking Location
Shuttle Stop Location
Primary Pedestrian Access
Secondary Pedestrian Access
N
Not to Scale

BICYCLE PARKING (460 / 466 Townsend)

	Class I	Class II
Code Required:	0 / 0	0 / 0
Existing Supply:	0 / 0	5 / 20
Parking Demand:	4 / 22	
Recommended:	0 / 2	0 / 0

RECOMMENDED CONDITIONS OF APPROVAL

460 Townsend Street
TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Provide a continuous sidewalk along the frontage of 460 Townsend Street

466 Townsend Street
TR-1 Assess, adjust and monitor shuttle bus capacity
TR-2 Monitor pedestrian volumes on sidewalks
TR-3 Relocate bicycle parking to a more convenient location
TR-4 Add 2 Class I bicycle parking spaces, unless work with SFMTA to provide 2 Class II bicycle parking spaces along Townsend Street

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SOURCE: CHS Consulting Group, 2016.

FIGURE 19 - ES-33 & 34: 460 & 466 TOWNSEND ST (INSTITUTIONAL SITES) RECOMMENDED CONDITIONS OF APPROVAL