CHAPTER 4 Environmental Setting and Impacts

4.0 INTRODUCTION TO THE ANALYSIS

Chapter 4 contains a discussion of the possible direct and indirect environmental effects of the proposed Academy of Art University (AAU) Project (Proposed Project). This chapter is the primary component of the environmental impact report (EIR), as it provides information on the existing conditions in the City of San Francisco, the type and magnitude of the Proposed Project's potential individual and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid such impacts.

4.0.1 Scope of the EIR

CEQA Methodological Requirements

CEQA Guidelines Section 15151 describes standards for the preparation of an adequate EIR. Specifically, the standards under Section 15151 are listed below.

- An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes into account environmental consequences
- An evaluation of the environmental impacts of a project need not be exhaustive; rather, the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible
- Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts

In practice, the above points indicate that EIR preparers should adopt a reasonable methodology upon which to estimate impacts. This approach means making reasonable assumptions using the best information available. In some cases, typically when information is limited or where there are possible variations in project characteristics, EIR preparers will employ a "reasonable worst-case analysis" in order to capture the largest expected potential change from existing baseline conditions that may result from implementation of a project.

Economic and Social Impacts

Under CEQA, economic and social effects of a proposed project are not required to be evaluated. However, if the social or economic effects would lead to physical environmental effects, only then would such effects need to be analyzed and addressed in the EIR. CEQA Guidelines Section 15131 states the following specific ways that economic or fiscal effects may be considered as part of the EIR:

- Economic or social effects of a proposed project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a proposed project through anticipated economic or social changes resulting from the proposed project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.
- Economic or social effects of a proposed project may be used to determine the significance of physical changes caused by the proposed project.

  Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a proposed project are feasible to reduce or avoid the significant effects on the environment identified in the EIR.

Program-Level Analysis and Project-Level Analysis

Each environmental topic in EIR Section 4.1 through Section 4.19 presents a program-level and project-level analysis of the Proposed Project's direct, indirect, and cumulative environmental impacts, as well as an analysis of combined impacts of program- and project-level growth.

Program-level growth consists of approximately 110,000 square feet (sf) of additional residential uses (to house approximately 400 students, equivalent to about 220 rooms) and 669,670 sf of additional institutional space in 12 geographic areas (study areas) that AAU and the Planning Department have identified where AAU could occupy buildings. However, no specific buildings have been identified at this stage in the planning process for these geographic areas.

Project-level growth consists of six additional buildings that have been occupied, identified, or otherwise changed by AAU since publication of the September 2010 Notice of Preparation (NOP) for this EIR, but for which one or more discretionary approvals have not yet been issued. These six project sites, which include 393,537 sf of institutional uses and 17,533 sf of recreational uses, consist of the following locations: PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue. The 393,537 sf of institutional uses at the six project sites is in addition to the proposed program growth discussed above. Prior uses at these sites include offices, retail and

restaurant, law offices and a restaurant, the California Culinary Academy, American Automobile Association offices, bus storage yard, and corporation yard, respectively.

The analysis of impacts related to program- and project-level AAU growth assumes that the Proposed Project would be limited to occupancy and change of use in existing buildings in already developed areas of the City. For analysis purposes, it is assumed that all study areas and project sites were vacant prior to AAU occupancy. This analysis is conservative because the future occupancy of building is unknown. As described in Chapter 3, Project Description, it is assumed that upon occupation of existing buildings, AAU would implement typical tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, seismic retrofit work, and/or addition (or replacement) of exterior signage, awnings, windows, or lighting. No new development would occur as part of the Proposed Project.

To accommodate program- and project-level growth, the Proposed Project also would include expansion of AAU's shuttle service, to be provided as needed to meet the demand for transportation to and from any new buildings that are occupied in the 12 study areas and at four of the project sites.[38] Because future shuttle route modifications would depend on the location and use of these newly occupied buildings, future routes are subject to change. For purposes of analysis, two sets of potential shuttle route assumptions were identified to connect AAU's existing (2010) routes to the study areas. Impacts related to shuttle service expansion are addressed primarily within Section 4.6, Transportation and Circulation and Section 4.8, Air Quality, as this element of the Proposed Project would have no effect with regard to most other resource topics.

As noted above, 12 study areas have been developed that include likely areas in which AAU could occupy future sites. AAU's growth within these study areas is analyzed at a program-level rather than project-level basis because specific project locations within these geographic areas have not yet been identified. The 12 study areas are identified as a way of evaluating a range of growth that can occur within certain geographic areas of the City on a program-level basis. Many of the study areas are identified as areas with the capacity to accommodate growth in which AAU already has a presence or in which AAU would like to establish a presence. The use of study areas does not mean that AAU will seek use of a building in every one of the 12 study areas. Further, the maximum development identified in any one study area cannot be exceeded by AAU without a review by the City to determine whether additional environmental documentation is necessary. In particular, site-specific traffic, air quality, greenhouse gas emissions, cultural resources or noise analyses could be required for environmental clearance of future discretionary actions and to determine the applicability of the mitigation measures identified in this EIR to future occupied AAU sites. This methodology allows for reliable analysis of the transportation and circulation impacts of the Proposed Project. The operational effects of increased enrollment, as well as associated increases in

[38] PS-2, 700 Montgomery Street, and PS-5, 121 Wisconsin Street, would not be served by the shuttle system.

faculty and staff employment, are assessed for growth throughout the study areas at a program level.

The project-level analysis, on the other hand, accounts for site-specific impacts at six buildings where AAU growth is known. As noted in Chapter 3, Project Description, while growth at these sites is analyzed at a project level in order to assess the impacts associated with AAU's occupation and use of these specific, known locations within the City, enrollment growth and associated increases in faculty and staff are considered for the purposes of this analysis to be part of overall program-level growth. Therefore, no net new population growth beyond 6,100 students and 1,220 faculty and staff would result from new students, faculty, or staff associated with growth at the six project sites.

For the project-level analysis, operational effects associated with AAU's occupation and use of specific buildings are quantified for topics (e.g., traffic, air quality, noise) where occupation and use of buildings could result in direct physical impacts at or around the project sites. However, for topics for which impacts are driven by increased enrollment and the associated demand for housing or services (e.g., population/housing, public services, recreation), project-specific impacts are assumed to be accounted for within the analysis of overall, program-level impacts resulting from population growth.

4.0.2 Format of the Environmental Analysis

Each environmental resource section in Chapter 4, Environmental Setting and Impacts, contains an introductory paragraph; a description of the environmental setting; the regulatory framework; program-level, project-level, and combined program and project impact analysis; proposed mitigation measures, if any; and cumulative impact analysis. The organization of each of the technical sections follows the outline below.

Environmental Setting

An EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" against which project-related impacts are compared (CEQA Guidelines Section 15125). For purposes of this EIR analysis, the baseline condition is September 29, 2010, which is the date of issuance of the Notice of Preparation (NOP). As of September 2010, AAU occupied property in 34 locations throughout the City, including 1,550,459 sf of institutional[39] and residential uses. Most of AAU's existing 34 properties currently require some level of City approval or review to legalize prior changes in use. The City will rely on

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

this EIR when considering the Legalization Approvals. It should be noted that CEQA requires an analysis of a proposed project's changes to the environment as it existed at the time environmental review began, even if that existing condition resulted from unpermitted or otherwise unlawful activity. This means that the EIR's analysis of the impacts of the legalization of AAU's pre-NOP changes is measured against the existing conditions at the time of the NOP. While CEQA does not require analysis of the environmental effects of the potential issuance of the Legalization Approval permits, the City is evaluating these effects in an Existing Sites Technical Memorandum, which will be used by the City in determining the physical environmental affects that resulted from pre-NOP changes of the 34 existing sites. The purpose of the Existing Sites Technical Memorandum is discussed in greater detail below.

The uses at AAU's existing 34 sites would not change with implementation of the Proposed Project. The existing institutional, residential and recreational uses would continue with the same student, faculty, and staffing levels as existed at the time of publication of the NOP in September 2010. There could be some variability in the programming of classroom facilities, but there would be no change in land uses (i.e., from residential to institutional or vice versa). Therefore, the 34 existing sites are considered part of the baseline conditions, against which Proposed Project-related impacts are compared (CEQA Guidelines Section 15125). AAU's existing sites also are considered to be included within the cumulative context under the analysis of each environmental topic, discussed further below under cumulative impacts.

In characterizing the baseline conditions, an EIR must describe the physical conditions and environmental resources within the project site and in the project vicinity, and evaluate all potential effects on those physical conditions and resources (see CEQA Guidelines Section 15125):

> An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

Furthermore, CEQA Guidelines Section 15126.2(a) explains that:

> In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

As noted above, the project area consists of 12 study areas and six project sites, all of which are characterized as a fully developed urban environment. In order to present the most conservative analysis of the potential impacts of AAU growth in the study areas and at the project sites, the analysis of all topics assumes that AAU's expansion would consist of occupation of existing, vacant

buildings. The environmental setting also describes the existing conditions at each of the six project sites.

Regulatory Framework

The Regulatory Framework provides a summary of federal, state, and local acts, codes, and plans that are relevant to each environmental issue area.

Impacts and Mitigation Measures

Significance Thresholds

Significance thresholds are used to determine whether potential environmental effects are significant. This subsection defines the type, amount, and/or extent of impact that would be considered a significant adverse change in the environment. Some thresholds (such as air quality, traffic, and noise) are quantitative, while others, such as visual quality, are qualitative. The thresholds are intended to assist the reader in understanding how and why the EIR reaches a conclusion that an impact is significant or less than significant.

Significance thresholds are provided both in the "Significance Thresholds" section and immediately before the relevant impact analysis for ease of correlation. The thresholds are restated, numbered and bolded as the impact statements.

Approach to Analysis

This subsection identifies the methodology used to analyze potential environmental impacts for each environmental topic under the identified significance threshold. Some evaluations (such as for air quality, traffic, and noise) are quantitative, while others, such as for visual quality, are qualitative.

Impact Evaluation

The Impact Evaluation section consists of three general parts: Program-Level Analysis—an analysis of AAU future growth, which consists of potential occupancy and changes of uses in 12 study areas, where specific buildings or locations are not currently known; Project-Level Analysis—an analysis of the six project-specific sites (i.e., PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue); and Combined Program-Level and Project-Level Analysis—an analysis of the Proposed Project, which includes both the 12 program-level study areas and the six project-specific sites. This analysis also includes, where applicable, an analysis of the proposed shuttle service expansion that is proposed to accommodate program- and project-level growth.

As noted above, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. These sites are, therefore, considered part of the EIR baseline conditions. As such,

AAU activities at these 34 sites are part of the existing conditions accounted for in the environmental setting section for each resource topic. As described in Chapter 3, Project Description, while these existing sites are part of the baseline conditions, the legalization of previous changes in use at these sites is part of the Proposed Project. However, because implementation of the Proposed Project would not change existing uses at these sites, the continued occupancy of the 34 existing sites would result in no physical impacts. Further, while no further analysis of impacts related to changes in use at the 34 existing sites is included in the resource sections, any potential effects that resulted from previous unauthorized change of uses or tenant improvements at the 34 existing sites would be addressed in the Existing Sites Technical Memorandum.

This EIR represents the best effort to evaluate the potential environmental effects of the AAU's future growth given its 10-year planning horizon. It can be anticipated that conditions will change over this planning horizon; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development and travel patterns.

This subsection describes the potential direct and/or indirect environmental impacts of the Proposed Project and, based on the significance thresholds, determines the significance of each environmental impact. Each impact is summarized in an "impact statement" that is separately numbered, coincides with an identified significance criterion, and is followed by a detailed discussion. This format is designed to assist the reader in quickly identifying the subject of the impact analysis.

As noted above, the Proposed Project consists of future AAU growth through the occupation and change of use of existing structures. Existing structures were assumed to be vacant because any potential occupancy of future study area buildings is unknown and speculative. No new building construction would occur as a result of the Proposed Project. Therefore, for purposes of this EIR, its assumed renovations (i.e., tenant improvements) would be restricted to interior construction and redesign (e.g., drywall, paint, and lighting), installation of electrical and plumbing infrastructure (as required), and the like, to accommodate the proposed institutional and housing uses. Exterior improvements would be limited to security system installation, fire sprinkler/fire alarm upgrades, seismic retrofit work, and/or the addition (or replacement) of exterior features such as signage, awnings, windows, or lighting. The improvements at the six project sites are identified in Chapter 3, Project Description.

These assumptions for AAU tenant improvements for the Proposed Project are based upon similar activities previously completed at existing AAU sites. Based upon a site visit to 29 existing AAU sites,[40] construction activities have primarily consisted of improvements such as installation of drywall for partitions, paint, relocation or addition of light fixtures, new fire sprinkler systems, new fire alarms or upgrades, new security systems, limited seismic retrofit work, and elevator modernizations. This work typically occurs, and would be expected to occur in the future, when

[40] Site visits to 29 existing sites were conducted by Richard Brandi, Architectural Historian (assisted by Pedro Vitar) as part of the inventory of cultural resources conducted from February 15 to February 18, 2013.

AAU is on semester breaks. For a conservative analysis, this EIR assumes future construction activities would primarily consist of interior tenant improvements, but could also consist of limited seismic upgrades or other more extensive exterior tenant improvements. Additional detail related to tenant improvements, including seismic retrofit activities, is included in Chapter 3, Project Description, Section 3.4, Tenant Improvements.

For each significance threshold, program-level, project-level, and combined program-and project-level impacts are assessed, and a conclusion is made as to whether the impact, after implementation of any mitigation measures and/or compliance with existing local, state, and federal laws and regulations, would remain significant or be reduced to a less-than-significant level.

A "significant effect" is defined by CEQA Guidelines Section 15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment … [but] may be considered in determining whether the physical change is significant." The EIR uses the following terms to describe the level of significance of impacts identified during the course of the environmental analysis:

- **No Impact**—No adverse changes (or impacts) to the environment are expected.
- **Less-Than-Significant Impact**—Impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations.
- **Less-Than-Significant Impact with Mitigation**—Impact that is reduced to a less-than-significant level through implementation of the identified mitigation measures.
- **Significant and Unavoidable Impact with Mitigation**—Impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- **Significant and Unavoidable Impact**—Impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations and for which there are no feasible mitigation measures.

Mitigation Measures

Where the impact analysis identifies significant adverse environmental effects that could be reduced or avoided through implementation of a mitigation measure, the measure is presented at the end of the impact section. Mitigation measures identify specific and measurable actions that could be taken to reduce potentially significant environmental impacts.

Proposed Project impacts are also assessed in light of existing regulatory requirements that could serve to mitigate potential impacts. The effectiveness of existing regulations to mitigate potential impacts is often affected by discretionary requirements, site characteristics, and proposed plan features and design-level considerations that are not yet detailed. Because there is some discretion in how these regulations can be applied, these requirements are sometimes included as mitigation measures to outline the specific process by which AAU future growth would be required to comply with these regulations.

Program-level mitigation measures are proposed that would apply to all subsequent discretionary actions initiated by AAU, although site-specific mitigation measures may also be implemented as identified in subsequent environmental analysis, as appropriate. The mitigation measures identify the parties responsible for implementation, a timeframe for implementation, and any applicable public agency approval, oversight, or monitoring that may be required. Mitigation measures would usually be implemented by AAU, with oversight by one or more public agencies, unless indicated otherwise. Additionally, mitigation measures are identified, as needed, to avoid or minimize impacts resulting from improvements associated with AAU's occupancies proposed at the six specific project sites. Implementation of mitigation measures identified for the six project sites would be required as a condition to issuance of permits or other authorizations by the City.

Cumulative Impacts

CEQA requires that EIRs discuss a proposed project's potential contributions to cumulative impacts, in addition to proposed project-specific impacts. CEQA Guidelines Section 15130(a)(1) states that a "cumulative impact consists of an impact which is created as a result of the combination of the proposed project evaluated in the EIR together with other proposed projects causing related impacts." Other proposed projects include past, present, and reasonably probable future proposed projects.

CEQA Guidelines Section 15130(b)(1) states that the approach to the cumulative impact analysis may be based on either of the following approaches, or a combination thereof:

- A list of past, present, and probable future projects producing related or cumulative impacts
- A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or areawide conditions

For the purposes of this EIR, the analysis of the potential for the Proposed Project's incremental effects to be cumulatively considerable is based upon a list of related proposed projects and plans identified by the City and neighboring jurisdictions and/or on full implementation of the City's *General Plan* and/or other planning documents, depending upon the specific impact being analyzed. Table 4-1, Cumulative Projects, describes the proposed projects that were considered in the cumulative analysis. The cumulative projects within the vicinity of the project sites and study areas listed in Table 4-1 were selected based upon the possibility that the Proposed Project's potential

contributions to a cumulative impact could combine with other projects in the vicinity. Due to the nature of the Proposed Project, which is the occupation and change of use of existing buildings, generally area plan projects or large multiphased projects were selected as relevant cumulative projects that have the potential to combine with the effects of the Proposed Project. The geographic scope of the cumulative impact analyses and the specific related proposed projects and plans that are included in the analyses may also vary depending on the specific environmental issue being analyzed. For instance, Section 4.3, Aesthetics, considers only projects and plans that are proposed within and immediately adjacent to the study areas and project sites, given the limited nature of related impacts that would occur as a result of the proposed changes in use and associated tenant improvements. In contrast, in accordance with the typical methodology the San Francisco Planning Department applies to analysis of transportation impacts, Section 4.6, Transportation and Circulation, and Section 4.9, Greenhouse Gas Emissions, rely on a citywide growth projection model that encompasses many individual projects anticipated in and surrounding the Project Area. Each technical section of this EIR designates the cumulative context for each cumulative impact analysis.

The EIR presents a cumulative impact analysis only where the Proposed Project's incremental effect would result in a less-than-significant or significant and unavoidable cumulative impact.

Table 4-1 Cumulative Projects

Project/Plan	*Description*
SA-1, Lombard St/Divisadero St	
No Major Development Projects or Area Plans	
SA-2, Lombard St/Van Ness Ave	
No Major Development Projects or Area Plans	
SA-3, Mid Van Ness Ave	
1333 Gough Street	The project is the construction of a 30-story, 231-unit residential tower in addition to the existing 14-story residential building on the block, and consolidation of all residential parking for both buildings in a new below-ground parking structure for 400 vehicles utilizing a stacker system. New construction totals approximately 397,135 sf. This project (Case No. 2005.0679E) is currently undergoing environmental review.
California Pacific Medical Center Long Range Development Plan (CPMC LRDP), Cathedral Hill Campus	Under the LRDP, CPMC would design, construct, and operate the proposed Cathedral Hill Campus. This campus would include a newly constructed 15-story, 555-bed hospital at the northwest corner of the intersection of Van Ness Avenue and Geary Boulevard and a medical office building (MOB) at the northeast corner of the intersection of Van Ness Avenue and Geary Street, across Van Ness Avenue from the proposed Cathedral Hill Hospital site. A pedestrian tunnel beneath Van Ness Avenue would connect the hospital and MOB. An existing MOB at the intersection of Sutter and Franklin Streets, currently partially used as an MOB, would be fully converted for use as an MOB. The Cathedral Hill Campus was approved by the Planning Commission (Motion No. 18880) in May 2013 and is currently being constructed.
SA-4, Sutter Street/Mason Street	
No Major Development Projects or Area Plans	

Table 4-1	**Cumulative Projects**
Project/Plan	***Description***
SA-5, Mid Market Street	
Better Market Street	The Better Market Street project offers an opportunity to envision a new Market Street that is greener, has enlivened public plazas and sidewalks full of cafes, showcases public art and performances, provides dedicated bicycle facilities, and delivers efficient and reliable transit. The goal of the project is to revitalize Market Street from Octavia Boulevard to The Embarcadero and reestablish the street as the premier cultural, civic and economic center of San Francisco and the Bay Area. The new design should create a comfortable, universally accessible, sustainable, and enjoyable place that attracts more people on foot, bicycle and public transit to visit shops, adjacent neighborhoods and area attractions. This project has not filed an environmental evaluation application.
5M Project	The "5M" project would renovate the existing San Francisco Chronicle building at Fifth and Mission Streets and would construct additional space in several mid- and high-rise buildings elsewhere on the same city block. For purposes of analysis of quantitative impacts such as traffic, this project was assumed to encompass 1.1 million sf of office space, 200,000 sf of retail and restaurant space, and 800 residential units. The San Francisco Planning Department has completed a preliminary project assessment for this project, and an environmental review application (Case No. 2011.0409E) has been filed with the department.
1066 Market	The proposed 1066 Market Street project would result in the demolition of an existing two-story commercial building and parking lot and new construction of a 14-story building to house up to 330 residential units, approximately 1,885 sf of retail on Market Street, approximately 2,678 sf of commercial use along Golden Gate Avenue and Jones Street and two levels of below grade parking for approximately 112 cars. The San Francisco Planning Department has completed a preliminary project assessment for this project, and an environmental review application (Case No. 2013.1753E) has been filed with the department.
150 Van Ness Avenue	The proposed project at 150 Van Ness Avenue would result in the construction of a 13-story, 429-unit residential building on Hayes Street between Van Ness Avenue and Polk Street. The project would contain 512,010 gsf, including 410,760 sf of residential, 90,600 sf of subsurface parking, and 9,000 sf of retail on the Van Ness Avenue frontage. The Proposed Project would require demolition of an existing 13,410 sf surface parking lot, and a vacant office building totaling approximately 149,049 sf. The San Francisco Planning Department has completed a preliminary project assessment for this project, and an environmental review application (Case No. 2013.0973E) has been filed with the department.
950 Market Street	The proposed project is the demolition of five existing structures and new construction of a mixed-use arts, education, residential, hotel, and retail complex, with approximately 198 below-grade parking spaces. The proposed project includes approximately 75,000 sf of nonprofit performing arts theaters, classroom, rehearsal, and administrative office space; up to 316 residential units; up to 310-room hotel with banquet, meeting, and sky lounge facilities; 24,000 sf of convention office space, and up to 15,000 sf of ground-floor and mezzanine retail space including a restaurant/bar and other active retail uses. The San Francisco Planning Department has completed a preliminary project assessment for this project, and an environmental review application (Case No. 2013.1049E) has been filed with the department.
SA-6, Fourth Street/Howard Street	
Moscone Center Expansion Project	The proposed project is the expansion of Moscone Center Convention Center. The project would add approximately 353,000 sf to the portion of the existing Moscone Center located on Howard Street between Third and Fourth Streets. The expansion would include 120,000 sf of repurposed exhibition area, 20,000 sf of exhibition area below grade, 43,000 sf of new and repurposed lobby area above grade, 84,000 sf of new multipurpose/meeting area, and 86,000 sf of new and repurposed building support area above and below grade. This project was approved by the Planning Commission (Case No. 2013.0154E).

Table 4-1	**Cumulative Projects**
Project/Plan	***Description***
SA-7, Rincon Hill East	
Rincon Hill Plan	The Rincon Hill Plan provides for the development of a new mixed-use neighborhood on Rincon Hill, a 12-block area close to downtown. Rincon Hill is south of the Financial District and Transbay District, and north of the South Beach neighborhood.[41] The plan area is bounded generally by Folsom Street, the Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach, and Essex Street. The Rincon Hill Plan aims to transform Rincon Hill into a mixed-use downtown neighborhood with a significant housing presence, while providing the full range of services and amenities that support urban living and home to as many as 10,000 new residents.
Transit Center District Plan	The Plan area comprises approximately 145 acres in the southern portion of the downtown Financial District, roughly bounded by Market Street, Stuart Street, Folsom Street, and a line to the east of Third Street. The Plan area is surrounded by the Financial District, Rincon Hill, the waterfront, and the Yerba Buena Center area; it is centered on the site of the former Transbay Terminal, which was demolished in 2010, to be replaced by the new Transbay Transit Center now under construction. The Plan area includes Zone 2 of the adopted Transbay Redevelopment Area and a portion of Zone 1 (only for streetscape and roadway modifications consistent with that plan).
SA-8, Third Street/Bryant Street	
East SoMa Plan	The East SoMa Area Plan was adopted as part of the Eastern Neighborhoods Rezoning and Area Plan Project (EN). The East SoMa Area Plan is intended to guide the location, intensity and character of new and expanded business and residential activity, the buildings which house these activities, and the public facilities and resources provided within the area covered in the Plan.
Central SoMa Plan	The San Francisco Planning Department is in the process of developing an integrated community vision for the southern portion of the Central Subway rail corridor. This area is located generally between Townsend and Market Streets along Fourth Street, between Second and Sixth Streets. The plan's goal is to integrate transportation and land uses by implementing changes to the allowed land uses and building heights. The plan also includes a strategy for improving the pedestrian experience in this area. These changes will be based on a synthesis of community input, past and current land use efforts, and analysis of long-range regional, citywide, and neighborhood needs. This plan is funded by a Transportation Planning Grant from Caltrans. An application has been filed for this project for conducting environmental review (Case No. 2011.1356E).
SA-9, Second Street/Brannan Street	
East SoMa Plan	See above for description.
Central SoMa Plan	See above for description.
SA-10, Fifth Street/Brannan Street	
598 Brannan Street	The 598 Brannan Street project proposes to demolish the existing two-story, 38,200 sf industrial building at the property and to construct an approximately 700,000 sf, two-building office project at the site. The buildings would be 160 feet in height, with 11 stories each. The buildings would be completely separated, allowing access and a vista to a new park proposed for the center of the block. Park access would also be provided via a new passage from Brannan Street, where the subject lot meets the next lot to the northeast. Below-grade parking will be accessed via entrances along Brannan and Fifth Streets. An application has been filed for this project for conducting environmental review (Case No. 2012.0640E).

[41] *San Francisco General Plan*. Rincon Hill Plan (adopted by Planning Commission Resolution 13907 adopted July 6, 1995, as amended through 2005).

Table 4-1	**Cumulative Projects**
Project/Plan	***Description***
Western SoMa Plan	The boundaries of the Western SoMa Plan coincide with those of the existing Western SoMa Special Use District (SUD). The Plan area is located in the western portion of the SoMa neighborhood of San Francisco. Altogether, the Draft Plan area comprises approximately 298 acres and is surrounded by the Civic Center, East SoMa, Showplace Square, Mission District, and Hayes Valley. The Plan would amend the existing Western SoMa SUD and would implement new planning policies and controls for land use, urban form, building height and design, street network, and open space. The Plan's basic goal is to maintain the mixed-use character of the proposed Draft Plan area and preserve existing housing while encouraging new residential and resident-serving uses (including affordable housing) within the proposed Residential Enclave Districts (REDs) north of Harrison Street and targeting larger parcels south of Harrison Street for local- and region-serving, primarily commercial uses (such as office and technology-based uses) and large-scale (over 25,000 sf) commercial developments. South of Harrison Street, residential uses would be prohibited outside of the designated residential and mixed-use districts. In addition, Townsend Street would be targeted as a mid-rise business corridor that would promote high-tech and digital-media uses. Folsom Street would be maintained and developed for neighborhood-serving retail uses. The size of commercial developments would be limited throughout the Draft Plan Area except for designated large lots south of Harrison Street. The Western SoMa Plan was adopted by the Board of Supervisors in March 2013.
610–620 Brannan	The proposed project would demolish a paved lot and three existing single-story buildings to erect an approximately 160-foot-tall (620,000 sf) office building ("600 Brannan" project) with public open space, PDR uses, street-facing retail, and subsurface parking garage. This project is currently undergoing environmental review (Case No. 2014.0416E).
SA-11, Sixth Street/Folsom Street	
850 Bryant Street	The proposed project would replace County Jails #3 & #4, currently located on the sixth and seventh floors at the Hall of Justice (HOJ) building and be relocated at 850 Bryant Street, through the Rehabilitation and Detention Facility (RDF) project. The project would a 200,000 sf jail facility with 320 cells and 640 beds. This project is currently undergoing environmental review (Case No. 2014.0198E).
East SoMa Plan	See above for description.
SA-12, Ninth Street/Folsom Street	
350 Eighth Street	The 350 Eighth Street project site would be redeveloped with approximately 444 dwelling units, approximately 33,650 sf of commercial space, approximately 8,150 sf of loft-style space suitable for light industrial use and artists' studios, and approximately 1,333 sf of community space. This project (Case No. 2008.0877) we recently approved by Planning Commission Motion No. 18766
Western SoMa Plan	See above for description.
PS-1, 2801 Leavenworth Street (The Cannery)	
No major development projects or area plans within 500 feet of project site	
PS-2, 700 Montgomery Street	
No major development projects or area plans within 500 feet of project site	
PS-3, 625 Polk Street	
No major development projects or area plans within 500 feet of project site	
PS-4, 150 Hayes Street	
150 Van Ness Avenue	See description above.
101 Polk Street	The proposed project is the construction of a 14-story, 163-unit residential building with 52 subgrade parking spaces on an existing surface parking lot. The 101 Polk Street project was approved by the Planning Commission (Motion No. 18864) in April 2013.

Table 4-1 Cumulative Projects

Project/Plan	*Description*
PS-5, 121 Wisconsin Street	
California College of Arts	This project would establish an IMP for the California College of Arts; and would establish the Art & Design Educational Special Use District at 1111 Eighth Street to facilitate the continued operation of the California College of the Arts and provide a regulatory scheme for a potential future phased expansion of the campus. The IMP for this project (Case No. 2011.1381) was accepted in April 2013.
Showplace Square/ Potrero Area Plan	PS-4, 121 Wisconsin Street, is located within the Showplace Square/Potrero Area Plan, which was adopted as part of the Eastern Neighborhoods Rezoning and Area Plan Project (EN). The objective of this plan is to encourage the transition of portions of Showplace/Potrero to a more mixed use and neighborhood-serving character, while protecting the core of design-related PDR (production, distribution, repair) uses.
PS-6, 2225 Jerrold Avenue	
No major development projects or area plans within 500 feet of project site	

Existing Sites Technical Memorandum

As noted above, AAU has expanded its operations over time by occupying existing buildings throughout the City and converting them to postsecondary institutional and residential uses. In many of AAU's 34 existing buildings, the use has changed from their prior uses, such as offices, churches, commercial buildings, and/or other institutional uses, to accommodate its institutional programs, including educational (e.g., art studios and classrooms), administrative, residential, and/or recreational uses, without the benefit of all required permits.

In San Francisco, authorization of most permits is a discretionary action due to the ability of the Planning Commission under various provisions of the *Planning Code* to take discretionary review. In the normal course of review of a Conditional Use (CU) authorization or Building Permit (BP) application, the Planning Department would conduct CEQA review for a "project" contemplated in the application. At 28 of its existing 34 sites, AAU deviated from the normal course of review by changing the use of properties and/or making physical alterations to buildings without obtaining the appropriate authorizations. Thus, retroactive CUs, BPs, and/or historic reviews would be required to bring all of these properties into compliance.

As part of this retroactive compliance process, an Existing Sites Technical Memorandum is being prepared to present an analysis of the environmental effects that have resulted from the changes in use and associated tenant improvements undertaken by AAU at its existing properties. Included in the 34 sites are five Article 10 or 11 buildings,[42] which require further review to determine whether

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

any approvals are necessary to address potential cultural resources impacts. The remaining six existing buildings do not require any discretionary approvals. Thus, 23 buildings require conditional use authorization or a change of use permit.

CEQA requires an analysis of changes to the environment from the current existing conditions, regardless of whether the current existing conditions are legally sanctioned. While this EIR includes the existing AAU sites as part of baseline conditions, it does not provide an analysis of the physical environmental change, if any, caused by the prior unauthorized changes of use or tenant improvements undertaken at existing properties. Therefore, in order to provide the public and decision makers with additional information regarding baseline conditions, the Technical Memorandum will include analysis of the changes of use from the pre- change of use to the current AAU use. More specifically, the analysis will review at a general level the environmental effects associated with prior physical actions that can be deduced from the time of the previous use and prior to conversion of the building to AAU occupation and ongoing operations. Additionally, the Technical Memorandum will recommend Conditions of Approval to lessen any identified environmental effects at AAU's existing properties.

The Technical Memorandum will be part of the record for use by the City staff, Planning Commission, and Historic Preservation Commission in acting on the CU and BP applications and/or historic approvals for the 28 sites.

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4.1 PLANS AND POLICIES

4.1.1 Introduction

This section describes any inconsistencies between the Academy of Art University (AAU) Project (Proposed Project) and applicable plans and policies, including objectives and policies of the *San Francisco General Plan* (*General Plan*) and other applicable local and regional plans. This section also discusses the Proposed Project's compliance with *San Francisco Planning Code* (*Planning Code*), which implements the *General Plan*. Where inconsistencies are identified that could result in physical effects on the environment, the reader is directed to analysis of those effects in Chapter 4, Environmental Setting and Impacts. Any conflicts of the Proposed Project with applicable plans and policies would not, in and of themselves, constitute significant environmental impacts.

Decision-makers will consider the consistency of the AAU occupancy and use of existing structures as part of AAU's future growth with applicable plans and policies that do not directly relate to physical environmental issues when they determine whether to approve or disapprove those project proposals, including the project-specific sites reviewed in this EIR.

Comments on the Notice of Preparation related to consistency with existing plans and policies, particularly redevelopment plan areas, were received. These areas of concern are addressed in this section.

4.1.2 City and County of San Francisco Plans and Policies

This section addresses the consistency of the Proposed Project with the City's plans and policies.

San Francisco General Plan

The *General Plan*, adopted by the Planning Commission and the Board of Supervisors, is both a strategic and long-term document, broad in scope and specific in nature. The *General Plan* is the embodiment of the City's collective vision for the future of San Francisco, and is comprised of a series of elements, each of which deal with a particular topic, that applies Citywide. The *General Plan* contains the following elements: Air Quality, Arts, Commerce and Industry, Community Facilities, Community Safety, Environmental Protection, Housing, Recreation and Open Space, Transportation, and Urban Design. The *General Plan* does not include a separate Land Use Element; rather, land use policies are dispersed throughout the other elements of the *General Plan*, as well as in its various area plans and these are summarized in a Land Use Index indicating where all of the City's land use policies reside. The area plans identify specific localized goals and objectives for a neighborhood or district, which cover their respective geographic areas of the City. The final determination of consistency with the *General Plan* rests with the Planning Commission and the Board of Supervisors.

The compatibility of the Proposed Project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision of whether to approve or disapprove the Proposed Project. Any potential conflict identified as part of the process would not alter the physical environmental effects of the Proposed Project. This section discusses objectives and policies from these *General Plan* elements and area plans that may be inconsistent with the Project. Those objectives and policies would relate to AAU's plans to accommodate its growth through occupation, use, change of use of existing buildings for educational, student residential, or recreational purposes (including the project-specific sites reviewed in this EIR and the Legalization Approvals), and to maintain or expand the AAU shuttle system serving its sites. Many other *General Plan* goals, policies, and objectives would generally apply only to new development under review by the City; therefore, the discussion below focuses on policies that would apply to AAU's future expansion plan to occupy and change the use of existing buildings.

This section is not intended to provide a comprehensive analysis of *General Plan* consistency. The *General Plan* contains many policies that may address different goals. The Planning Commission, in considering whether to approve the Proposed Project, will determine whether the Proposed Project, on balance, is consistent with the applicable objectives and policies of the *General Plan*. This section is not intended to identify policies that the Proposed Project would be consistent with. Staff report(s) for Planning Commission action(s) on the project will contain a complete analysis of *General Plan* consistency.

Air Quality Element

The Air Quality Element of the *General Plan* supports the goal of clean air through air quality regulations and policies encouraging the location of land uses adjacent to transit services. The overall goal is to give high priority to air quality improvement in San Francisco to protect the City's population from adverse health effects and other effects of air pollutants. The element's objectives and policies cite federal, state, and regional air quality regulations and plans, as guidance for evaluation of projects in San Francisco. Air Quality Element objectives and policies relevant to the project include:

Objective 1 Decrease the air quality impacts of development by coordination of land use and transportation decisions

Policy 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

Policy 3.5 Continue existing growth management policies in the city and give consideration to the overall air quality impacts of new development including its impact on the local and regional transportation system in the permit review process. Ensure that growth will not outpace improvements to transit or the circulation system.

The Air Quality Element also extensively cites objectives and policies in other *General Plan* Elements, including the Transportation Element, the Commerce and Industry Element, and the Environmental Protection Element, where those policies call for mixed-use development that can be served by transit and reduce automobile travel and related emissions.

Proposed Project-related growth would be served by several modes of transportation, including public transportation and AAU's shuttle service. Further, the Proposed Project would maintain the mixed-use character of development in the study areas. These features would limit automobile trips and associated air polluting emissions.

Proposed Project adherence to state and federal air quality standards and regional programs is discussed in Section 4.8, Air Quality. Program-level and project-specific effects in relation to renovation activities, AAU operations, and transportation conditions also are discussed in Section 4.6, Transportation and Circulation, and Section 4.9, Greenhouse Gas Emissions. In general, the Proposed Project as a whole would not be anticipated to impede the implementation of the Air Quality Element of the *General Plan*. No potential conflicts of the Proposed Project with the Air Quality Element have been identified.

Housing Element

The 2009 Housing Element, as adopted by the Planning Commission in March 2011 and by the Board of Supervisors on June 21, 2011, contains objectives and policies "intended to address the State's objectives and the City's most pressing housing issues: identifying adequate housing sites, conserving and improving existing housing, providing equal housing opportunities, facilitating permanently affordable housing, removing government constraints to the construction and rehabilitation of housing, maintaining the unique and diverse character of San Francisco's neighborhoods, balancing housing construction with community infrastructure, and sustainability."

Housing Element Policy 3.5 found that "residential hotels located in predominantly residential areas should be protected by zoning that does not permit commercial or tourist use; in nonresidential areas, conversion of units to other uses should not be permitted or should be permitted only where a residential unit will be, or has been, replaced with a comparable unit elsewhere. For those hotels that are operated as mixed tourist/permanent resident hotels, strict enforcement is needed to ensure that the availability of the hotel for permanent residential occupancy is not diminished. City programs should support the retention of residential hotels, restrict conversions and demolitions, and require mitigations to any impacts on the affordable housing stock."

Adoption of the Housing Element did not modify land use, specify areas for increased height or density, suggest specific controls for individual neighborhoods, implement changes to the Zoning Map or *Planning Code*, or direct funding for housing development.

The following policies relate to housing supply, especially the supply or displacement of affordable housing.[43] Housing Element objectives and policies relevant to the Proposed Project include:

Objective 1 Identify and make available for development adequate sites to meet the City's housing needs, especially permanently affordable housing.

Policy 1.9 Require new commercial developments and higher educational institutions to meet the housing demand they generate, particularly the need for affordable housing for lower income workers and students.

Objective 3 Protect the affordability of the existing housing stock, especially rental units.

Policy 3.1 Preserve rental units, especially rent controlled units, to meet the City's affordable housing needs.

Policy 3.5 Retain permanently affordable residential hotels and single room occupancy (SRO) units.

The Proposed Project encompasses the expansion of an educational institution including occupation of residential buildings for student use. If AAU residential uses were to displace affordable housing or residential hotel uses, the Proposed Project would not be consistent with policies to avoid conversion of such affordable housing. In addition, if AAU did not meet housing demand generated by its growth, the Proposed Project would not be consistent with policies to require provision of such housing. The Proposed Project would create a substantial demand for housing, and Section 4.4, Population, Housing, and Employment, discusses these project effects further.

Transportation Element

The Transportation Element describes components of the San Francisco and regional transportation system. The plan sections include (1) General, (2) Regional Transportation, (3) Congestion Management, (4) Vehicle Circulation, (5) Transit (6) Pedestrians, (7) Bicycles, (8) Citywide Parking and (9) Goods Movement. Each section consists of objectives and policies regarding a particular segment of the master transportation system and related maps which describe key physical aspects.[44] The Transportation Element goals, policies, and objectives provide detailed guidance on all forms of transportation in San Francisco, but emphasize plans and measures to reduce the number of private automobile trips and to bring about an overall reduction in automobile dependency through education, assistance, and incentives.

[43] *San Francisco General Plan*, 2009 Housing Element (adopted by the Planning Commission, March 24 2011, and effective July 29, 2011).
[44] *San Francisco General Plan*, Transportation Element (adopted by Planning Commission Resolution No. 16942, 2005, as amended through 2010).

Transportation Element objectives and policies relevant to the Proposed Project include:

Objective 1 Meet the needs of all residents and visitors for safe, convenient and inexpensive travel within San Francisco and between the City and other parts of the region while maintaining the high quality living environment of the Bay Area.

Policy 1.6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

Objective 20 Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use.

Policy 20.6 Provide priority enforcement of parking and traffic regulations on all Transit Streets, particularly Transit Preferential Streets.

Transportation Element objectives and policies would relate to AAU's plans to accommodate its growth through occupancy, and change of use of existing buildings for institutional uses including educational, student residential, or recreational purposes, and to maintain or expand the AAU shuttle system serving its sites. AAU operates a private shuttle service to transport students, faculty, and staff among their existing locations. The shuttle system consists of fixed bus routes and on-demand shuttles serving primarily, though not exclusively, the cluster of AAU facilities in the Downtown/Civic Center area.

Generally, AAU growth would be located in San Francisco areas well served by transit. AAU would expand its shuttle service to accommodate existing and future activities. AAU's expansion of shuttle service would discourage auto use by students, faculty, and staff, and thus would not be inconsistent with Transportation Element policies that encourage non-private-automobile travel.

However, the Proposed Project would have increased usage on the City's transit systems and this is discussed further in Section 4.6, Transportation and Circulation. No potential conflicts of the Proposed Project with the Transportation Element have been identified.

Urban Design Element

The Urban Design Element addresses San Francisco's physical character and environment with respect to development and preservation.[45] The element primarily addresses objectives and policies relating to review of new development, or substantial alterations to existing buildings. Urban design policies require proposed projects to take into account the surrounding urban context through building design and placement. Policies strive to integrate proposed buildings with existing

[45] *San Francisco General Plan*, Urban Design Element (adopted by Planning Commission Resolution No. 12040, 1990, as amended through 2005.

buildings by designing building height and bulk that respects adjacent buildings, establishing and protecting visual relationships and transitions, and respecting older or historical structures.

Urban Design Element objectives and policies relevant to the Proposed Project include:

Objective 2 Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding.

Policy 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Policy 2.5 Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

If alterations to a building exterior or new signage would result in substantial adverse change to the original character of older buildings, the Proposed Project would not be consistent with Urban Design Element objectives and policies. Section 4.3, Aesthetics, discusses effects in relation to urban design character, and Section 4.5, Cultural and Paleontological Resources discusses the Proposed Project's effects on historical resources. No potential conflicts of the Proposed Project with the Urban Design Element have been identified.

Area Plans

The *General Plan* does not include a separate Land Use Element; rather, land use policies are dispersed throughout the other elements of the *General Plan*, as well as in the various area plans. The Land Use Index provides a guide to where in the *General Plan* land use policies exist. The *General Plan* also consists of 20 geographic area plans. The area plans identify specific localized goals and objectives for a neighborhood or district which cover their respective geographic areas of the City. Adoption of area plans has been accompanied by parallel revisions or additions to the *Planning Code* that serve as detailed implementation controls for such plans. Therefore, the discussion below of the project's consistency with the various area plans in some cases refers to the *Planning Code* topic later in this section and notes whether AAU use would be a permitted use or conditional use in the area plan. AAU is generally categorized as a "Postsecondary Educational Institution" under the *Planning Code*. While specific AAU sites could be occupied for instructional, administrative, recreational, or residential purposes, AAU uses generally would be considered "institutional" in the context of the *Planning Code*.

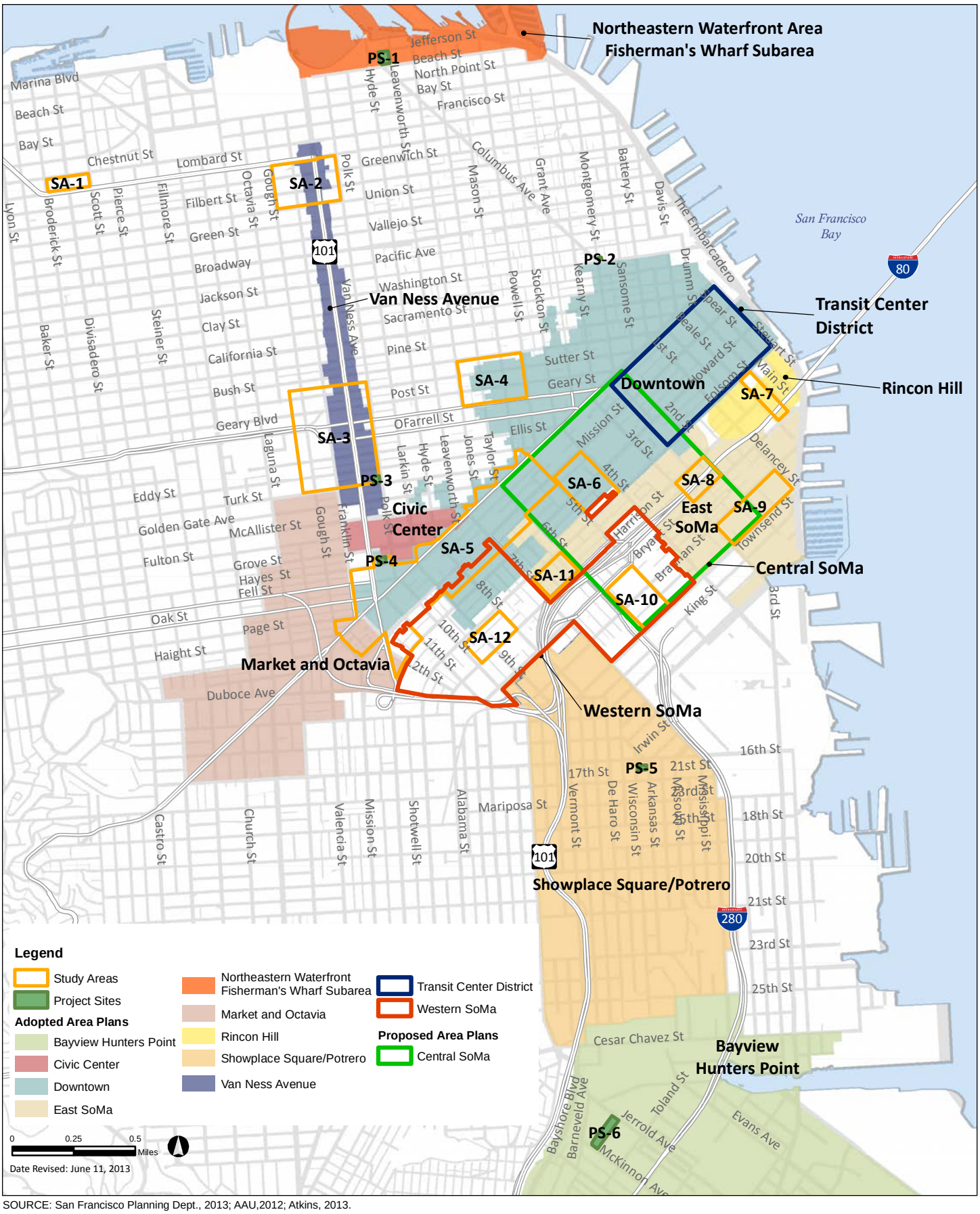
Table 4.1-1, AAU Study Areas and Project Sites in Area Plans of the San Francisco General Plan, p. 4.1-7, identifies nine adopted area plans that overlap with the boundaries of the study areas and project sites, and would be applicable to the Proposed Project. In addition, the Central SoMa plan is

in the review and adoption stages. Figure 4.1-1, Area Plans in the AAU Study Areas and Project Sites, p. 4.1-8, shows both adopted and proposed area plans.

Table 4.1-1 AAU Study Areas and Project Sites in Area Plans of the San Francisco General Plan

Area Plans	*Study Areas*											*Project Sites*				
	SA-2	*SA-3*	*SA-4*	*SA-5*	*SA-6*	*SA-7*	*SA-8*	*SA-9*	*SA-10*	*SA-11*	*SA-12*	*PS-1*	*PS-3*	*PS-4*	*PS-5*	*PS-6*
Adopted Plans																
Van Ness Avenue Area Plan	●	●											●			
Northeastern Waterfront Plan												●				
Downtown Area Plan			●	●	●									●		
Market and Octavia Area Plan				●												
Rincon Hill Plan						●										
East South of Market Area Plan				●			●	●		●						
Western SoMa Plan				●	●				●		●					
Showplace Square/Potrero Area Plan															●	
Bayview Hunters Point Area Plan																●
Proposed Plans																
Central SoMa				●	●		●	●	●							

SOURCE: Atkins (2013).
SA = study area; PS = project site
SA-1, Lombard Street/Divisadero Street, and PS-2, 700 Montgomery Street, are not within any adopted or proposed area plan.



SOURCE: San Francisco Planning Dept., 2013; AAU,2012; Atkins, 2013.

FIGURE 4.1-1: AREA PLANS IN THE AAU STUDY AREAS AND PROJECT SITES

Adopted Area Plans

Van Ness Avenue Area Plan

Parts of Study Area 2 (SA-2), Lombard Street/Van Ness Avenue, and SA-3, Mid Van Ness Avenue, as well as PS-3, 625 Polk Street, are within the Van Ness Avenue Area Plan ("Van Ness Plan").[46] Van Ness Avenue has evolved from the post-1906 Earthquake and Fire land use pattern of residential, commercial, and industrial to also include institutional uses between Market and Jackson Streets. North of Jackson Street, Van Ness Avenue retained its residential character. By the 1920s, automobile-oriented businesses emerged as the most common use between Civic Center and Jackson Street. The growing automobile industry fostered grandiose buildings, and by 1911 prominent architects such as McDonald and Applegarth, Willis Polk, and Bernard Maybeck began designing automobile showrooms. Since the late 1970s, automobile-oriented businesses have declined as some auto showrooms relocated to other areas within and outside the City. Former auto showrooms have been converted to restaurants and offices, and some have been demolished for new mixed-use residential developments.

In 1995, the City adopted the Van Ness Plan, and the Van Ness Special Use District (SUD), which established land use, urban design, and transportation policies and regulations to preserve the character of Van Ness Avenue. The focus of the plan is to revitalize the area by encouraging new retail and housing to facilitate the transformation of Van Ness Avenue into an attractive mixed-use boulevard. The Van Ness Plan seeks to guide development in a manner that is sensitive to architectural resources in the area and avoid demolition or inappropriate alteration of historically and architecturally significant buildings.

With regard to potential AAU change of use of existing buildings in the Van Ness Plan, objectives and policies relevant to SA-2, Lombard Street/Van Ness Avenue, SA-3, Mid Van Ness Avenue, and PS-3, 625 Polk Street include:

Van Ness Plan Subarea 1: Redwood to Broadway

Objective 1 Continue existing residential uses of the avenue and add a significant increment of new housing.

Policy 1.2 Allow existing structures to remain in non-residential use.

[46] *San Francisco General Plan*, Van Ness Avenue Area Plan (adopted by Planning Commission Resolution 13907, July 6, 1995).

Van Ness Plan Subarea 2: Broadway to Bay Street

Objective 2 Maintain the scale, character and density of this predominately residential neighborhood.

Van Ness Corridor

Objective 4 Permit densities and land uses that are compatible with existing land uses and proposed residential development of the avenue.

Policy 4.1 Adopt zoning controls that conform to the Van Ness Avenue Generalized Land Use and Density Plan.

Objective 10 Conserve existing housing resources.

Policy 10.1 Encourage preservation of existing housing structures unless adequate mitigation measures are initiated.

Objective 11 Preserve the fine architectural resources of Van Ness Avenue.

Policy 11.1 Avoid demolition or inappropriate alteration of historically and architecturally significant buildings.

Project Consistency

Program-Level

SA-2, Lombard Street/Van Ness Avenue. A portion of SA-2 fronting Van Ness Avenue between Union and Lombard Streets is in the Van Ness Plan. Map 1 of the Van Ness Plan (Generalized Land Use and Density Plan) designates this portion of the corridor for residential with ground-floor retail. AAU residential uses proposed in SA-2 would not be inconsistent with maintenance of existing housing in the Van Ness Plan. The Student Housing Legislation would require AAU to only occupy nonresidential sites and thus the Proposed Project would conserve existing housing resources. See Section 4.4, Population, Housing, and Employment, for discussion of the Proposed Project's effect on housing and displacement. In SA-2, AAU change of use of designated historical or architectural resources would be required to maintain or enhance the buildings' character, consistent with Van Ness Plan policies. If AAU alteration of a building exterior or new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with Van Ness Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-2.

SA-3, Mid Van Ness Avenue. A portion of SA-3 fronting Van Ness Avenue between Turk and Post Streets is in the Van Ness Plan. Map 1 of the Van Ness Plan (Generalized Land Use and Density Plan) designates this portion of the corridor primarily for mixed-use residential. The proposed AAU residential uses for up to 220 rooms proposed in SA-3 would not be inconsistent with maintenance of existing housing in the corridor.

In SA-3, AAU change of use of designated historical or architectural resources would be required to maintain or enhance the buildings' character, consistent with Van Ness Plan policies. If AAU

alteration of a building exterior or new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with Van Ness Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-3.

AAU postsecondary educational institution uses proposed in SA-2 and SA-3, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, could require conditional use authorization, and would be considered consistent with the Area Plan if the uses were found to not adversely affect the health, safety, or convenience of persons in the vicinity, in terms of size, traffic, parking, noise, glare, dust or odor, landscaping, open space, signs, and lighting.

Project Level

PS-3, 625 Polk Street. Within PS-3, AAU would occupy 625 Polk Street, a 93,103 sf building at Polk and Turk Streets, for institutional uses. The building, formerly housing the California Culinary Academy, was built in 1912 as Deutsches Haus, a German immigrant social center, and is designated San Francisco Landmark No. 174. AAU occupancy of 625 Polk Street would not displace existing residential uses in the Van Ness Plan area. If AAU's alteration of a building exterior or new signage resulted in substantial adverse change to the historical character of a building, the Proposed Project at PS-3 would be inconsistent with Van Ness Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of project-level effects on 625 Polk Street as a historical resource.

No potential conflicts of the Proposed Project with the Van Ness Plan have been identified.

Northeastern Waterfront Plan – Fisherman's Wharf Subarea

PS-1, 2801 Leavenworth Street (The Cannery), is within the Northeastern Waterfront Plan area. The Northeastern Waterfront Plan, encompassing the area from Municipal Pier and Fisherman's Wharf in the north to South Beach and Pier 46B to the south, recommends "objectives and policies designed to contribute to the waterfront's environmental quality, enhance the economic vitality of the Port and the City, preserve the unique maritime character, and provide for the maximum feasible visual and physical access to and along the Bay."[47] PS-1 is in the Fisherman's Wharf Subarea of the Northeastern Waterfront Plan.

The plan calls for maintenance of shipping and related maritime uses for as long as they remain viable. Commercial and recreational maritime operations (e.g., cruise, excursions, ferries, historical ships, recreational boating) as well as fishing industry facilities at Fisherman's Wharf will be maintained and expanded. On inland areas, which include PS-1, "the predominant uses will be residential and commercial uses, such as offices, neighborhood-oriented retail and service

[47] *San Francisco General Plan*, Northeastern Waterfront Plan (adopted by Planning Commission Resolution 11882, February 21, 1990, as amended through 2003).

businesses, and community and cultural facilities." PS-1 is within a "General Commercial" area of the Fisherman's Wharf Subarea Generalized Land Use Map.

With regard to AAU change of use of The Cannery building in the Fisherman's Wharf Subarea of the Northeastern Waterfront Plan, relevant objectives and policies include:

Objective 12 To Strengthen the Area's Attraction as a Water-Oriented Commercial Recreation and Public Assembly Center by Attracting New Revenue-Generating Uses to Help Support and Subsidize Maritime and Public Activities and Developing Uses Which Would Generate Activity at Times Other than the Existing Peak Periods.

Policy 12.3 Balance existing commercial recreation and public assembly uses which generate the most activity in summer, on weekends and during the evening, with uses, such as offices and residences, that would generate activity during other periods, thereby promoting the vitality and use of the area without substantially contributing to congestion. In particular, promote the development of housing on inland sites wherever possible.

Objective 13 To encourage uses which will diversify the activities in the wharf and which will appeal to local residents as well as visitors.

Policy 13.1 Encourage new Wharf activities such as arts, educational, historical, recreational, non-tourist commercial and cultural facilities and places of public assembly (such as festival halls, meeting halls or conference centers) to increase the appeal of Fisherman's Wharf to local residents.

Policy 13.2 Encourage additional office uses, particularly above ground level, to provide Wharf activities oriented to local residents and increase off-season patronage of Wharf shops and restaurants.

Objective 14 To develop a transportation system which improves access for people and goods to and around the Fisherman's Wharf Area while minimizing the adverse environmental impacts on the area.

Policy 14.3 Minimize the intensity of automobile activity and discourage or prohibit commercial-tourist uses from relying heavily on the automobile for their success. Strictly control the development of additional parking by using existing facilities more efficiently instead of building new off-street parking facilities. If new facilities are necessary, seek to locate them as far inland as possible to intercept traffic before reaching the water's edge and areas of intense

pedestrian activity. Manage vehicular access to existing parking facilities from Jefferson Street to minimize congestion. Coordinate new development with improvements to vehicular access and circulation to minimize traffic impacts.

Project Consistency

Project Level

PS-1, 2801 Leavenworth Street (The Cannery). PS-1 is within a "General Commercial" area of the Fisherman's Wharf Subarea Generalized Land Use Map. AAU institutional uses at The Cannery building would include educational, office, restaurant, and gallery activities and would not be inconsistent with "offices, neighborhood-oriented retail and service businesses, and community and cultural facilities" noted as predominant uses encouraged in inland areas of the Northeastern Waterfront Plan. Proposed classroom uses at the ground floor may be inconsistent with the preference for office uses to be above the ground floor and for active ground floor retail uses. AAU uses would be consistent with Northeastern Waterfront Plan policies that encourage arts, educational and nontourist commercial and cultural facilities, and office uses above ground level. Those policies are intended to increase activities oriented to local residents rather than tourists. The Proposed Project would extend existing AAU shuttle routes D and E to operate and load and unload on Jones Street next to The Cannery. AAU is proposing to use an existing 80-foot white zone located near 2700 Jones Street between North Point and Beach Streets as a shuttle stop. See Section 4.6, Transportation and Circulation, for further analysis of transportation effects at this site. No other potential conflicts of the Proposed Project with the Northeastern Waterfront Plan have been identified.

Downtown Area Plan

SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; and PS-4, 150 Hayes Street, are wholly or partially within the Downtown Area Plan ("Downtown Plan"). Centered on Market Street, the Downtown Plan covers an area roughly bounded by Van Ness Avenue to the west, The Embarcadero to the east, Folsom Street to the south, and the northern edge of the Financial District to the north as far as Washington Street.[48] The Downtown Plan contains objectives and policies that address the following issues: provision of space for commerce, housing, and open space; preservation of the past; urban form; and movement to, from, and within the downtown area (transportation). The Downtown Plan was intended to maintain a compact downtown core and direct growth to areas with developable space and easy transit accessibility so that downtown would "encompass a compact mix of activities, historical values, and distinctive architecture and urban forms that engender a special excitement reflective of a world city"

[48] *San Francisco General Plan*, Downtown Plan (adopted by Planning Commission Resolution No. 11769 on October 12, 1989, as amended through 2009).

(Downtown Plan, Introduction [p. II.1.1]). The Downtown Plan limits growth in the traditional downtown, centered in the Financial District, through height limits and FARs (floor area ratios). One of the fundamental concepts embodied within the plan is to expand the City's downtown office core south from its traditional locus north of Market Street, in a way that "protects the fine scale and rich mix of uses in Chinatown, Jackson Square, Kearny Street, Union Square, Mid-Market, North of Market-Tenderloin, and the hotel-entertainment area near Mason Street."

The Downtown Plan calls for protection and enhancement of the high quality retail uses around Union Square, west of the Financial District, and maintenance of general commercial and service uses west of Union Square, in the Market Street corridor, and South of Market to Folsom Street. Downtown Plan policies also call for protection of existing residential uses, including residential hotels and other affordable housing, and strongly support conservation of buildings' historical, architectural, or aesthetic value, including limitations on demolition of significant resources, and guidance for appropriated alteration of architectural resources, to retain or enhance their character.

With regard to potential AAU change of use of existing buildings in the Downtown Plan, objectives and policies relevant to SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street, and PS-4, 150 Hayes Street, include:

Objective 6 Within acceptable levels of density, provide space for future office, retail, hotel, service, and related uses in Downtown San Francisco.

Policy 6.1 Adopt a Downtown Land Use and Density Plan which establishes subareas of downtown with individualized controls to guide the density and location of permitted land use.

Objective 8 Protect residential uses in and adjacent to Downtown from encroachment by commercial uses.

Policy 8.1 Restrict the demolition and conversion of housing in commercial areas.

Policy 8.2 Preserve existing residential hotels.

Objective 12 Conserve resources that provide continuity with San Francisco's past.

Policy 12.1 Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Policy 12.2 Use care in remodeling significant older buildings to enhance rather than weaken their original character.

Project Consistency

Program Level

SA-4, Sutter Street/Mason Street. About two-thirds of SA-4 is located within the Downtown Plan, in the Downtown Retail (west of Mason Street or Cyril Magnin Way [Fifth Street North]) and the Downtown General Commercial (east of Mason Street or Cyril Magnin Way) designated subareas. Proposed Project uses, which would include up to 220 rooms and up to 30,000 square feet of institutional uses in SA-4, would not be inconsistent with maintenance of existing housing in the Downtown Plan. If AAU residential uses displaced residential hotel uses, the Proposed Project would conflict with policies to avoid conversion of such housing. Refer to Section 4.4, Population, Housing, and Employment, for discussion of the Proposed Project's effect on housing and displacement.

SA-5, Mid Market Street. SA-5, which extends along the Market Street corridor from Fifth Street to west of Van Ness Avenue is primarily in the Downtown General Commercial subarea. Proposed residential and institutional uses in SA-5 would not be inconsistent with maintenance of existing housing in the Downtown Plan. If AAU residential uses were to displace residential hotel uses, the project would not be consistent with policies to avoid conversion of such housing. The institutional uses proposed in SA-5 would not be inconsistent with the predominant retail and service uses. AAU institutional uses, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be permitted uses in this district.

SA-6, Fourth Street/Howard Street. SA-6 is primarily in the Downtown Service subarea. The institutional uses proposed would not be inconsistent with the predominant service, office, and some retail uses. AAU institutional uses, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be permitted uses in this district.

In SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; and SA-6, Fourth Street/Howard Street, if AAU changes the use of designated historical or architectural resources, it would be required to maintain or enhance the buildings' character. If historical resources are maintained so as not to impact the historical character of the buildings, then the Proposed Project would not be inconsistent with Downtown Plan policies. If AAU's alteration of a building exterior or installation of new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would be inconsistent with Downtown Plan policies. No potential conflicts of the Proposed Project with the Downtown Plan have been identified. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-4, SA-5, and SA-6.

Aside from the potential inconsistencies identified above, no potential conflicts of the Proposed Project at the study areas with the Downtown Plan have been identified.

Project Level

PS-4, 150 Hayes Street. PS-4 is in the Downtown Plan Downtown General Commercial (C-3-G) subarea. PS-4, 150 Hayes Street, is proposed to be occupied by approximately 80,330 sf of AAU office space, operating as a Postsecondary Educational Institutional use, which is permitted in this C-3-G district. No potential conflicts of the Proposed Project with the Downtown Plan have been identified.

Market and Octavia Area Plan

The westerly portion of SA-5, Mid Market Street, is within the Market and Octavia Area Plan ("Market and Octavia Plan") adopted in 2007.[49] The plan focuses on an area in the center of San Francisco, anchored by the major Market Street corridor. The Market and Octavia Plan extends from near Market Street and Van Ness Avenue, north in the Octavia Boulevard corridor to Turk Street, and north and south of Market Street to Noe and 16th Streets (see Figure 4.1-1, Area Plans in the AAU Study Areas and Project Sites, p. 4.1-8). The main goals of the Market and Octavia Plan are to "respond to the need for housing, repair the fabric of the neighborhood, and to support transit-oriented development." The plan contains new zoning and SUDs to shape the area as a mixed-use urban neighborhood, as well as streetscape and open space improvements. The Market and Octavia Plan establishes the following principles:

> *Concentrate new uses where access to transit and services best enables people to be less reliant on automobiles.* New development will be most successful where it minimizes the negative effects of additional automobiles, by building on the area's superior accessibility on foot and by transit. To this end, the most intense new development should be linked directly to existing and proposed transit services, and concentrated where the area's mix of uses supports a lifestyle less dependent on cars.

The plan includes policies and objectives to establish land use controls for new development that encourage the development of a transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to Downtown. This district would still have the area's most intensive commercial uses, including offices, but balances those with a new residential presence. Other policies and objectives encourage transit-oriented, mixed-use development of a moderate scale to a height of 85 feet concentrated near transit services in Western SoMa, areas immediately adjacent to the Downtown and along the Market Street corridor.

[49] *San Francisco General Plan*, Market and Octavia Area Plan (adopted by Planning Commission Resolution No. 17408 on April 5, 2007, and the Board of Supervisors Ordinance No. 0246-07 on October 23, 2007).

With regard to potential AAU change of use of existing buildings in the Van Ness-Market area of the Market and Octavia Plan, objectives and policies relevant to SA-5 include:

Objective 1.1 Create a land use plan that embraces the Market and Octavia Neighborhood's potential as a Mixed-Use Urban neighborhood.

Policy 1.1.5 Reinforce the importance of Market Street as the city's cultural and ceremonial spine. Market Street has historically been the city's most important street. New uses along Market Street should respond to this role and reinforce its value as a civic space. Ground-floor activities should be public in nature, contributing to the life of the street. High-density residential uses are encouraged above the ground floor as a valuable means of activating the street and providing a 24-hour presence. A limited amount of office use is permitted in the Civic Center area as part of the overall mix of activities along Market Street.

Policy 1.1.6 Preserve and enhance the role of cultural and educational institutions in the plan area. Major cultural institutions such as City Hall, the Opera House, Herbst Theatre, and the SFLGBT Community Center are vital assets adjacent to the neighborhood and will retain their role as major regional destinations.

Objective 3.2 Promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past.

Policy 3.2.1 Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

Policy 3.2.2 Encourage rehabilitation and adaptive reuse of historic buildings and resources.

Policy 3.2.10 Apply the "Secretary of the Interior's Standards for the Treatment of Historic Properties" for all projects that affect individually designated buildings at the local, state, or national level.

Project Consistency

Program Level

SA-5, Mid Market Street. The portion of SA-5 in the Market and Octavia Plan is primarily within the plan's Van Ness & Market Downtown Transit Residential Special Use District.[50] A smaller area is in the plan's Neighborhood Commercial Transit District. The proposed up to 200,000 to 480,000 sf of institutional uses, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be permitted uses in this district, and would not be inconsistent with the Market and Octavia Plan goals supporting cultural activities in the Market Street corridor. The proposed residential uses in SA-5 (up to 220 residential rooms) would be converted from hotels, or nonresidential uses, and would be consistent with maintenance of existing housing in the Market and Octavia Plan.

In SA-5, AAU use of designated historical or architectural resources would be required to maintain the buildings' character. If AAU alteration of a building exterior or new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with Market and Octavia Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-5. No potential conflicts of the Proposed Project with the Market and Octavia Plan have been identified.

Rincon Hill Plan

The southerly two-thirds of SA-7, Rincon Hill East, is within the Rincon Hill Area Plan ("Rincon Hill Plan"). The Rincon Hill Plan calls for the emergence of a new mixed-use neighborhood on Rincon Hill, a 12-block area close to downtown (see Figure 4.1-1, Area Plans in the AAU Study Areas and Project Sites, p. 4.1-8). Rincon Hill is south of the Financial District and Transbay District, and north of the South Beach neighborhood.[51] The plan area bounded generally by Folsom Street, the Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach and Essex Street. The Rincon Hill Plan aims to transform Rincon Hill into a mixed-use downtown neighborhood with a significant housing presence, while providing the full range of services and amenities that support urban living and home to as many as 10,000 new residents.

The Rincon Hill Plan's goals and policies focus on land use and design guidance for new development. The plan also identifies 10 buildings of architectural or historical merit that warrant preservation. None of those structures is in SA-7.

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[50] *Planning Code* Section 249.33 defines the Van Ness & Market Downtown Transit Residential Special Use District as comprised of parcels focused at the intersections of Van Ness Avenue at Market Street and South Van Ness Avenue at Mission Street, along with parcels on both sides of Market and Mission Streets between 10th and 12th Streets. This district is intended to be a transit-oriented, high-density, mixed-use neighborhood with a significant residential presence.

[51] *San Francisco General Plan*. Rincon Hill Plan (adopted by Planning Commission Resolution 13907 adopted July 6, 1995, as amended through 2005).

With regard to potential AAU change of use of existing buildings in the Rincon Hill Plan, objectives and policies relevant to SA-7 include:

Objective 1.1 Encourage the development of a unique dynamic, mixed-use residential neighborhood close to downtown, which will contribute significantly to the City's housing supply.

Objective 1.4 Allow existing industrial, service and office uses to remain but require any major redevelopment to incorporate housing.

Objective 6.1 Preserve and adaptively reuse those buildings in the area which have particular architectural or historical merit or which provide a scale and character of development consistent with the plan.

Project Consistency

Program Level

SA-7, Rincon Hill East. The portion of SA-7 within the Rincon Hill Plan is designated Residential Mixed Use, reflecting the plan's goals for major new residential development. The proposed 350,000 to 400,000 sf of institutional uses, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be permitted uses in this district, and would not be inconsistent with goals supporting a range of industrial, service, or office activities in Rincon Hill. In SA-7, AAU would be required to maintain a buildings' character if they acquired a building listed as a significant structure in the plan. As noted above, the plan identifies 10 buildings of architectural or historical merit that warrant preservation. None of those structures is in SA-7. No potential conflicts of the Proposed Project with the Rincon Hill Plan have been identified. Section 4.5, Cultural and Paleontological Resources, presents program-level effects on architectural resources.

East South of Market (East SoMa) Area Plan

SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan; and SA-11, Sixth Street/Folsom Street, (and one block of SA-5, Mid Market Street) are within the East South of Market Area Plan ("East SoMa Plan"), an irregular area that extends from The Embarcadero to Sixth Street (see Figure 4.1-1, Area Plans in the AAU Study Areas and Project Sites, p. 4.1-8). The East SoMa Plan was adopted in 2008, as a part of the overall Eastern Neighborhoods plans.[52] In addition to the Eastern Neighborhoods-wide goals relating to protection of Production, Distribution, and Repair (PDR) uses, and new controls for mixed-use and residential development, to reduce conflicts between PDR and those uses, the following goals were developed specifically for the East SoMa Plan:

- Encourage an appropriate mix of uses.
- Retain and promote businesses and organizations that contribute to the diversity of the neighborhood.

[52] *San Francisco General Plan*, East South of Market Area Plan (adopted by Planning Commission Motion No. 17585 on April 17, 2008 and Board of Supervisors Ordinance No. 297-08 on December 19, 2008).

- Encourage more neighborhood-serving businesses.
- Attract jobs for local residents.
- Encourage a mix of incomes in renter- and owner-occupied housing.
- Increase affordable housing opportunities.
- Improve the character of streets and encourage pedestrian safety.
- Improve community facilities and enhance open spaces.
- Offer a variety of transportation options.

With regard to potential AAU change of use of existing buildings in the East SoMa Plan, objectives and policies relevant to SA-8, SA-9, and SA-11 (and one block of SA-5) include:

Objective 8.1 Identify and evaluate historic and cultural resources within the East SoMa Area Plan.

Policy 8.1.3 Recognize and evaluate historic and cultural resources that are less than fifty years old and may display exceptional significance to the recent past.

Objective 8.2 Protect, preserve, and reuse historic resources within the East SoMa Area Plan.

Policy 8.2.1 Protect individually significant historic and cultural resources and historic districts in the East SoMa Area Plan from demolition or adverse alteration.

Policy 8.2.2 Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties in conjunction with the East SoMa Area Plan and objectives for all projects involving historic or cultural resources.

Policy 8.2.3 Promote and offer incentives for the rehabilitation and adaptive reuse of historic buildings in the East SoMa Area Plan.

Project Consistency

Program Level

SA-5, Mid Market Street. One block of SA-5 (bounded by Mission, Sixth, Minna, and Seventh Streets) is primarily within the "Sixth Street Corridor" generalized zoning district identified in the East SoMa Plan. The plan calls for maintaining "encouraging small-scale neighborhood serving use." In SA-5, AAU change of use of designated historical or architectural resources would be required to maintain or enhance the buildings' character. If AAU alteration of a building exterior or new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with East SoMa Plan policies. See Section 4.5, Cultural and

Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-5.

AAU's proposed 200,000 to 480,000 sf of institutional uses, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, could require a conditional use authorization. No potential conflicts of the Proposed Project with the East SoMa Plan have been identified.

SA-8, Third Street/Bryant Street. SA-8 is primarily within the "Second Street Corridor" generalized zoning district identified in the East SoMa Plan. The plan calls for recognizing "the role of this corridor as a secondary office reservoir for Downtown by permitting small and larger office, as well as residential and PDR." In SA-8, AAU change of use of designated historical or architectural resources would be required to maintain or enhance the buildings' character. If AAU alteration of a building exterior or new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with East SoMa Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-8.

Proposed AAU institutional uses of 100,000 to 150,000 sf, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be permitted uses in this district. No potential conflicts of the Proposed Project with the East SoMa Plan have been identified.

SA-9, Second Street/Brannan Street. The westerly one-third of SA-9 (approximately the west half-block bounded by Brannan, Second, Townsend, and Third Streets) is within the "Third Street and Fourth Street Corridor" generalized zoning district identified in the East SoMa Plan. The plan calls for retaining "existing SLI [Service Light Industrial] zoning in this area, pending further study of appropriate land use controls for the Fourth Street Corridor." The central third of SA-9 is also within the Second Street Corridor, discussed above. AAU institutional uses, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be permitted uses in these districts No potential conflicts of the Proposed Project with the East SoMa Plan have been identified.

The easterly third of SA-9, generally bounded by Brannan, Delancey (First), Townsend, and Colin P. Kelly Streets, is within the "South Beach" generalized zoning district identified in the East SoMa Plan. The plan calls for "updat[ing] underlying zoning for this redevelopment area to acknowledge medium to high density development that has already occurred there." See the discussion of the Rincon Point-South Beach Redevelopment Plan, below, which notes that this area has been built out with residential development, with some retail uses. The institutional uses proposed in SA-9 (30,000 to 50,000 sf) likely would involve change of use of other commercial buildings in this study area. If AAU's alteration of a building exterior or installation of new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with East SoMa Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-9.

SA-11, Sixth Street/Folsom Street. SA-11 is primarily within the "Mixed Use" generalized zoning district identified in the East SoMa Plan. The plan calls for maintaining "the mixed character of this area, by encouraging PDR, small offices and residential development." In SA-11, AAU change of use of historical resources or architectural resources would be required to maintain or enhance the buildings' character. If AAU's alteration of a building exterior or installation new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not be consistent with East SoMa Plan policies. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-11.

AAU institutional uses of 30,000 to 40,000sf, as discussed under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, would be conditional uses in those districts. No potential conflicts of the Proposed Project with the East SoMa Plan have been identified.

Western South of Market Area Plan (Western SoMa Plan)

SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-10, Fifth Street/Brannan Street; and SA-12, Ninth Street/Folsom Street, are within the Western SoMa Plan ("Western SoMa Plan") boundaries. The Western SoMa Plan is intended to guide future development within the Western SoMa area. The Western SoMa Plan area consists of two connected areas. One area referred to as "north of Harrison Street," is bounded by 13th Street to the east, Bryant Street to the south, Seventh Street to the west, and Minna Street to the north. The second area, generally regarded as "south of Harrison Street," is bounded by Townsend Street to the south, Fourth Street to the east, Harrison Street to the north and Seventh Street to the west. The Western SoMa Plan would amend the Western SoMa Special Use District (SUD) and would implement new planning policies and controls for land use, urban form, building height and design, street network and open space. In general, the goal of the Western SoMa Plan is to maintain the mixed-used character of the area. The plan is intended to preserve existing housing, encourage new residential and resident-serving uses north of Harrison Street and larger commercial development south of Harrison Street. The following planning principles are the framework of the Western SoMa Plan:

- Mitigate to the fullest extent possible neighborhood impacts resulting from new development.
- Promote safety in all areas of the public realm.
- Maintain and promote diversity of neighborhood land uses.
- Generally maintain the existing scale and density of the neighborhood.
- Promote environmental sensitivity in new development projects.

With regard to potential AAU change of use of existing buildings in the proposed Plan area, objectives and policies relevant to SA-5, SA-6, SA-10, and SA-12 include:

Objective 1.2 Encourage preservation of existing and viably appropriate new land uses in locations that provide the greatest opportunities for success and minimize conflict with residential uses.

Objective 3.1 Preserve existing neighborhood housing resources.

Policy 3.1.1 Restrict residential demolitions and residential conversions of rent-controlled units per Planning Code Section 317.

Policy 3.1.2 Support the identification and preservation of historic resources in a new SoMa Historic Preservation District.

Objective 3.4 Retain and improve existing housing affordable to people of all incomes.

Policy 3.4.1 Preserve viability of existing rental units.

Objective 6.1 Identify and evaluate historic and cultural resources.

Policy 6.1.1 Survey, identify and evaluate historic and cultural heritage resources in a manner that is consistent with the context statement prepared for the Western SoMa area.

Objective 6.3 Demonstrate leadership through preservation, rehabilitation and adaptive re-use.

Policy 6.3.2 Preserve, restore, and rehabilitate social heritage assets with an appropriate re-use that responds to the "adaptive re-use analysis" and "adaptive re-use programs" proposed in the Western SoMa Plan.

Project Consistency

Program Level

SA-5, Mid Market Street. A portion of SA-5 between Seventh and Twelfth Streets to the east and west and Minna and Howard/Natoma Streets to the north and south is within the Western SoMa Plan area. AAU anticipates that future uses within SA-5 would include up to 220 residential rooms and 200,000–480,000 sf of institutional uses. The portion of SA-5 within the Western SoMa Plan area is primarily zoned as Service/Light Industrial/Residential (SLR). The proposed AAU institutional uses of buildings in this area would be permitted uses under the SLR designation as an educational service. The Proposed Project's residential uses in SA-5 would change the use of existing buildings in SA-5 and would not convert residential uses to nonresidential uses. Consistent with AAU's existing properties, it is expected that tourist motels/hotels and possibly other institutional uses could accommodate proposed AAU student housing. Therefore, no potential conflicts of AAU use of buildings with the Western SoMa Plan have been identified.

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

SA-10, Fifth Street/Brannan Street. SA-10 is within the Western SoMa Plan area south of Harrison Street. AAU would change the use of existing buildings in SA-10 for institutional purposes of 70,000 to 160,000 sf, such as classroom uses, administrative use, or studio/gallery use. SA-10 is in the south of Harrison Street area of the Western SoMa Plan area and is currently zoned as Service/Light Industrial (SLI). Institutional uses are permitted in this zoning district. The Western SoMa Plan envisions the south of Harrison Area as primarily supporting nonresidential uses and, therefore, no potential conflicts of the Proposed Project with the Western SoMa Plan have been identified.

SA-12, Ninth Street/Folsom Street. SA-12 is within the Western SoMa Plan area north of Harrison Street. AAU would change the use of existing buildings in SA-12 for residential purposes of 15 to 25 rooms. SA-12 is in the north of Harrison Street area of the Western SoMa Plan area and is currently zoned as SLR. AAU's change of use of existing buildings within SA-12 for residential purposes would be a permitted use under the SLR zoning district and, therefore, no potential conflicts of the Proposed Project with the Western SoMa Plan have been identified. Refer to Section 4.4, Population, Housing, and Employment, for further discussion of the preservation of housing in the study areas.

All of the study areas within the Western SoMa Plan area contain individual historical resources and potential historical districts identified in the Western SoMa Plan. AAU change of use of such resources would be required to maintain the buildings' character and the integrity of the potential historical district and would not be inconsistent with preservation-orientated objectives and policies identified in the Western SoMa Plan. Refer to Section 4.5, Cultural and Paleontological Resources, for further information regarding the Proposed Project's effect on historical architectural resources.

Showplace Square / Potrero Area Plan

PS-5, 121 Wisconsin Street, is within the Showplace Square / Potrero Area Plan ("Showplace Square Plan"), an area that extends approximately from Bryant and Seventh Streets to the north to 26th Street to the south, Potrero Avenue to the west and I-280 to the east (see Table 4.1-1, AAU Study Areas and Project Sites in Area Plans of the San Francisco General Plan, p. 4.1-7). The Showplace Square Plan was adopted in 2008, as a part of the overall Eastern Neighborhoods plans.[53] In addition to the Eastern Neighborhoods-wide goals relating to protection of Production, Distribution, and

[53] *San Francisco General Plan, Showplace Square / Potrero Area Plan* (adopted by Planning Commission Motion No. 17585 on April 17, 2008 and Board of Supervisors Ordinance No. 297-08 on December 19, 2008).

Repair (PDR) uses, and new controls for mixed-use and residential development, to reduce conflicts between PDR and those uses, the Showplace Square Plan includes the following specific goals:

- Build on the existing character of Showplace Square—Potrero Hill and stabilize it as a place for living and working.
- Retain Showplace Square's role as an important location for PDR activities.
- Strengthen and expand Showplace Square—Potrero Hill as a residential, mixed-use neighborhood.
- Ensure the provision of a comprehensive package of public benefits as part of rezoning.

PS-5 is within the "16th to 17th Street Corridor," where the Showplace Square Plan established new controls that allow mixed-income residential development, while limiting new office and retail development.

With regard to AAU change of use of 121 Wisconsin Street as a bus storage yard, objectives and policies relevant to PS-5 include:

Objective 1.1 Encourage the transition of portions of Showplace/Potrero to a more mixed-use and neighborhood-serving character, while protecting the core of design-related PDR uses.

Project Consistency

Project Level

PS-5, 121 Wisconsin Street. PS-5, as noted above, is within the "16th to 17th Street Corridor," where the Showplace Square Plan established new controls that allow mixed-income residential development, while limiting new office and retail development. AAU does not propose to develop new uses at PS-5 and would not be directly subject to specific controls for residential uses, or for limited office or retail uses. Proposed AAU uses at PS-5 include 20,000 sf of shuttle bus parking.

AAU bus operations uses, as discussed further under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, if proposed as a new "vehicle parking" use would not be a permitted use in the Urban Mixed Use zoning district. The bus operations at PS-5 are considered a legal nonconforming use of the property, which were a permitted use under M-2, Heavy Industrial, zoning in place prior to adoption of the Eastern Neighborhoods rezoning in 2008. No potential conflicts of the Proposed Project with the Showplace Square Plan have been identified.

Bayview Hunters Point Area Plan

PS-6, 2225 Jerrold Avenue, is within the Bayview Hunters Point Area Plan ("BVHP Area Plan") that serves as a guide to the future development of the BVHP community.[54] This plan encompasses southeast San Francisco generally south of Cesar Chavez Street and east of U.S. 101, and was

[54] *San Francisco General Plan, Bayview Hunters Point Area Plan* (as amended through June 3, 2010).

originally adopted as the South Bayshore Area Plan, as amended through 1995. The BVHP Area Plan provides guidelines for realizing BVHP's growth potential in a manner that is in the best interest of the local residents and the City as a whole. The BVHP Area Plan includes sections on Land Use, Transportation, Housing, Industry, Urban Design, Recreation and Open Space, Community Facilities and Services, and Public Safety and Energy. The BVHP Area Plan, originally called the South Bayshore Plan, was amended and renamed in 2006 during proceedings regarding the BHVP Redevelopment Plan, discussed below under "Redevelopment Plans," and further revised as a result of approval of the Candlestick Point–Hunters Point Shipyard Phase II plans in 2010.

The BVHP Area Plan objectives and policies reflect two key goals:

- The need to arrest the demographic decline of the local population, particularly African Americans, and improve its economic position by giving greater priority to job and business growth than to housing growth.
- The need to harmonize different land uses, particularly elimination of conflict between housing and industry, elimination of truck traffic through residential and neighborhood commercial areas, and reduction of health and environmental hazards caused by wastewater discharge and industrial by-products.

PS-6 is within the "Oakinba Activity Node" identified in the northwesterly part of the BVHP Area Plan. The BVHP Area Plan designates that node primarily as a light industrial area, with heavy commercial areas along Bayshore Boulevard.

BVHP Area Plan objectives and policies relevant to PS-6 include:

Objective 1 Stimulate business, employment, and housing growth within the existing general land use pattern by resolving conflicts between adjacent industrial and residential areas.

Policy 1.5 Encourage a wider variety of light industrial uses throughout the Bayview by maintaining the newly established Production, Distribution and Repair zoning, by more efficient use of industrial space, and by more attractive building design.

Objective 8 Strengthen the role of Bayview's industrial sector in the economy of the District, the City, and the region.

Policy 8.1 Maintain industrial zones for production, distribution, and repair activities in the Northern Gateway, South Basin, Oakinba, and India Basin Industrial Park subdistricts.

Objective 12 Provide and maintain adequately located, well designed, fully equipped recreation facilities and encourage their use.

Policy 12.2 Maximize joint use of recreation and education facilities

Project Consistency

Project Level

PS-6, 2225 Jerrold Avenue. The institutional and recreational uses proposed for PS-6 within the Oakinba Activity Node, including vehicle storage, storage warehouse, and accessory office uses, would not conflict with surrounding light industrial uses and, therefore, would not be inconsistent with BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. As discussed below under "San Francisco Planning Code (Zoning Ordinance)," p. 4.1-33, the proposed recreational uses at PS-6 would require a text amendment to the *Planning Code*. The AAU recreational facilities are not proposed to be available for public uses and would potentially be inconsistent with the BVHP Plan. See Impact LU-2.2 in Section 4.2, Land Use, for a discussion of potential inconsistencies with the BVHP Plan. No other potential conflicts of the Proposed Project with the BVHP Plan have been identified.

Design Plans

Fisherman's Wharf Public Realm Plan

The Fisherman's Wharf Public Realm Plan (FWPRP) is not a formal area plan, but is a design plan proposed to provide an overall vision for the streets, open spaces and building design in Fisherman's Wharf. PS-1, 2801 Leavenworth Street (The Cannery), is within the FWPRP boundaries; the FWPRP is discussed herein in relation to PS-1.[55]

The plan's general boundaries are San Francisco Bay to the north, The Embarcadero to the east, Bay Street to the south, and Van Ness Avenue to the west. The plan includes design guidelines, minor zoning changes and policies for the FWPRP area. It also provides a parking signage program, traffic circulation plan, passenger and freight loading management, neighborhood gateway improvement projects, streetscape improvement projects, and open space improvement projects in the neighborhood. The FWPRP includes the following design elements: realignment of streetcar rails on Jefferson Street, street trees, raised crosswalks, curb extensions, high-visibility crosswalks, permeable paving, stormwater planters and other landscape improvements, seating, informational stationary signage, and pedestrian lighting. The FWPRP does not propose new zoning districts, but does include restrictions on new adult entertainment establishments to protect the family-focused nature of Fisherman's Wharf.

In relation to PS-1, the traffic circulation and streetscape improvements identified in the plan include Beach and Jefferson Streets; The Cannery fronts those two streets. On Jefferson Street, the plan proposes widened sidewalks, high visibility crosswalks, and public seating. A design goal is to remove curbs from as much of Jefferson Street as possible to create a single, shared surface that visually reads more as a floor of an outdoor pedestrian room, so that drivers will understand they are entering a pedestrian space where they must give way to people walking and cycling.

[55] *Fisherman's Wharf Public Realm Plan, Draft* (San Francisco Planning Department June 2010).

Other goals aim to improve and emphasize Beach Street's role as an increasingly important pedestrian destination at Fisherman's Wharf. The improvements will be restricted to the sidewalk and parking lane on the north side of the street, as well as intersections, from The Embarcadero to Polk Street. Beach Street improvements will coordinate with the proposed historical streetcar extension to Fort Mason, making changes as necessary to accommodate the final track alignment.

Project Consistency

Project Level

PS-1, 2801 Leavenworth Street (The Cannery). AAU change of use of The Cannery building at PS-1 would not be inconsistent with overall FWPRP goals to enhance pedestrian conditions in the Fisherman's Wharf area. AAU shuttle routes D and E would serve The Cannery, and would stop to load and unload passengers on Jones Street. Shuttle service at The Cannery is not expected to conflict with FWPRP goals and policies. See Section 4.6, Transportation and Circulation, for discussion of the Proposed Project's effect on pedestrian circulation.

Proposed Area Plans

Central SoMa Plan

The Central SoMa Draft Plan for Public Review (Central SoMa Plan) was published in April 2013. The draft Plan proposes changes to the allowed land uses and building heights, and includes a strategy for improving the public realm in this area.

All or parts of SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; and SA-10, Fifth Street/Brannan Street, are within the boundaries of the draft Central SoMa Plan. The Central SoMa Plan focuses on the southern portion of the future Central Subway transit line and is bordered by Market Street to the north, Second Street to the east, Townsend Street to the south, and Sixth Street to the west. In conjunction with development of the Central Subway transit line along Fourth Street in the South of Market Area, scheduled for completion in 2017, the Central SoMa Plan is intended to tailor land use patterns in this area to complement the new transit infrastructure. In addition, the Central SoMa Plan would improve the area's public realm including, streets, sidewalks, plazas and other open spaces to support future transit-oriented development in the area.

The overarching goal of the Central SoMa Plan is to focus development along the future Central Subway transit line to support the objectives of state legislation, such as SB 375,[56] and to accommodate anticipated future population growth in the City. As noted above, the plan was

[56] Senate Bill 375, adopted in October 2008, requires California's 18 regions to develop an integrated transportation, land-use and housing plan known as a Sustainable Communities Strategy (SCS). The SCS must demonstrate how the region will reduce greenhouse gas emissions through long-range planning. In the Bay Area, the Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG) have developed the SCS.

released for public review in April 2013; the specific principles, objectives, and implementation strategies of the plan currently are under review, revision, and refinement. As a first step towards creating the Central SoMa Plan, the City developed a set of Land Use and Urban Form Principles that will guide the formulation of the Central SoMa Plan. With regard to potential AAU change of use of existing buildings in the Central SoMa Plan area, principles relevant to SA-5, SA-6, SA-8, SA-9, and SA-10 include:

Overall Goal Create complete communities.

Principle Maintain and enhance existing housing, especially affordable housing.

Principle Historic Resources should be given the appropriate amount of protection.

Principle Respect recent re-zoning processes.

Project Consistency

Program Level

SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; and SA-10, Fifth Street/Brannan Street. AAU uses within the Central SoMa Plan would include proposed institutional uses (i.e., classrooms, labs/studios, administrative offices, or gallery space). The Central SoMa Plan has not yet been adopted, and potential new land use designations or zoning districts have not been established. AAU would change uses at existing buildings and would not propose uses other than permitted uses or conditionally permitted uses under existing or potential revised zoning.

In accordance with the draft Central SoMa Plan principles identified above, if AAU residential uses displaced affordable housing, the Proposed Project would not respond to draft Central SoMa Plan goals to maintain affordable housing. Refer to Section 4.4, Population, Housing, and Employment, for discussion of the Proposed Project's effects on housing and displacement.

If AAU alterations of a building exterior or new signage would result in substantial adverse change to the historical character of a building, the Proposed Project would not respond to draft Central SoMa Plan goals for protection of historical resources. See Section 4.5, Cultural and Paleontological Resources, for discussion of the Proposed Project's effects on historical resources in SA-5, SA-6, SA-8, SA-9, and SA-10.

Aside from the potential inconsistency identified above, no potential conflicts of the Proposed Project with the draft Central SoMa Plan have been identified.

Redevelopment Plans (now Office of Community Investment and Infrastructure)

On February 1, 2012, the San Francisco Redevelopment Agency (SFRA) was dissolved pursuant to AB 26, approved by the California Governor in June 2011 and the December 2011 decision of the

California Supreme Court upholding AB 26.[57] In its place, the City and County of San Francisco developed the Office of Community Investment and Infrastructure (OCII) as the Successor Agency to the San Francisco Redevelopment Agency assuming all responsibilities and obligations of the SFRA, and has established an Oversight Board to exercise enforceable obligations for Redevelopment Project Areas in San Francisco. The Successor Agency is known as the Office of Community Investment and Infrastructure, and is within the Office of the City Administrator.

There are currently five OCII areas that are now maintained under the authority of the Successor Agency. OCII will continue to have land use jurisdiction in the Mission Bay, Transbay, Rincon Point, Bayview Hunters Point, and Bayview Hunters Point Shipyard. The Bayview Hunters Point area is applicable to PS-6, 2225 Jerrold Avenue. The Planning Department will conduct project review in all other areas. The Successor Agency also has land use jurisdiction over Rincon Point–South Beach until 2021, which is applicable to SA-9, Second Street/Brannan Street.

All future development in the Redevelopment Plan areas (now OCII areas) would be subject to the policies in the applicable Redevelopment Plan. Figure 4.1-2, Office of Community Investment and Infrastructure Areas Applicable to AAU Study Areas and Project Sites, p. 4.1-31, and Table 4.1-2, Study Areas and Project Sites in Office of Community Investment and Infrastructure Areas, p. 4.1-30, identify redevelopment plans applicable to SA-9 as well as PS-6.

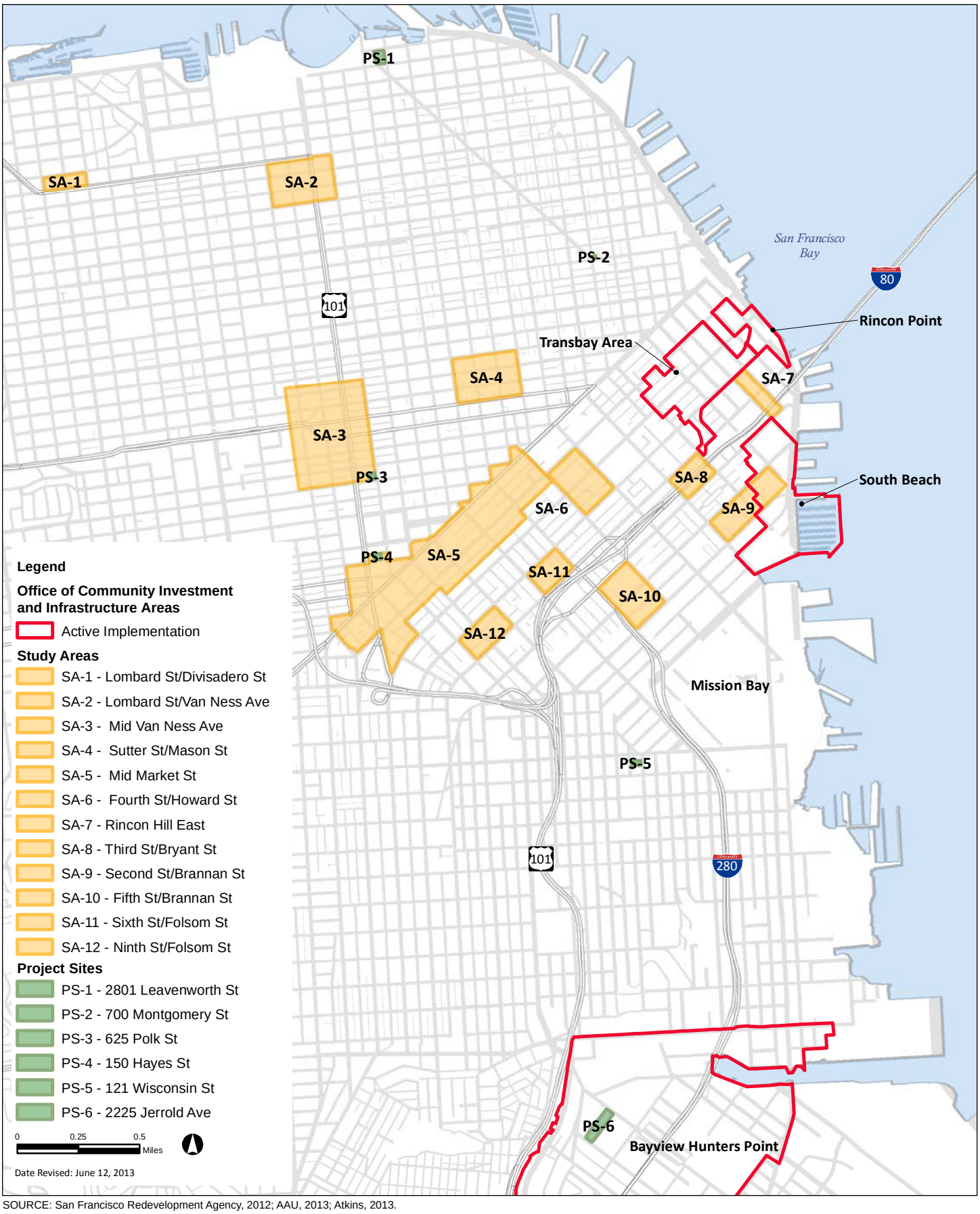
Table 4.1-2 Study Areas and Project Sites in Office of Community Investment and Infrastructure Areas

Redevelopment Plans	*Study Areas*	*Project Site*
	SA-9, Second Street/Brannan Street	*PS-6, 2225 Jerrold Avenue*
Rincon Point-South Beach Redevelopment Plan	●	
Bayview Hunters Point Redevelopment Plan		●

SOURCE: Atkins (2013).

SA-1, Lombard Street/Divisadero Street; SA-2, Lombard Street/Van Ness Avenue; SA-3, Mid Van Ness Avenue; SA-4,Sutter Street/Mason Street; SA-5 Mid-Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; SA-12, Ninth Street/Folsom Street; PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; and PS-5, 121 Wisconsin Street, are not within the Office of Community Investment and Infrastructure areas.

[57] On June 28, 2011, the California Governor approved AB 26 and AB 27. AB 26 was the "dissolution" bill, which set November 1, 2011, as the date to dissolve all redevelopment agencies. The companion legislation AB 27, the "reinstatement" bill, allowed cities to keep their agencies in place by committing to substantial "community remittances" to be paid to the State. In July 2011, a lawsuit was filed challenging the constitutionality of both AB 26 and AB 27. On December 29, 2011, the California Supreme Court issued its decision, and upheld AB 26, but struck down AB 27. As a result, under the schedule set by the Supreme Court, the San Francisco Redevelopment Agency was dissolved on February 1, 2012.



SOURCE: San Francisco Redevelopment Agency, 2012; AAU, 2013; Atkins, 2013.

FIGURE 4.1-2: OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE AREAS APPLICABLE TO AAU STUDY AREAS AND PROJECT SITES

Rincon Point-South Beach Redevelopment Plan

The easterly one-third of SA-9, Second Street/Brannan Street, generally bounded by Brannan, Delancey (First), Townsend, and Colin P. Kelly Streets, is within the South Beach portion of the Rincon Point-South Beach Redevelopment Project Area (RP-SB Project Area), a 115-acre redevelopment project of two noncontiguous geographic areas along the waterfront.[58]

The purpose of the RP-SB Project Area is the conversion of this once blighted area into a new mixed-use waterfront neighborhood incorporating rehabilitation and new development. Implementation of the project began in 1981. Much of the area was formerly characterized by dilapidated warehouses, cargo storage yards, abandoned or underutilized buildings, several piers in unsound condition, and an extensive network of underutilized street rights-of-way. To date, the redevelopment has included 2,814 residential units with 24 percent of the units set aside for low- and moderate-income households, over 1.2 million sf of commercial space, and the 700-berth South Beach Harbor. Additional publicly oriented facilities were constructed, including South Beach Park at Pier 40, AT&T Park, and Rincon Park.

The portion of the RP-SB Project Area in SA-9 was designated primarily for high-density residential uses, with neighborhood retail, and for retention and rehabilitation of historical structures, the South End Warehouses and the Oriental Warehouse. The high-density residential uses and neighborhood retail redevelopment projects have been implemented as of 2011.

Project Consistency

Program Level

SA-9, Second Street/Brannan Street. The portion of SA-9 in the RP-SB Project Area would be subject to the plan's housing and rehabilitation of historical structures goals. It is noted that this area of the RP-SB Project Area has been built out with residential development, with some retail uses. The major historical structure, the Oriental Warehouse, has been reused as residential space. The proposed 30,000 to 50,000 sf of institutional uses in SA-9 would anticipate change of use of other nonresidential buildings in this study area. The Proposed Project would not displace existing uses in the RP-SB Project Area. No potential conflicts of the Proposed Project with the Rincon Point-South Beach Redevelopment Plan have been identified.

Bayview Hunters Point Redevelopment Plan

PS-6, 2225 Jerrold Avenue, is within the Bayview Hunters Point Redevelopment Project Area (BVHP Redevelopment Plan), adopted in 2006 for a 1,575-acre area in the southeastern quadrant of San Francisco.[59] Redevelopment activity is divided into seven activity nodes, including Northern

[58] *Redevelopment Plan for the Rincon Point-South Beach Project Area* (adopted by Board of Supervisors Ordinance No. 14-81, January 5, 1981, as amended through 2007).
[59] *Redevelopment Plan for the Bayview Hunters Point Redevelopment Project* (adopted 1969, amended as an expanded Project Area in 2006, and as further amended through 2010).

Gateway, Town Center, Health Center, Oakinba, South Basin, Hunters Point Shoreline, and Candlestick Point.

The Oakinba Activity Node, which includes PS-6, would accommodate larger-scale, City-serving commercial businesses along with various sizes of PDR operations. This activity node would provide unique retail opportunities along Bayshore Boulevard between Industrial Way and Oakdale Avenue. Other areas within the Oakinba Activity Node, not adjacent to Bayshore Boulevard generally include light industrial uses.

Project Consistency

Project-Level

PS-6, 2225 Jerrold Avenue. The AAU institutional and recreational uses proposed in PS-6 within the Oakinba Activity Node, including vehicle storage, storage warehouse, and accessory office uses, would not conflict with surrounding light industrial uses and, therefore, would not be inconsistent with BVHP Redevelopment Plan policies intended to maintain or enhance industrial uses in this node. The AAU recreational facilities are not proposed to be available for public uses and would potentially be inconsistent with the BVHP Plan. See Impact LU-2.2 in Section 4.2, Land Use, for a discussion of potential inconsistencies with the BVHP Plan. As discussed below under "Zoning Districts," the proposed recreational uses would not be permitted at PS-6. AAU is proposing to seek an amendment to the City's *Planning Code* to allow these uses. Aside from the potential inconsistency identified above, no potential conflicts of the Proposed Project with the BVHP Plan have been identified.

San Francisco Planning Code (Zoning Ordinance)

The *San Francisco Planning Code* regulates development in the City by prescribing the permitted uses and development standards consistent with the land use designation and policies in the *General Plan*. The *Planning Code*, which incorporates by reference the City's zoning maps, implements the *General Plan* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the project conforms to the *Planning Code*, (2) allowable exceptions are granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are approved as part of the project. The *Planning Code* provides location specific development and use regulations that govern density and configuration of buildings.

In the analysis of the Proposed Project's physical effects on the environment, contained in Sections 4.2 through 4.19 of Chapter 4, Environmental Setting and Impacts, of this EIR, the various land uses that would result from implementation of the Project, such as residential uses, institutional uses such as studio/lab, administrative, office, and classroom uses, are noted. However, for the purposes of assessing compliance with the *San Francisco Planning Code*, the Proposed Project, except for vehicle storage and storage warehouse uses, would be considered a "post-secondary

education institutional" or "educational services" land use. *Planning Code* Section 209.3(i) provides the following definition of "post-secondary educational institution":

> Post-secondary educational institution for the purposes of academic, professional, business or fine arts education, which institution has met the applicable provisions of Section 304.5 of this Code concerning institutional master plans. Such institution may include employee or student dormitories and other housing operated by and affiliated with the institution. Such institution shall not have industrial arts as its primary course of study.

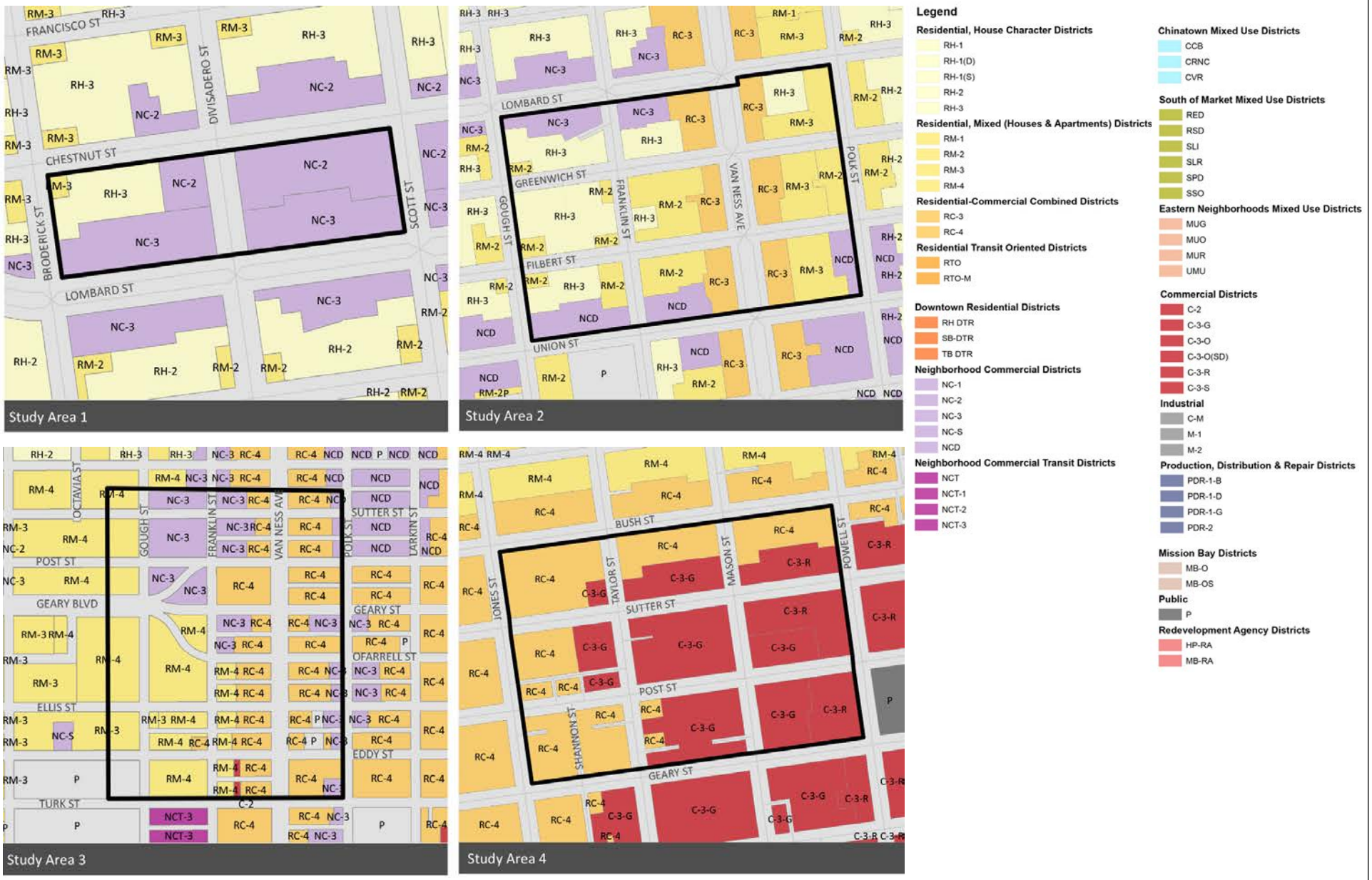
Planning Code Section 890.50 provides the following definition of "educational services":

> (c) **Educational Service.** A use certified by the Western Association of Schools and Colleges which provides educational services such as a school, college or university. It may include, on the same premises, employee or student dormitories and other housing operated by and affiliated with the institution.

Zoning in San Francisco generally consists of two layers of districts. Use districts are the base zoning districts that prescribe which land uses are permitted and most development standards (except height and bulk). Height and bulk districts are mapped separately from the use district and prescribe the height and bulk of buildings. On top of the use districts and height and bulk districts, special use districts (SUDs) are mapped in some instances to address particular issues for targeted areas; SUDs provide controls that supersede some or all of the underlying use district to meet certain goals. Further, the *Planning Code* includes special sign districts that apply sign controls in certain areas.

Zoning Districts

The use districts and study areas are identified in Figure 4.1-3, Existing Zoning Districts – Study Areas 1–4, p. 4.1-35, through Figure 4.1-8, Existing Zoning Districts – Project Sites 4–6, p. 4.1-40, and Table 4.1-3, Existing Zoning in Study Areas, p. 4.1-41. As noted earlier, AAU is a "Postsecondary Educational Institution," as defined in the *Planning Code*. While specific AAU sites could be occupied for instructional, administrative, recreational, or residential purposes, all AAU uses, except for vehicle storage and storage warehouse uses, would be considered "institutional" (or "residential" for an institution) in the context of the *Planning Code*. Where Table 4.1-3 identifies a proposed AAU institutional or residential use as permitted within a particular zoning district, the AAU use would be considered consistent with the *Planning Code*. Table 4.1-3 also identifies where a proposed AAU use would be conditional within a particular zoning district. As discussed under the "Conditional Use Permit" bulleted item in Chapter 3, Project Description (Section 3.6.1, Proposed Project Approvals, p. 3-147), such uses would require review and determination of compatibility within that zoning district. If such determinations were made, the uses would be approvable and would be consistent with the *Planning Code*.



SOURCE: San Francisco Planning Dept., July 2013; AAU, 2013; Atkins, 2013.

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FIGURE 4.1-3: EXISTING ZONING DISTRICTS – STUDY AREAS 1–4

SOURCE: San Francisco Planning Dept., July 2013; AAU, 2013; Atkins, 2013.

FIGURE 4.1-4: EXISTING ZONING DISTRICTS – STUDY AREA 5

SOURCE: San Francisco Planning Dept., July 2013; AAU, 2013; Atkins, 2013.

FIGURE 4.1-5: EXISTING ZONING DISTRICTS – STUDY AREAS 6–9

SOURCE: San Francisco Planning Dept., July 2013; AAU, 2013; Atkins, 2013.

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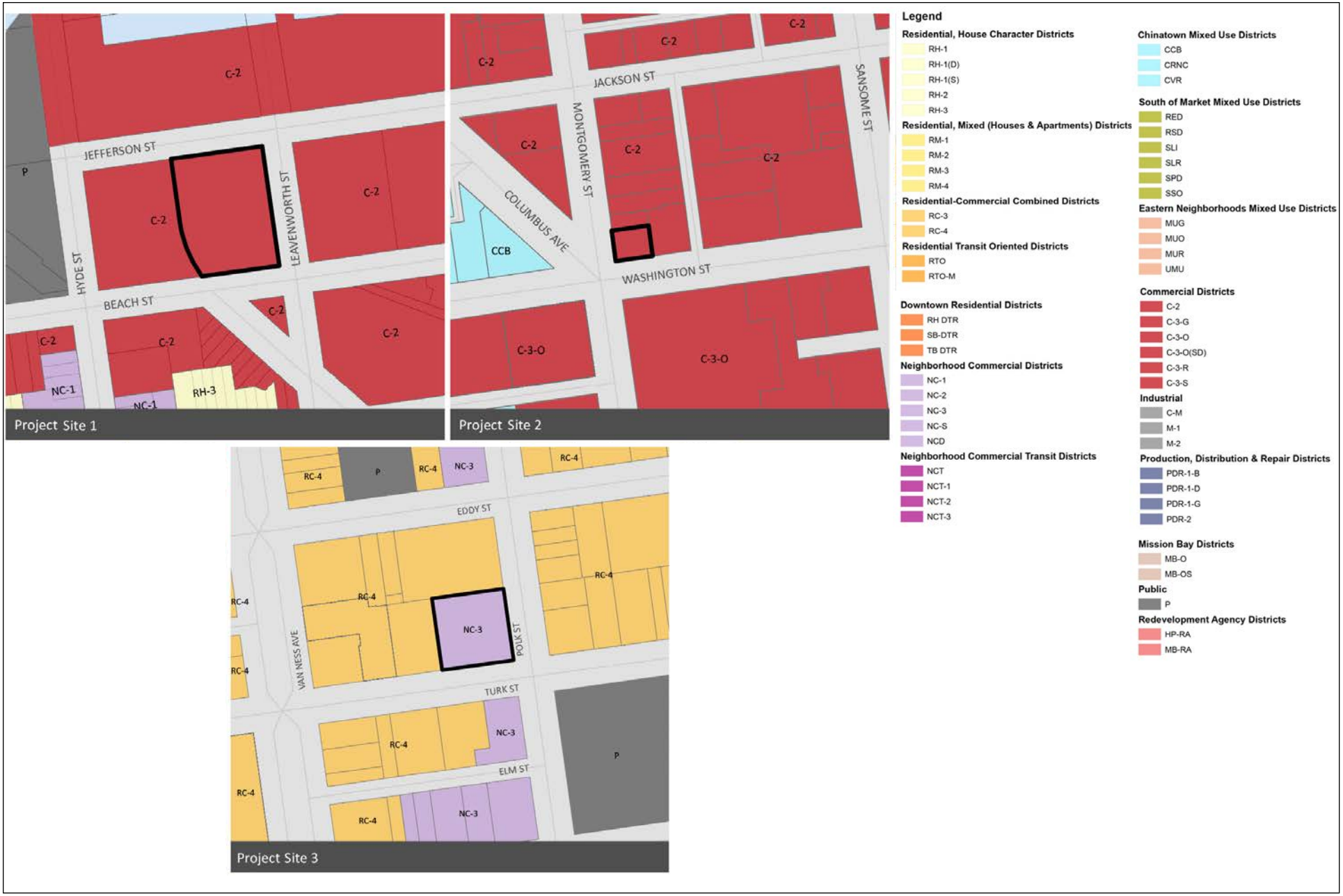
FIGURE 4.1-6: EXISTING ZONING DISTRICTS – STUDY AREAS 10–12



SOURCE: San Francisco Planning Dept., July 2013; AAU, 2013; Atkins, 2013.

FIGURE 4.1-7: EXISTING ZONING DISTRICTS – PROJECT SITES 1-3

SOURCE: San Francisco Planning Dept., July 2013; AAU, 2013; Atkins, 2013.

FIGURE 4.1-8: EXISTING ZONING DISTRICTS – PROJECT SITES 4-6

Table 4.1-3 Existing Zoning in Study Areas

Zoning Districts	*Permitted*	*Conditional*
(P): Public Use		R, I
(RH-2): Residential House, Two Family		R, I
(RH-3): Residential Houses, Three Family		R, I
(RH DTR): Rincon Hill Downtown Residential Mixed Use		R[a], I
(RM-2): Mixed (Apartments and Houses), Moderate Density		R, I
(RM-3): Mixed (Apartments and Houses), Medium Density		R, I
(RM-4): Mixed (Apartments and Houses), High Density		R, I
(RC-3): Residential-Commercial Combined Medium Density		R, I
(RC-4): Residential-Commercial Combined High Density		R, I
(C-2): Community Business District	R, I	
(C-3-G): Downtown—General Commercial	R, I	
(C-3-R): Downtown Retail	R, I	
(C-3-S): Downtown Support	R, I	
(C-3-O[SD]): Downtown Office-Special Development	I	
(C-M): Heavy Commercial	R, I	
(M-1): Light Industrial	R, I	
(PDR-2): Core Production, Distribution, and Repair	Not permitted[b]	Not permitted[b]
(NC-2): Small-Scale Neighborhood Commercial	R, I[c]	R, I[d]
(NC-3): Moderate-Scale Neighborhood Commercial	R, I	
(NCD): Union Street Neighborhood Commercial District	R, I	
(NCD): Polk Street Neighborhood Commercial District	R, I	
(NCT): SoMa Neighborhood Commercial Transit		R, I
(NCT-3): Neighborhood Commercial Transit-Moderate Scale	R, I	
(RED): South of Market-Residential Enclave		R, I
(RSD): Residential/Service Mixed-Use	R, I	
(SLI): Service/Light Industrial	R, I	
(SLR): Service/Light Industrial/Residential	R, I	
(SSO): Service/Secondary Office	R, I	
(SB DTR): South Beach Downtown Residential		R, I
(MUG): Mixed Use General		R, I
(MUO): Mixed Use Office	R, I	
(UMU): Urban Mixed Use	R	I

SOURCE: *San Francisco Planning Code* (2012).

R = AAU Residential Uses
I = AAU Institutional Uses

a = Residential in excess of 25,000 sf
b = Vehicle storage and storage warehouse permitted
c = Permitted on the first floor
d = Conditional on the second and third floors

The zoning districts in SA-1 through SA-12 would all allow AAU institutional (including residential) activities as a permitted or conditional use. PDR-2 zoning does not permit institutional uses.

Table 4.1-4, Project-Level Zoning Districts, p. 4.1-42, lists the six project sites and identifies whether the proposed use would be a permitted use, conditionally permitted use, or not permitted in the zoning district. As shown in the table, AAU institutional uses would be permitted uses under the applicable *Planning Code* designations at:

- PS-1, 2801 Leavenworth Street (The Cannery)
- PS-2, 700 Montgomery Street
- PS-3, 625 Polk Street
- PS-4, 150 Hayes Street

Table 4.1-4 Project-Level Zoning Districts

	PS-1, 2801 Leavenworth Street (The Cannery)	***PS-2, 700 Montgomery Street***	***PS-3, 625 Polk Street***	***PS-4, 150 Hayes Street***	***PS-5, 121 Wisconsin Street***	***PS-6 2225 Jerrold Avenue***
Zoning District	C-2	C-2	NC-3	C-3-G	UMU	PDR-2
AAU Use	I (Office, Gallery, Instruction)	I (Office, Instruction)	I (Instruction)	I (Office)	I (Bus Storage)	I (Recreation); Vehicle Storage, Storage Warehouse
Permitted = P Conditional = C Not Permitted = NP Institutional = I	P	P	P	P	NP[a]	NP: I (Recreation); P: Storage Uses[b]

SOURCE: Atkins (2013).

a. Nonconforming use permitted by previous M-2 zoning.

b. AAU will seek a text amendment to allow recreation uses at this site.

PS-5, 121 Wisconsin Street. PS-5 is within an Urban Mixed Use (UMU) zoning district. AAU proposes to continue operating bus storage uses at that site. According to *Planning Code* Section 843.70, a Vehicle Storage—Open Lot is neither a permitted nor a conditional use in a UMU district. AAU bus storage uses, if proposed as a new use, would not be consistent with the *Planning Code*. However, the bus operations at PS-5 are considered a legal nonconforming use of the property, which were a permitted use under the M-2, Heavy Industrial, zoning in place prior to adoption of the Eastern Neighborhoods rezoning in 2008.

PS-6, 2225 Jerrold Avenue. PS-6 is within a Core Production, Distribution, and Repair (PDR-2) zoning district. According to *Planning Code* Section 217(h), a "postsecondary educational institution for the purposes of academic, professional, business or fine-arts education, which is required to submit an institutional master plan pursuant to Section 304.5 of this Code" is neither a permitted nor conditional use in a PDR-2 district. AAU recreational facilities proposed at PS-6, would not be consistent with the *Planning Code*, without an amendment. As noted above, a text amendment to the *Planning Code* would be required to allow these proposed uses, following which such uses would be consistent with the *Planning Code*. Other AAU uses proposed at PS-6, including vehicle storage,

storage warehouse, and accessory office uses, would be consistent with the *Planning Code* in the absence of any *Planning Code* amendments.

Height and Bulk Districts

Figure 4.1-9, Generalized Height and Bulk Districts, p. 4.1-44, illustrates *Planning Code* height and bulk districts that would apply to the study areas and project sites. The Proposed Project, encompassing change of use of existing buildings, would not change the buildings' height and bulk. Neither the program-level or project-level development would conflict with the height and bulk requirements identified in Figure 4.1-9.

Special Use Districts

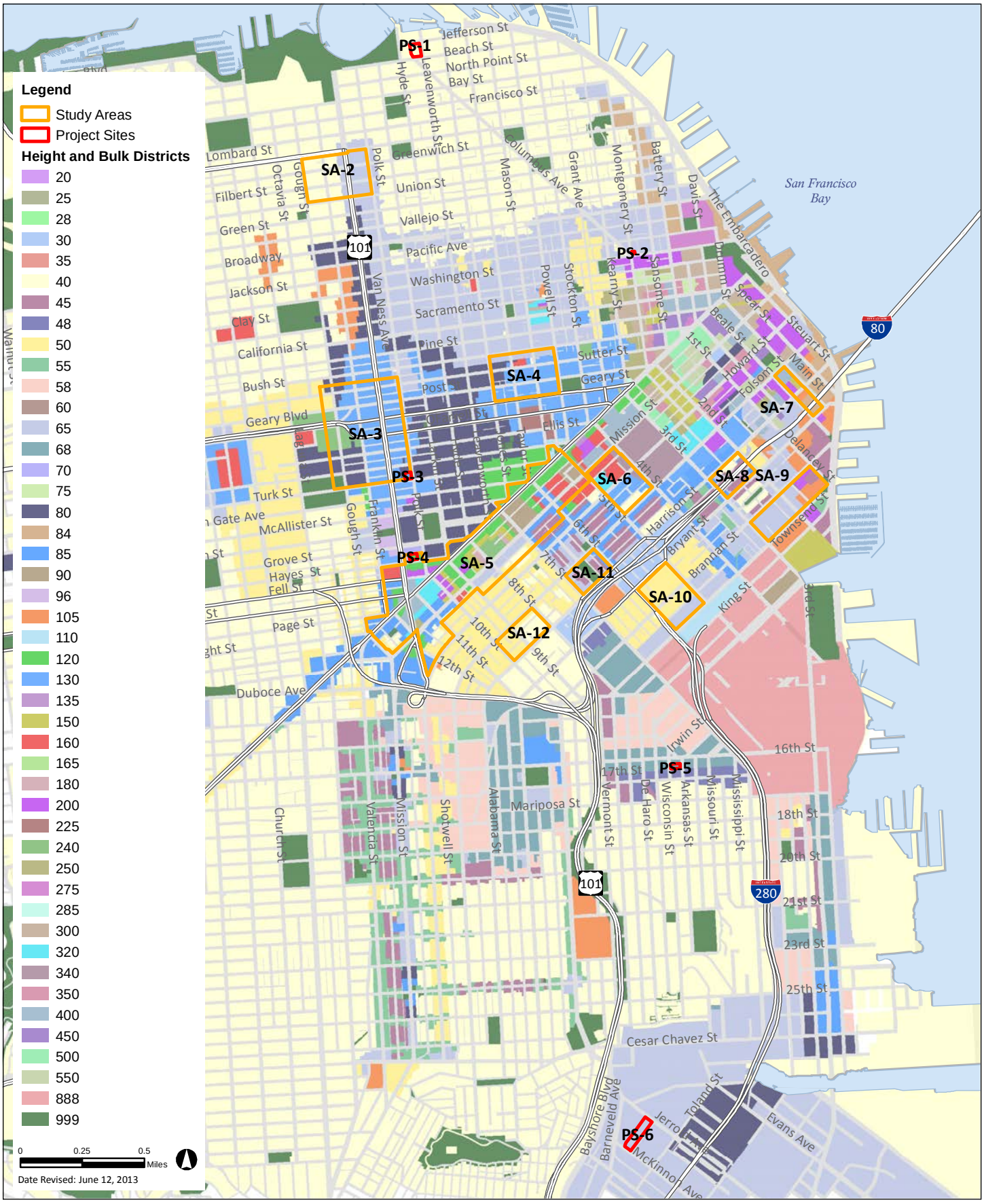
Figure 4.1-10, Special Use Districts in AAU Study Areas and Project Sites, p. 4.1-45, shows and Table 4.1-5, Special Use Districts in the Study Areas and Project Sites, p. 4.1-46, lists the *Planning Code* Special Use Districts (SUD) related to the study areas and project sites, summarizes the key SUD requirements, and notes the applicability to the Proposed Project. In some case, the SUD control would not apply to AAU uses. A number of SUD controls require conditional use approval under Section 303, for certain uses, such as educational uses in the Western SoMa Special Use District. See the "Conditional Use Permit" bulleted item in Chapter 3, Project Description (Section 3.6.1, Proposed Project Approvals, p. 3-147), for further discussion of the Conditional Use process.

Special Sign Districts

Table 4.1-6, Special Sign Districts in the Study Areas and Project Sites, p. 4.1-48, lists the *Planning Code* Special Sign Districts (SSD) pertinent to the Study Areas, summarizes the key SSD requirements, and notes the applicability to the proposed plan. Figure 4.1-11, Special Sign Districts in AAU Study Areas and Project Sites, p. 4.1-49, identifies the special sign district boundaries. As part of change of use of existing buildings under the Proposed Project, AAU would be required to meet SSD requirements as to size, location, or number of identifying or business signs.

Certificate of Appropriateness

If AAU occupied and changed the use of structures listed as landmarks or landmark districts under *Planning Code* Section 1004, any proposed alterations of a building exterior or new signage would be required to meet the standards for a Certificate of Appropriateness for review of alteration of a designated landmark, as to architectural style, design, arrangement, texture, materials, color, and any other pertinent factors, and signage size, type, location, and design, as provided in Section 1006. The Historic Preservation Commission hears and makes determinations on Certificate of Appropriateness applications. See Section 4.5, Cultural and Paleontological Resources, for detailed discussion of the Certificate of Appropriateness review process.



OURCE: San Francisco Planning Dept., July 2012; AAU, 2013; Atkins, 2013.

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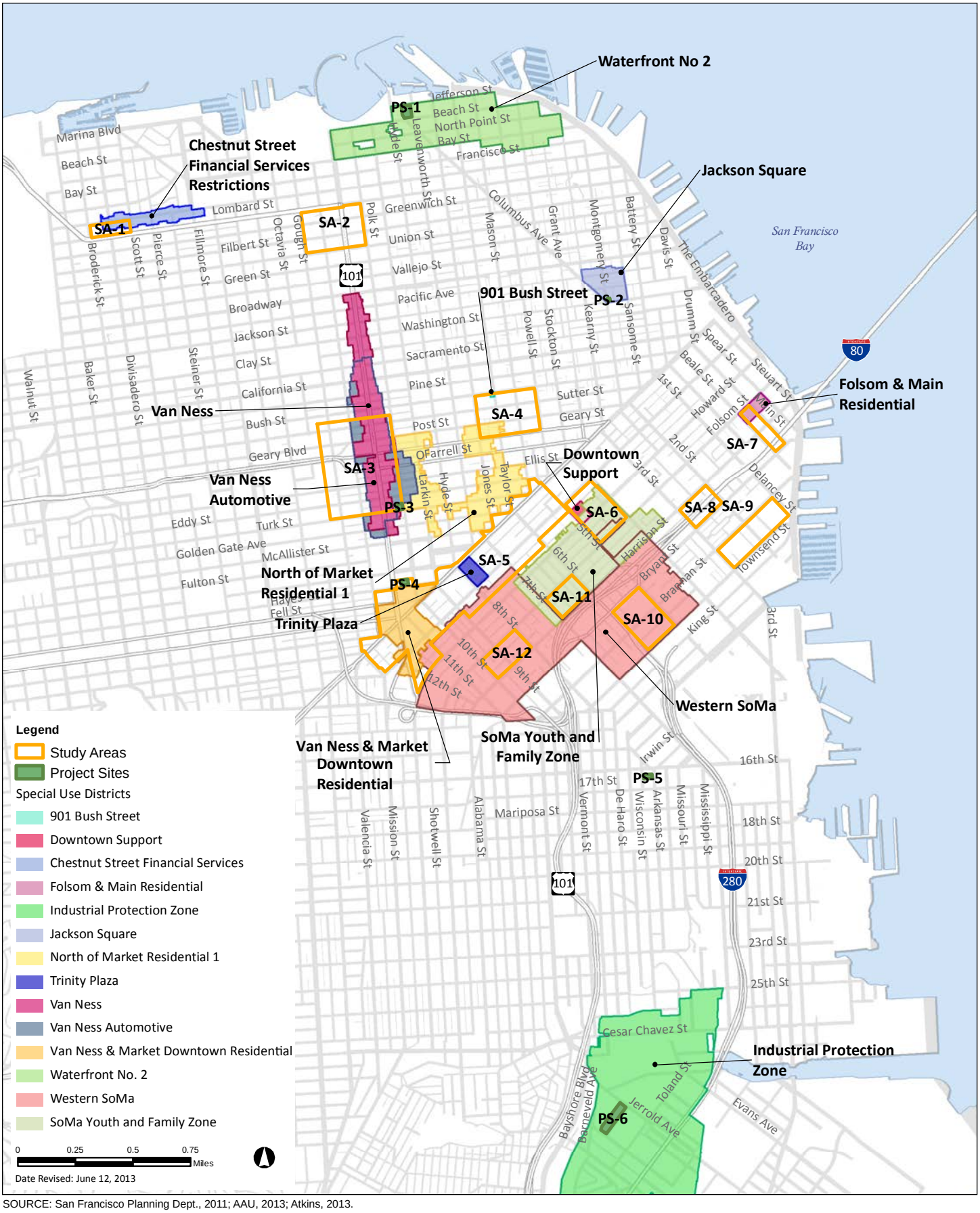
FIGURE 4.1-9: GENERALIZED HEIGHT AND BULK DISTRICTS



SOURCE: San Francisco Planning Dept., 2011; AAU, 2013; Atkins, 2013.

FIGURE 4.1-10: SPECIAL USE DISTRICTS IN AAU STUDY AREAS AND PROJECT SITES

Table 4.1-5 Special Use Districts in the Study Areas and Project Sites

Special Use District	*Study Areas*	*Key Requirements*	*AAU Applicability*
Sec. 781.7 Chestnut Street Financial Services Restricted Use District	SA-1	To preserve mixture of sales and services in Chestnut Street area, SUD prohibits new financial services uses.	Would not apply to AAU uses.
Sec. 240.2 Waterfront Special Use District No. 2	PS-1	To protect the unique natural and man-made physical characteristics, distinct maritime character, special traffic, parking and use considerations, recognized development potential, and proximity to residential, public and commercial areas of from adverse adjacent development. Requires Conditional Use for hotel, motel, service stations, certain parking uses.	Would not apply to AAU uses at 2801 Leavenworth St (The Cannery).
Sec. 249.25 Jackson Square Special Use District	PS-2	To protect and enhance specialty retail and antique store uses as ground-floor uses in the Jackson Square area.	Would not apply to AAU office uses at 700 Montgomery St.
Sec. 243 Van Ness Special Use District	SA-3	To implement objectives and policies of the Van Ness Avenue Plan, SUD provides controls for new development of residential and mixed-use buildings. On Section 1004 landmark buildings, requires a Certificate of Appropriateness, and generally limits new sign to size and location of existing signs.	Would not apply to AAU change of use of existing buildings. Signage controls would limit size, type, and location of new signs on existing buildings, and signage on designated City landmarks.
Sec. 237 Van Ness Automotive Special Use District	SA-3, PS-3	To provide for a major automotive area with a citywide and regional market, automobile parts wholesale and retail uses are permitted uses in connection with automobile sales, or conditional uses elsewhere in the SUD.	Would not apply to AAU uses.
Sec. 249.41 901 Bush Street Special Use District	SA-4	To provide development controls for a specific project at 901 Bush Street	Would not apply to AAU uses.
Sec. 249.5 North of Market Residential 1 Special Use District	SA-4	SUD requires Conditional Use approval for certain uses, to protect housing resources in an area near downtown, preserve architectural resources, scale of development, and limit uses that do not serve residents of the area. Includes signage controls.	Would apply to AAU change of use of existing buildings that could affect housing resources or architectural resources. Signage controls would limit size, type, and location of new signs on existing buildings
Sec. 249.33 Van Ness & Market Downtown Residential Special Use District	SA-5, PS-4	To implement the Market and Octavia area plan for a transit-oriented, high-density, mixed-use neighborhood with significant residential presence, SUD controls for new development limit nonresidential uses and allow greater residential density than base zoning.	Would not apply to AAU uses.
Sec. 249.34 Trinity Plaza Special Use District	SA-5	To provide development controls for the specific project at 1177 Market Street.	Would not apply to AAU uses.
Sec. 247 Downtown Support Special Use District	SA-6	To provide that a certain area within the C-3-S District be able to be developed for hotel use with an increased basic floor area ratio of 7.5 to 1.	Would not apply to AAU uses.

Table 4.1-5 Special Use Districts in the Study Areas and Project Sites

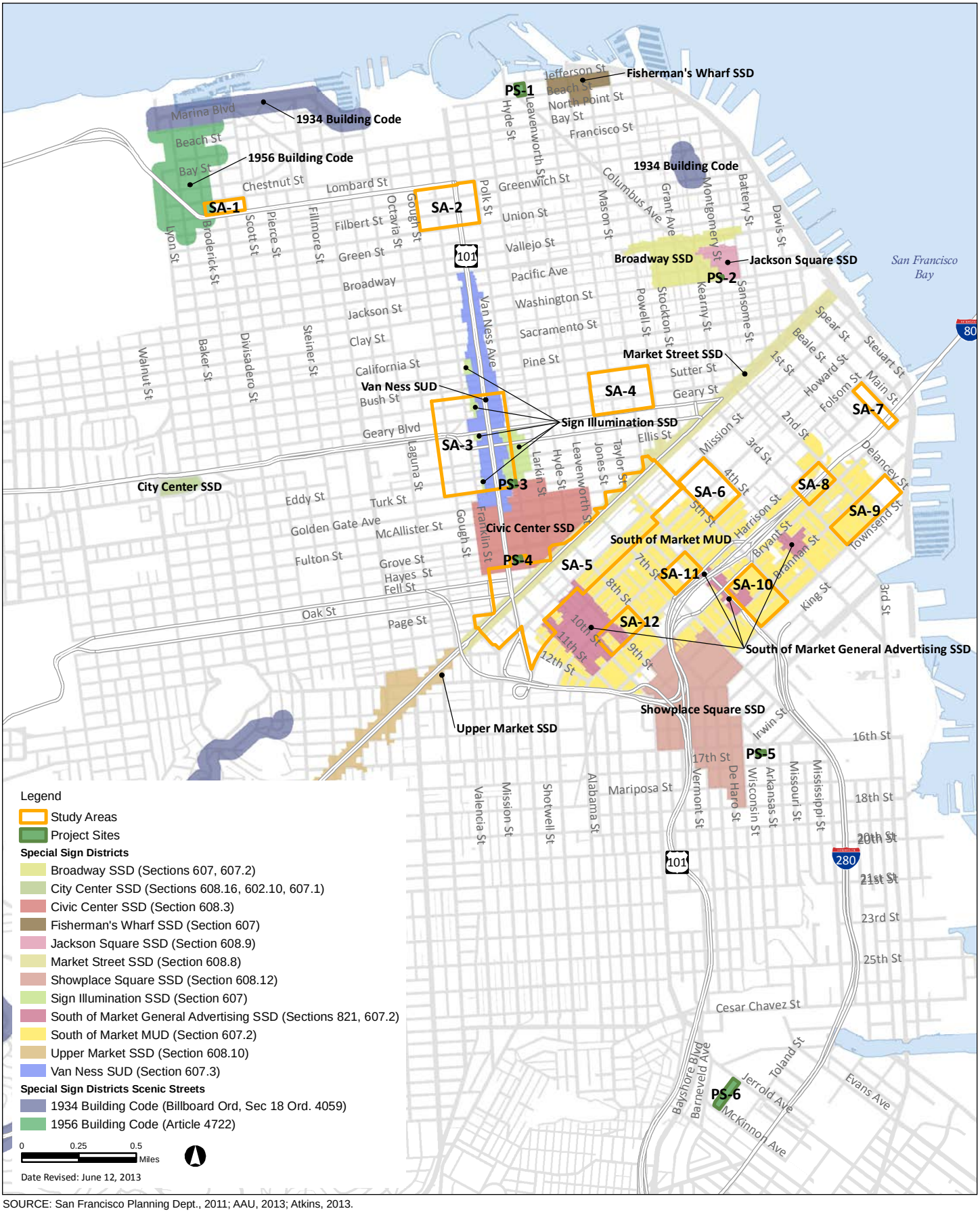
Special Use District	*Study Areas*	*Key Requirements*	*AAU Applicability*
Sec. 249.1 Folsom And Main Residential/Commercial Special Use District	SA-7	To support creation of a new residential neighborhood close to downtown, provide an appropriate mixture of retail sales and personal services, provide a buffer of office and parking use between the bridge and freeway ramps and the housing sites, and allow the existing industrial, service and office uses to remain,	Would not apply to AAU uses.
Sec 249.40A South of Market Youth and Family Zone Special Use District	SA-6, SA-11	Requires Conditional Use approval for certain uses, such as bars and liquor stores, to enhance the environment for youth and families.	Would not apply to AAU uses.
Sec. 823 Western SoMa Special Use District	SA-5, SA-10,SA-12	Recognizes that Western SoMa is a special planning area undergoing a community-based planning process. Requires Conditional Use approval for educational uses, including related residential uses,	Would apply to AAU educational uses, including related residential uses.
Sec. 249.22 Industrial Protection Zone Special Use District	PS-6	To preserve and protect production, distribution and repair land uses from competition from housing and office development, no new housing development or conversion to housing, or office shall be allowed in the Industrial Protection Zone SUD except where office space is determined to be accessory to a permitted industrial use.	Office uses would continue as an accessory use; however, no new office uses are proposed.

SOURCE: *San Francisco Planning Code* (2012).

Table 4.1-6 Special Sign Districts in the Study Areas and Project Sites

Sign District	*Study Areas*	*Key Requirements*	*AAU Applicability*
Sec. 607 Sign Illumination Special Sign District	SA-3	Limits signs within 200 ft of Union Square; and generally controls the size, number, and location of all other signs.	Would generally apply to new AAU identifying signs and business signs on existing buildings.
Sec. 607.2 South of Market MUD Special Sign District	SA-5, SA-6, SA-8, SA-9, SA-10, SA-11, SA-12	Prohibits signs in mixed use districts; and generally controls the size, number and location of identifying and business signs.	Would generally apply to new AAU identifying signs and business signs on existing buildings.
Sec. 607.3 Van Ness Special Sign District	SA-3	Prohibits roof signs. Limits size, number, and location of identifying signs and business signs. On Section 1004 landmark buildings, requires a Certificate of Appropriateness, and generally limits new sign to size and location of existing signs.	Would apply to new AAU identifying signs and business signs on existing buildings.
Sec. 608.3 Civic Center Special Sign District 1 and 2	PS-4	Limits new sign to 200 sf or less. Prohibits mechanical, blinking, or animated signs fronting on public property. Signs must be flat and not project from building wall.	Would apply to new AAU identifying signs and business signs on existing buildings.
Sec. 608.8 Market Street Special Sign District	SA-5	Prohibits roof signs. Limits size, number, and location of identifying signs and business signs.	Would apply to new AAU identifying signs and business signs on existing buildings.
Sec. 608.9 Jackson Square Special Sign District	PS-2	Prohibits roof signs. Limits size, number, and location of identifying signs and business signs.	Would generally not apply to AAU lease of office space.
Sec. 821 South of Market Special General Advertising Special Sign District	SA-5, SA-10, SA-12	Controls size, number, and location of general advertising signs.	Would generally not apply to AAU uses.

SOURCE: *San Francisco Planning Code* (2012).



SOURCE: San Francisco Planning Dept., 2011; AAU, 2013; Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR

FIGURE 4.1-11: SPECIAL SIGN DISTRICTS IN AAU STUDY AREAS AND PROJECT SITES

As discussed in Section 4.5, Cultural and Paleontological Resources, a Certificate of Appropriateness application for PS-3, 625 Polk Street, was filed in January 2013 for the exterior light fixtures.

As discussed in Chapter 3, Project Description, a Certificate of Appropriateness application (application number 2014.1264A) for PS-2, 700 Montgomery Street, was filed on August 19, 2014, for proposed exterior signage and is pending completion of the EIR.

Planning Code Section 304.5

As noted in Chapter 3, Project Description, and elsewhere, the Proposed Project would be subject to *Planning Code* Section 304.5 requirements for maintaining an Institutional Master Plan (IMP). AAU completed an updated IMP that was presented to the Planning Commission on November 17, 2011, as discussed in Chapter 3 and meets the Section 304.5(h) requirements. Subsequently, a 2013 IMP update was prepared to satisfy the *Planning Code* requirement that an update be provided every two years to the Planning Department.

Planning Code Section 311

For alteration of existing residential buildings in R Districts, *Planning Code* Section 311 requires consistency with the design policies and guidelines of the *General Plan* and with the Residential Design Guidelines that are adopted for specific areas. Section 311 also states that the Director of Planning may require modifications to the exterior of a proposed residential building—including, but not limited to changes in siting, building envelope, scale, texture, detailing, openings, and landscaping—in order to bring it into conformity with the Residential Design Guidelines and the *General Plan*. The most recent set of Residential Design Guidelines was adopted in 2003. The guidelines apply to development in all RH and RM districts, and are intended to maintain cohesive neighborhood identity, preserve historical resources, and enhance the unique setting and character of the City and its residential neighborhoods.

The guidelines are based on the following design principles, which are also used to determine compliance with the guidelines:

- Ensure that the building's scale is compatible with surrounding buildings.
- Ensure that the building respects the mid-block open space.
- Maintain light to adjacent properties by providing adequate setbacks.
- Provide architectural features that enhance the neighborhood's character.
- Choose building materials that provide visual interest and texture to a building.
- Ensure that the character-defining features of a historical building are maintained.

The Proposed Project would not include construction of new buildings or substantial alterations of existing buildings. Minor alterations to the interior of occupied buildings in order to better accommodate anticipated land uses could result from the implementation of the Proposed Project.

These alterations would be required to adhere to the guidelines established in *Planning Code* Section 311.

Planning Code Section 312

Planning Code Section 312 establishes procedures for reviewing building permit applications for lots in NC and Eastern Neighborhoods Mixed Use Districts in order to determine compatibility with the existing neighborhood. Section 312 requires that all building permit applications for a change of use, including a change to large institutions, as defined in *Planning Code* Section 790.90, be reviewed by the Planning Department to ensure compliance with the *Planning Code* and any applicable design guidelines approved by the Planning Commission. Once applications are determined to be in compliance with the development standards of the *Planning Code*, Section 312 outlines procedures for proper notification.

It is anticipated that properties occupied as part of the Proposed Project would undergo changes in land use. As such, the Proposed Project would be subject to the provisions of *Planning Code* Section 312. The Proposed Project would be required to comply with all requirements for Planning Department review of building permit applications and notification of any changes in land use.

Transit First Policy

The City of San Francisco's Transit First policy, adopted by the Board of Supervisors in 1973, was developed in response to the damaging impacts over previous decades of freeways on the City's urban character. The policy is aimed at restoring balance to a transportation system long dominated by the automobile, and improving overall mobility for residents and visitors whose reliance chiefly on the automobile would result in severe transportation deficiencies. It encourages multimodalism, the use of transit and other alternatives to the single-occupant vehicle as modes of transportation, and gives priority to the maintenance and expansion of the local transit system and the improvement of regional transit coordination. No potential conflicts of the Proposed Project with the Transit First Policy have been identified.

Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1(b) to the *Planning Code* to establish eight priority policies. These policies are:

- Preservation and enhancement of neighborhood-serving retail uses
- Protection of neighborhood character
- Preservation and enhancement of affordable housing
- Discouragement of commuter automobiles

- Protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership
- Maximization of earthquake preparedness
- Preservation of landmark and historical buildings
- Protection of open space

Consistency: *Planning Code* Section 101.1 requires that the City find that the project or legislation would be consistent with the priority policies before it issues a permit for any project that requires an initial study under CEQA, or for any demolition, conversion, or change of use, and before it takes any action that requires a finding of consistency with the *General Plan*. The case report and approval motions for the project would contain the Planning Department's comprehensive project analysis and findings regarding consistency of the project with the priority policies. The environmental issues associated with these policies are addressed further in Section 4.2, Land Use; Section 4.3, Aesthetics; Section 4.4, Population, Housing, and Employment; Section 4.5, Cultural and Paleontological Resources; Section 4.6, Transportation and Circulation; Section 4.11, Recreation; Section 4.15, Geology, Soils, and Mineral Resources; and Section 4.17, Hazards and Hazardous Materials. No potential conflicts of the Proposed Project with the Accountable Planning Initiative have been identified.

Other San Francisco Plans and Policies

San Francisco has adopted other plans related to transportation, climate change, and sustainability. Those include the San Francisco Bicycle Plan, discussed in Section 4.6, Transportation and Circulation; and the Sustainability Plan for the City of San Francisco, the Climate Action Plan for San Francisco, the San Francisco Green Building Ordinance, discussed in Section 4.9, Greenhouse Gas Emissions.

4.1.3 Regional Plans and Policies

The principal planning agencies and their policy plans that guide planning for the Proposed Project and the nine-county Bay Area region are (1) the BAAQMD and its *2010 Bay Area Clean Air Plan* (*Clean Air Plan*) and the 2010 *California Environmental Quality Act Air Quality Guidelines*; (2) MTC and its *Transportation 2035 Plan for the San Francisco Bay Area*; (5) ABAG and its regional development and conservation program (FOCUS).

Bay Area Air Quality Management District's Plans

The most recently adopted air quality plan in the San Francisco Bay Area Air Basin is the *Clean Air Plan*. In September 2010, the BAAQMD adopted the *Clean Air Plan*, which updates the *Bay Area 2005 Ozone Strategy*. The *2010 Clean Air Plan* requires implementation of "all feasible measures" to reduce ozone; provide a control strategy to reduce ozone, particulate matter, toxic air contaminants, and

greenhouse gas in a single, integrated plan; review progress in improving air quality in recent years; and establish emission control measures to be adopted or implemented in the 2010-2012 timeframe. The *2010 Clean Air Plan* and physical impacts of the Proposed Project's ability to meet attainment of air quality standards are addressed in Section 4.8, Air Quality. In addition, Section 4.8, Air Quality, presents the evaluation of potential air quality impacts of the proposed project with respect to the BAAQMD's 2010 *California Environmental Quality Act Air Quality Guidelines*.

Metropolitan Transportation Commission's Plan

On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how some $218 billion in anticipated federal, state, and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The vision for Transportation 2035 is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. Among the cornerstones of the new plan are a joint regional planning initiative known as FOCUS, which provides incentives for cities and counties to promote future growth near transit in already urbanized portions of the Bay Area. The plan also launches a Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions. In addition, a new market-based pricing system would — with legislative authorization — convert and expand current carpool lanes into a Regional Express Lane Network that continues to grant carpoolers and buses free access to the lanes but permits solo drivers to pay to use available space in the carpool lanes for a price. Revenue generated by the tolls would pay for the completion of the planned express lane network sooner and fund other mobility improvements like more express bus and rail services in the region's most heavily traveled corridors.

The Proposed Project was reviewed in the context of MTC's *Transportation 2035 Plan for the San Francisco Bay Area*, and no inconsistencies were found. The physical impacts of implementing the proposed project relevant to the topics addressed in this plan are discussed in Section 4.6, Transportation and Circulation.

Association of Bay Area Governments (ABAG) Plans

ABAG is the regional planning agency for the San Francisco Bay region. ABAG's mission is to strengthen cooperation and coordination among local governments. In doing so, ABAG addresses social, environmental, and economic issues that affect the region as a whole.

ABAG administers various regional programs, including FOCUS, a regional development and conservation strategy that promotes more compact land use patterns in the Bay Area by establishing Priority Development Areas and Priority Conservation Areas. The study areas and project sites have been designated as a proposed Priority Development Area, which is discussed further in Section 4.4, Population, Housing, and Employment, and Chapter 5, Section 5.1, Growth-Inducing Impacts.

ABAG is also responsible for preparing and developing biennial population and employment projections. ABAG's *Projections 2009* are discussed in Section 4.4, Population, Housing, and Employment.

4.2 LAND USE

This section describes the potential for the proposed Academy of Art University (AAU) Project (Proposed Project) to affect land use with regard to neighborhood character, established communities, and consistency with local plans and policies. This section describes the general land use setting of the City, including the study areas and project sites. No land use issues were raised during the NOP scoping period.

4.2.1 Environmental Setting

Existing Land Use

Citywide Context

With the exception of Study Area 1 (SA-1), Lombard Street/Divisadero Street, which is located within the commercial and retail dominated Lombard Street corridor, all of the study areas are within downtown San Francisco, the Van Ness Avenue corridor, the Market Street corridor, and the South of Market district. Those districts have the greatest intensity of land use in San Francisco, with a broad mix of office, commercial, residential, and service-oriented land uses. As described further below, the six project sites are dispersed in various neighborhoods throughout the City, including the Fisherman's Wharf area (Project Site 1 [PS-1], 2801 Leavenworth Street [The Cannery]), the Financial District/North Beach area (PS-2, 700 Montgomery Street), the Tenderloin (PS-3, 625 Polk Street), Hayes Valley (PS-4, 150 Hayes Street), the Showplace Square/Potrero neighborhood (PS-5, 121 Wisconsin Street), and Bayview Hunters Point (PS-6, 2225 Jerrold Avenue).

See Figure 4.1-3, Existing Zoning Districts, through Figure 4.1-7, Special Use Districts in AAU Study Areas and Project Sites, in Section 4.1, Plans and Policies, for a detailed accounting of allowable land uses throughout the Proposed Project area.

Local

AAU plans to accommodate increased enrollment through 2020 by occupation and reuse of existing buildings, in the study areas and at the project sites, for institutional, residential, and recreational purposes. The existing land uses in each study area and nearby areas (generally a two-block radius), as well as the land uses in and surrounding the specific properties identified, are described below. Additionally, description of the character streetscape pattern and built environment is included in Section 4.3, Aesthetics. Existing land uses at the project sites are those uses that preceded the 2010 NOP for this EIR.

Program Level Study Areas

SA-1, Lombard Street/Divisadero Street

Existing Uses

SA-1 encompasses a two-block area within the Marina District that is bound by Chestnut Street to the north, Scott Street to the east, Lombard Street to the south, and Broderick Street to the west. Existing land uses include retail, commercial and multifamily residential buildings. Lombard Street is a major thoroughfare serving as U.S. 101 to the Golden Gate Bridge, and fronted by retail and hotel/motel uses. There is a mix of retail, restaurants, and multifamily residential buildings along Scott and Chestnut Streets. Chestnut Street is an active neighborhood retail street serving the Marina District. Broderick Street is largely multifamily residential. Lombard Street commercial uses include a Walgreen's pharmacy, a gas station, two motels, and two surface parking lots. Divisadero Street is primarily multifamily residential uses separated by driveway access points to several of the parking lots on Lombard Street.

Surrounding Uses

The areas surrounding SA-1 have a similar range of uses. SA-1 is bordered to the east by retail shops, restaurants, various commercial uses, and multifamily residential buildings. To the north on Chestnut Street there are shops, a movie theater, restaurants, other commercial uses, and multifamily residential buildings. To the west are multifamily residential buildings, and a car repair garage. To the south are retail shops, restaurants, three motels, various commercial uses, and multifamily residential buildings.

SA-2, Lombard Street/Van Ness Avenue

Existing Uses

SA-2 encompasses a nine-block area bounded by Lombard Street to the north, Polk Street to the east, Union Street to the south, and Gough Street to the west in the Marina/Russian Hill Districts. Existing land uses include retail, commercial and multifamily residential buildings. Lombard Street and Van Ness Avenue are major thoroughfares serving as U.S. 101 to the Golden Gate Bridge, and include retail, multifamily, and hotel/motel uses. There is a mix of retail, commercial, hotels, restaurants, and multifamily residential buildings along Lombard Street and Van Ness Avenue. Secondary thoroughfares serving SA-2 include Gough, Franklin, Greenwich, and Filbert Streets, which consist mainly of multifamily residential uses. Polk Street is an active neighborhood retail street, and mainly consists of retail, commercial, and mixed-use residential uses. Union Street consists of various retail, commercial, mixed-use residential uses, and institutional uses.

Surrounding Uses

The areas surrounding SA-2 have a similar range of uses. SA-2 is bordered to the east and north by retail, restaurants, other commercial uses, and multifamily residential buildings. To the west are

mixed-use and multifamily residential buildings. To the south are retail shops, restaurants, various commercial uses, multifamily residential buildings, and Sherman Elementary School.

SA-3, Mid Van Ness Avenue

Existing Uses

SA-3 encompasses a 27-block area within the Van Ness Corridor and Civic Center District that is bounded by Fern Street to the north, Polk Street to the east, Turk Street to the south, and Octavia Street to the west. Existing land uses within SA-3 include retail, commercial, institutional, and multifamily residential buildings. There is a mix of retail, commercial, restaurants, and multifamily residential buildings along Polk Street, Post Street, Gough Street, Geary Boulevard, and O'Farrell Street. There are several churches in a cluster around Franklin Street, Geary Boulevard, and O'Farrell Street. Franklin Street primarily consists of multifamily residential buildings, and institutional uses. Gough Street uses consist of multifamily residential buildings, and the Cathedral of St. Mary of the Assumption. Van Ness Avenue consists of various mixed-use retail and residential uses such as car sales centers, hotels, movie theaters, and services, and serves as U.S. 101. The Harvey Milk Children's Center is on Ellis Street, with the remaining portions of the street including two hotels, retail, commercial, and multifamily residential buildings. Eddy Street is a mix of retail, restaurants, three hotels, two surface parking lots, multifamily residential buildings, and a campus of San Francisco City College. Turk Street is a mix of retail and multifamily residential buildings. An existing AAU residential use is located at 950 Van Ness Avenue in SA-3.

Surrounding Uses

The areas surrounding SA-3 have a similar range of uses. SA-3 is bordered to the east along Polk Street by three churches, a gas station, and multifamily residential buildings. To the north along Fern Street there are retail shops, a gym, restaurants, various commercial uses, and multifamily residential buildings. To the west along Octavia Street there is a church, retail, commercial, restaurants, and multifamily residential buildings. To the south are the Tenderloin Community School (a public elementary school), commercial, and multifamily residential buildings.

SA-4, Sutter Street/Mason Street

Existing Uses

SA-4 encompasses a nine-block area within the Union Square/Nob Hill/Tenderloin Districts that is bounded by Bush Street to the north, Powell Street to the east, Geary Street to the south, and Jones Street to the west. Existing land uses within SA-4 consist of retail, commercial, mixed-use, and multifamily residential buildings. The area is west of Union Square, one of the City's major centers of retail, hotel, and other visitor-serving uses. Powell Street primarily includes a mix of hotels, retail shops, restaurants, and public uses. Mason, Sutter, Post, and Geary Streets include a mix of retail shops, restaurants, hotels, commercial uses, and multifamily residential buildings. Uses on Bush, Taylor, and Jones Streets primarily consist of restaurants, commercial uses, and multifamily

residential buildings. SA-4 includes a number of existing AAU residential and institutional sites, including 736 Jones, 740 Taylor, 680–688 Sutter, 620 Sutter, 655 Sutter, 625–629 Sutter Street, and 491 Post Street.

Surrounding Uses

The areas adjacent to SA-4 have a generally similar range of uses. SA-4 is bordered to the east along Powell Street by retail shops, restaurants, hotels, and Union Square. The areas to west and south are part of the larger Tenderloin neighborhood, primarily a high-density residential area with ground-floor commercial uses. The Tenderloin neighborhood includes a mix of residential and retail uses west of Union Square and north of Market Street uses, with a range of residential uses including apartment and residential hotels.

To the north, there are retail shops, restaurants, various commercial uses, and multifamily residential buildings. To the west, there are retail shops, hotels, and multifamily residential buildings. To the south, there are retail uses, restaurants, hotels, and various commercial uses. Several existing AAU residential sites are west and north of SA-4. These sites are located at 1153 Bush, 1080 Bush, 860 Sutter, 817–831 Sutter, and 1055 Pine Streets.

SA-5, Mid Market Street

Existing Uses

SA-5 encompasses an approximately 28-block area within the Mid-Market and South of Market (SoMa) Districts that has varied borders, but is bounded generally by the blocks north of Market Street and south of Mission and Fifth Streets to the east and Gough Street to the west. Current land uses within SA-5 consist of high density commercial, office, retail, government agencies, mixed-use, hotel, and multifamily residential uses. The Market Street corridor is the major commercial thoroughfare in downtown San Francisco. From Fifth Street to Seventh Street, the area includes retail along Market Street, The Warfield Theatre near Taylor Street, residential uses south of Market Street, and cultural sites such as the Old U.S. Mint near Fifth and Mission Streets. To the west, the U.S. Court of Appeals building and the Federal Building are at Seventh and Mission Streets. Newer residential development is underway along Market and Mission Streets near Eighth Street, near Ninth and Mission Streets, and 10th and Market Streets. Educational institutions, including the Art Institute of California and University of California Hastings College of the Law, occupy space in buildings near Seventh and Market Streets, and near McAllister and Hyde Streets, respectively. The former San Francisco Mart wholesale showrooms on Market Street between Ninth and 10th Streets are being re-occupied by office uses, which were previously vacant. West of 11th Street, existing uses consist of government offices along Van Ness Avenue and South Van Ness Avenue, a range of retail uses, including car dealerships, residential structures, and, north of Market, office structures on the east side of Van Ness, including the former headquarters of the American Automobile Association, which has been converted to residential uses. The San Francisco Conservatory of Music is in SA-5 at Franklin and Oak Streets.

Surrounding Uses

The areas surrounding SA-5 have a broad range of uses. Near Fifth Street at Market and Mission are major retail uses in the Westfield San Francisco Centre and the Union Square shopping district. To the east, south of Market are the Moscone Center convention facilities, hotels, and cultural activities in the Yerba Buena Center. North of SA-5 in the Market Street corridor are hotels, multifamily residential areas, residential hotels, local-serving retail, and an affordable housing development. Further west, uses to the north of Market include the Golden Gate Theatre at Market and Taylor, the Orpheum Theatre near Hyde Street, the San Francisco Civic Center, with City, state, and federal offices, the San Francisco Main Library and the Asian Art Museum. In the Civic Center, San Francisco City Hall, Davies Symphony Hall, the War Memorial Opera House, and the Veterans Building front Van Ness Avenue. West of Gough Street is a mix of retail uses and newer residential uses. The Octavia Boulevard area is developing as a mix of higher density residential buildings and retail along that street, rebuilt since the removal of the Central Freeway. West of SA-5 south of Market Street are government offices, residential structures, and commercial uses.

SA-6, Fourth Street/Howard Street

Existing Uses

SA-6 encompasses a two-block area within the SoMa District that is bounded by Mission Street to the north, Fourth Street to the east, Folsom Street to the south, and Fifth Street to the west. Existing land uses within SA-6 include a major convention center (Moscone Center West), parking, retail, commercial, and residential/mixed-use uses in the South of Market neighborhood. The Moscone Center West convention center building and the block-long Fifth & Mission public parking garage occupy most of the block west of Fourth Street. There is a mix of retail, commercial, and mixed-use residential uses along Fifth and Folsom Streets. Moscone Center West, a hotel, retail shops, and mixed-use residential uses are on Howard Street from Fourth Street to Fifth Street. Fourth Street uses are a gas station, retail uses, Olivet University, Moscone Center West, and mixed-use residential uses.

Surrounding Uses

The larger South of Market neighborhood surrounding SA-6 has a similar range of uses. SA-6 is bordered to the east by the Yerba Buena Center and Yerba Buena Gardens, with Moscone Center North convention facilities, open space, hotel, and several museums and cultural institutions, and the Metreon, which consists of retail shops, restaurants, and a movie complex. To the north of Mission Street is the Westfield San Francisco Centre. The San Francisco Chronicle buildings and associated parking lots are to the west. To the south are live/work lofts, commercial uses, and office uses in the SoMa neighborhood.

SA-7, Rincon Hill East

Existing Uses

SA-7 is located in the Rincon Hill neighborhood of the SoMa District, and is bounded by Folsom Street to the north, Main Street to the east, Bryant Street to the south, and Beale Street to the west. The 7.4-acre study area (approximately two full and partial blocks) encompasses the former Embarcadero Postal Center, which was purchased by MTC, associated parking lots on Beale, Folsom, Main, and Harrison Streets, multifamily residential buildings, a commercial building, the Caltrans Bay Bridge Maintenance Center, and the Bay Bridge Pump Station. As of November 2014, the former postal center building (390 Main Street) is currently being rehabilitated and reconfigured for use as a joint ABAG, MTC and Air District headquarters. Two floors of the building remain in use as a Drug Enforcement Agency lab. The Rincon Hill neighborhood has been transitioning from a commercial and industrial area to newer residential mixed/use buildings.

Surrounding Uses

The areas surrounding SA-7 to the east and west include newer high-rise residential buildings, developed as part of the Rincon Hill Plan. To the north is the Temporary Transbay Terminal site. To the south of the I-80 Bay Bridge approach are parking lots and multifamily residential buildings in the South Beach neighborhood. To the east are high-rise residential buildings and other mixed-use development in the Rincon Point area.

SA-8, Third Street/Bryant Street

Existing Uses

SA-8 is bounded by Harrison Street to the north, Second Street to the east, Bryant Street to the south, and Third Street to the west, and is bisected by the elevated I-80 structure approach to the Bay Bridge. SA-8 encompasses a one-block area within the SoMa District that includes retail, commercial, and multifamily residential uses. Harrison and Bryant Streets contain a mix of office uses and light industrial uses. At the southeast corner of Harrison and Third Streets are mixed-use/residential buildings and the Veterans Affairs San Francisco Clinic. Third Street primarily consists of light industrial buildings, a public parking lot (below the I-80 freeway structure), retail shops, and mixed-use (residential buildings with ground-floor retail). Second Street consists of office uses, light-industrial uses, and a public parking lot. Stillman Street, a minor street parallel to Bryant provides access to a public parking lot on the north side and offices, light-industrial uses, and mixed-use residential uses on the south side.

Surrounding Uses

The South of Market area surrounding SA-8 has a similar range of uses. SA-8 is bordered to the north, east, south, and west by offices, light-industrial uses, and mixed-use residential buildings. An existing AAU residential site is located nearby at 575 Harrison Street. South Park, within the larger

Bryant-Second-Brannan-Third block, is public open space fronted by older mixed-use commercial and residential buildings.

SA-9, Second Street/Brannan Street

Existing Uses

SA-9 encompasses a two-block area within the South Beach Neighborhood of the SoMa District that is bounded by Brannan Street to the north, Delancey Street to the east, Townsend Street to the south, and Third Street to the west. Existing land uses within SA-9 include retail, commercial and multifamily residential buildings. South Beach has evolved under adopted plans from a waterfront industrial area to a mix of retail, restaurants, commercial uses, and multifamily residential buildings along Brannan and Townsend Streets. Colin P. Kelly Jr. and Delancey Streets are fronted by multifamily residential buildings. Second, Third, and Stanford Streets mainly consist of various commercial uses. The San Francisco Fire Department headquarters is on the northwest corner of Second and Townsend Streets.

Surrounding Uses

The areas surrounding SA-9 have a similar range of uses. SA-9 is bordered to the east and north by retail shops, various commercial uses, and multifamily residential buildings. To the west are multifamily residential buildings and South Beach Harbor on San Francisco Bay. To the south are various commercial uses, and multifamily residential buildings. AT&T Park, the San Francisco Giants ballpark, is one block south of Townsend Street between Third and Second Streets.

SA-10, Fifth Street/Brannan Street

Existing Uses

SA-10 encompasses a two-block area with retail, commercial, and multifamily residential buildings in the SoMa District that is bounded by Bryant Street to the north, Fifth Street to the east, Townsend Street to the south, and Sixth Street to the west. Existing land uses include a mix of commercial uses and multifamily residential buildings along Fifth, Bryant, Brannan, Sixth, and Bluxome Streets. The San Francisco Flower Mart is on the north side of Brannan Street between Fifth and Sixth Streets. Existing AAU facilities are on the west side of Fifth Street between Brannan and Bluxome Streets, Bluxome near Sixth, and on Townsend near Sixth. These facilities include an existing residence hall at 168 Bluxome Street and existing academic buildings at 601 Brannan, 460 Townsend, and 466 Townsend Streets. The on- and off-ramps to I-280 are on Sixth Street at Brannan Street.

Surrounding Uses

The areas surrounding SA-10 have a similar range of uses. SA-10 is bordered to the east and west by various commercial uses and multifamily residential buildings. The San Francisco Tennis Club and associated parking is on the east side of Fifth Street between Brannan and Bluxome Streets. To the north there are various commercial uses. I-80 is parallel to and north of Bryant Street, with an on-

ramp at Bryant and Fifth Streets. The Caltrain station serving the Peninsula commuter rail line is at Fourth and Townsend Streets. The Caltrain commuter rail lines are parallel to Townsend Street along the southern border of SA-10.

SA-11, Sixth Street/Folsom Street

Existing Uses

SA-11 encompasses a one-block area within the SoMa District that is bounded by Folsom Street to the north, Sixth Street to the east, Harrison Street to the south, and Seventh Street to the west. Existing land uses within SA-11 include retail, commercial, public use, and multifamily residential. There is a mix of retail, restaurants, and multifamily residential buildings along Folsom and Seventh Streets. Sixth and Harrison Streets consist of various commercial uses. Public uses include Victoria Manalo Draves Park in the center of the block between Columbia Square and Sherman Streets, and Bessie Carmichael Elementary School between Sherman and Seventh Streets. At the corner of Cleveland and Seventh Streets is the Ukrainian Orthodox Church. There is a gas station at the corner of Harrison and Fifth Streets.

Surrounding Uses

The areas surrounding SA-11 have a similar range of uses. The area directly east of SA-11 consists of various commercial uses. On the north side of Folsom Street, at Sixth Street, is the South of Market Recreation Center. Also to the north are retail, restaurants, commercial uses, and multifamily residential buildings. To the west are commercial uses and multifamily residential buildings. I-80 runs parallel to Harrison Street along the southern border of SA-11. The area beneath the I-80 structure consists of surface parking lots.

SA-12, Ninth Street/Folsom Street

Existing Uses

SA-12 encompasses a two-block area in the SoMa neighborhood that is bounded by Folsom Street to the north, Eighth Street to the east, Harrison Street to the south, and 10th Street to the west. Existing land uses within SA-12 include retail, commercial, and multifamily residential. There is a mix of retail, restaurants, commercial uses, and multifamily residential buildings along Folsom, Harrison, and 10th Streets. Dore Street is mainly multifamily residential. Ninth Street consists of various commercial uses, including two motels. Eighth Street is composed of various commercial uses. The Golden Gate Transit bus yard, which has been approved for development of multi-family residential uses, is at the corner of Eighth and Harrison Streets.

Surrounding Uses

The areas surrounding SA-12 have a similar range of uses. SA-12 is bordered to the east by various commercial uses. To the north, south, and west are retail shops, restaurants, commercial uses, and multifamily residential buildings. Larger-scale retail uses are to the west and south, with Costco on

the Harrison-10th-Bryant-11th-Streets block, and the 555 Ninth Street retail center at Ninth and Bryant Streets.

Project Sites

PS-1, 2801 Leavenworth Street (The Cannery)

Baseline Uses

Located within the Fisherman's Wharf/North Beach area, The Cannery building at PS-1, 2801 Leavenworth Street (The Cannery), is bounded by Jefferson Street to the north, Leavenworth Street to the east, Beach Street to the south, and a pedestrian courtyard to the west. The Cannery building is a mixed-use structure that has been occupied by specialty retail, restaurant, and office uses (on the upper floors). Before AAU occupied the site, the building was partially vacant, but also included retail, restaurant, and office uses. This site is being analyzed at a project-level.

Surrounding Uses

The areas surrounding PS-1 encompass the visitor-serving uses of Fisherman's Wharf, with intensive development of retail and restaurant activities, bounded generally by Bay Street to the south, Polk Street to the west, and the waterfront and The Embarcadero to the north and east. Maritime activities, including marinas, fish-processing uses, and ferry and tour boat facilities are nearby. The Argonaut Hotel is immediately to the west of The Cannery. To the west of Hyde Street are the public areas of Aquatic Park, the San Francisco Maritime Museum, and the Hyde Street cable-car turnaround. Residential areas of the North Beach and Russian Hill neighborhoods are two or three blocks to the south.

PS-2, 700 Montgomery Street

Baseline Uses

PS-2 is the 700 Montgomery Street building. The three-story building, located at the northeast corner of Montgomery and Washington Streets between North Beach and the Financial District, has ground-floor office and restaurant space, with upper-floor office space. Before AAU occupied a portion of the site, the building was occupied by a restaurant and law offices uses. The 700 Montgomery Street building is City Landmark No. 212 and is in within the City-designated Jackson Square Historic District, which encompasses an approximately five-block area generally bounded by Washington Street, Columbus Avenue, the north side of Pacific Avenue, and Sansome Street. This site is being analyzed at a project level.

Surrounding Uses

The areas surrounding PS-2 include the Financial District to the south, with many high-rise office structures, with ground-floor retail uses. The Transamerica Pyramid is located immediately across Washington Street from PS-2, which is the tallest office building in San Francisco. Jackson Square to the north and east is a five-block area of historic buildings, generally with ground-floor retail uses

(primarily galleries, antique stores, and other specialty shops) and upper-floor office uses. To the north, Columbus Avenue is part of the North Beach neighborhood, with many restaurant, retail, and entertainment uses, as well as residential buildings. To the west, Chinatown is a mixed-use area of retail, restaurant, and residential uses.

PS-3, 625 Polk Street

Baseline Uses

Prior to AAU occupancy, PS-3 was the site of the California Culinary Academy, an institutional use, at 625 Polk Street, located at the northeast corner of Polk and Turk Streets in the Downtown/Civic Center District. The site is bordered by Turk Street to the south, Eddy Street to the north, Van Ness Avenue to the west, and Polk Street to the east. Polk Street is a neighborhood serving retail street, and provides a mixture of retail, commercial, restaurants, and multifamily residential uses. Turk Street is a mixture of retail uses and multifamily residential buildings. The building was built in 1912 and is designated according to *Planning Code* Article 10 as City Landmark No. 174. This site is being analyzed at a project level.

Surrounding Uses

PS-3 is bordered to the north and east by multifamily residential buildings and retail, to the north by hotels, and to the east by restaurants. The Tenderloin Community School is located south of 625 Polk Street, and the Philip Burton Federal Building is located to the southeast, in addition to other Civic Center uses.

PS-4, 150 Hayes Street

Baseline Uses

PS-4 consists of the former American Automobile Association building at 150 Hayes Street. Located within the Tenderloin neighborhood, the building is in the mid-block bounded by Ivy (Lech Walesa) Street to the north, Polk Street to the east, Hayes Street to the south, and Van Ness Avenue to the west. PS-4 is in the southwestern corner of SA-5. When AAU occupied the building, the site was vacant. It previously had been occupied by the American Automobile Association and other office uses. Approximately 49,482 sf (208 spaces) of parking is provided on the lower two floors and in the basement and is operated by an independent parking vendor. This site is being analyzed at a project level.

Surrounding Uses

The area around 150 Hayes Street is a mix of offices, off-street parking lots, performing arts uses (the San Francisco Opera house and Davies Symphony Hall), local, state, and federal government offices. A surface parking lot adjoins the building directly to the east with another surface lot across Hayes Street to the south and these sites are being proposed to be developed for residential and retail uses. City Hall and the Civic Center Plaza are one block to the north. The Bill Graham Civic Auditorium is

one block to the east. Davies Symphony Hall and the San Francisco Opera House are one block to the west. Office uses and residential uses predominate within the area south of 150 Hayes Street. Buildings in the area generally range from four stories to over 20 stories. Attached to PS-4 by a closed sky bridge is 100 Van Ness Avenue, which has been approved for residential development. This existing 400-foot-tall building will be re-purposed as a 399-unit apartment building with ground floor retail, 118 parking spaces, and 12,000 sf of private rooftop open space.

PS-5, 121 Wisconsin Street

Baseline Uses

PS-5 is located in the center portion of the block bounded by 16th Street to the north, Arkansas Street to the east, 17th Street to the south, and Wisconsin Street to the west. The site is situated between the Showplace Square and Potrero Hill neighborhoods. The 20,000 sf site was in use as a bus yard when AAU occupied it. The Showplace Square neighborhood includes production, distribution, repair (PDR) uses, and newer mixed-use and residential development. This site is being analyzed at a project level.

Surrounding Uses

The areas surrounding are commercial and industrial uses to the north, east, south, and west. Jackson Playground and residential uses are one-half block south of PS-5.

PS-6, 2225 Jerrold Avenue

Baseline Uses

PS-6 is on a block bounded by Jerrold Avenue on the north, Upton Street on the east, McKinnon Avenue on the south, and Barneveld Avenue on the west. The site is located within the Bayview Hunters Point neighborhood, which encompasses most of southeast San Francisco with diverse PDR, retail, and residential uses. Prior to issuance of the 2010 NOP, AAU occupied the site as a corporation yard. This site is being analyzed at a project level.

Surrounding Uses

The areas surrounding PS-6 have PDR uses. PS-6 is bordered to the east and south by industrial uses. The First Student School Bus Yard, Restaurant Depot, USPS distribution center, and various other commercial uses are directly to the north. There is a mini-storage company at the corner of Jerrold Avenue and Barneveld Street. Just south of the mini storage on Barneveld Street is a Blood Centers of the Pacific site. To the west are the PG&E substation, industrial uses, and commercial uses. The San Francisco Wholesale Produce Market is about one block to the east.

4.2.2 Regulatory Framework

Refer to Section 4.1, Plans and Policies, for a detailed discussion of plans, policies, and land use regulations of the City and County of San Francisco and regional agencies that have policy and

regulatory control over the AAU project. Section 4.1 also reviews the consistency of the project with those plans, and notes that conflicts with plans or regulations themselves would not constitute a physical environmental impact, and where potential plan inconsistencies may result in physical environmental effects, these effects are analyzed in the applicable topic sections of Chapter 4, Environmental Setting and Impacts.

4.2.3 Impacts and Mitigation Measures

Significance Thresholds

For purposes of this EIR, the Proposed Project would result in a significant impact related to land use, if it would:

- Physically divide an established community
- Have a substantial adverse impact on the existing character of the vicinity
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

Approach to Analysis

This analysis evaluates the Proposed Project's effects related to land use in a qualitative manner and assumes the Proposed Project would be limited to occupancy and change of use at existing buildings in already developed areas of the City. As described in Chapter 3, Project Description, it is assumed that, upon occupation of existing buildings, AAU would implement typical tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting.

The program-level and project-level analysis considers whether the Proposed Project would result in a physical division of an established community by constructing physical barriers or obstacles to circulation that would restrict existing patterns of movement in the City or study areas. It also analyzes the Proposed Project's potential impacts on existing land use character, including consideration of the character of proposed change of use relative to the existing land use context. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. Nuisance impacts such as litter, graffiti, are social effects and are not CEQA issues and are not further discussed in this section. Nuisance impacts such as noise and sidewalk crowding are addressed in Section 4.7 Noise and Section 4.6, Transportation and Circulation, respectively.

This section identifies program-level, project-level, combined program-level and project-level, and cumulative environmental impacts. Unlike the project sites, where specific buildings have been identified, the program-level analysis assumes that within the designated study areas, AAU could occupy any building to accommodate future growth. However, beyond the project-level sites, no specific buildings within these areas have been identified. Therefore, the 12 study areas are utilized as a way of evaluating a range of growth that can occur within certain geographic areas of the City on a program-level basis. Total AAU growth within the study areas cannot exceed the total maximum growth analyzed in this EIR. In addition, maximum growth identified in any one study area cannot be exceeded by AAU without a review by the City to determine whether additional environmental documentation is necessary.

Additionally, the Proposed Project's potential contribution to cumulative land use impacts are evaluated in the context of existing, proposed, and reasonably foreseeable future development expected in the project vicinity. As presented in Table 3-1, Existing AAU Facilities – EIR Baseline (September 2010), in Chapter 3, Project Description, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. These sites are, therefore, considered part of the EIR baseline conditions. As such, AAU activities at these 34 sites are part of the existing conditions accounted for in Section 4.2.1, Environmental Setting, p. 4.2-1, and in Chapter 3, Project Description. As described in Chapter 3, while these existing sites are part of the baseline conditions, the legalization of previous changes in use and/or appearance at these sites is part of the Proposed Project. However, because implementation of the Proposed Project would not change existing uses at these sites, the continued occupancy of the 34 existing sites would result in no physical impacts related to land use. Further, while no further analysis of impacts related to changes in use at the 34 existing sites is included in this section, any potential land use effects that resulted from pre-NOP changes at the 34 existing sites would be addressed in the Existing Sites Technical Memorandum.

Impact Evaluation

The following analysis consists of three general parts:

- **Program-Level Analysis**—This includes an analysis of AAU growth, which consists of potential occupancy and renovations in 12 study areas, where specific buildings or locations are not currently known.
- **Project-Level Analysis**—This includes an analysis of the six specific project sites (i.e., 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin Street, and 2225 Jerrold Avenue).
- **Combined Program-Level and Project-Level Analysis**—This represents an analysis of the Proposed Project, which includes both the 12 program-level study areas and the six project sites.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact LU-1.1 The Proposed Project, including growth in the 12 study areas, would not physically divide an established community. (No Impact)

AAU would accommodate its growth through the occupation and change of use of existing buildings for educational, student residential, or recreational purposes. The change of use that would be anticipated in most buildings could, for example, be the change from office to institutional uses or tourist hotel to residential-institutional use. AAU would not demolish existing buildings or develop new buildings. As discussed below for each study area, institutional uses would be consistent with the existing pattern of development or range of existing uses in the study areas, all of which exist in a dense urban context. Additionally, growth in the study areas through the change of use of existing buildings would be located within existing lot boundaries and would therefore not impede the passage of people or vehicles. Potential impacts within each of the 12 study areas are discussed below.

SA-1, Lombard Street/Divisadero Street

AAU could occupy existing buildings to accommodate up to 55 rooms and 100 beds for AAU student housing in SA-1. The existing study area uses include retail, commercial and multifamily residential buildings and hotel/motel uses, along Scott, Chestnut, Divisadero, and Lombard Streets. AAU residential uses in SA-1 would be located within existing buildings and may require change of use permits, but would not physically divide an established community.

SA-2, Lombard Street/Van Ness Avenue

AAU could occupy existing buildings to accommodate up to 220 rooms with 400 beds for AAU student housing in SA-2. The study area uses include retail, commercial, and multifamily residential buildings and hotel/motel uses. There is a mix of retail, commercial, hotels, restaurants, and multifamily residential buildings along Lombard Street and Van Ness Avenue. Gough, Franklin, Greenwich, and Filbert Streets are mainly multifamily residential. Polk Street mainly consists of retail, commercial and mixed-use residential uses. Union Street consists of various retail, commercial, mixed-use residential uses, and institutional uses. AAU residential uses in SA-2 would be located within existing buildings and may require change of use permits, but would not physically divide an established community.

SA-3, Mid Van Ness Avenue

AAU could occupy existing buildings to accommodate up to 220 rooms with 400 beds for AAU student housing in SA-3. There is a mix of retail, commercial, restaurants, institutional, and multifamily residential buildings, as well as car sales, hotels, movie theaters, and other services including the Harvey Milk Children's Center on Ellis and Polk Streets, and two above-ground surface parking lots and a branch of San Francisco City College on Eddy Street. AAU residential

uses in SA-3 would be located within existing buildings and may require change of use permits, but would not physically divide an established community.

SA-4, Sutter Street/Mason Street

AAU could occupy existing buildings to accommodate up to 220 rooms with 400 beds for AAU student housing in SA-4, and up to 15,000 to 30,000 sf of institutional uses. The area is west of Union Square, one of the City's major centers of retail, hotel, and other visitor-serving uses as well as multifamily residential buildings. There are existing AAU residential and institutional facilities in the vicinity. AAU residential and instructional uses in SA-4 would be located in existing buildings and may require change of use permits, but would not physically divide an established community.

SA-5, Mid-Market Street

AAU could occupy existing buildings to accommodate up to 220 rooms with 400 beds for AAU student housing in SA-5, and up to 200,000 to 480,000 sf of institutional uses. SA-5 encompasses an approximately 28-block area with a high concentration of commercial, office, retail, government agencies, mixed-use, hotel, and multifamily residential uses. There are existing AAU residential and instructional facilities in the vicinity. AAU residential and institutional uses in SA-5 would be located in existing buildings and may require change of use permits, but would not physically divide an established community.

SA-6, Fourth Street/Howard Street

AAU would occupy existing buildings to accommodate up to 100,000 to 190,000 sf of institutional uses. SA-6 encompasses primarily retail, visitor-serving, office and other commercial uses. AAU institutional uses within SA-6 would be located within existing buildings and may require change of use permits, but would not physically divide an established community.

SA-7, Rincon Hill East

AAU would occupy existing buildings to accommodate up to 350,000 to 400,000 sf of institutional uses. SA-7 encompasses office and other commercial uses, with recent high-density residential development in the vicinity. AAU institutional uses would be located in existing structures and may require change of use permits, but would not physically divide an established community.

SA-8, Third Street/Bryant Street

AAU would occupy existing buildings to accommodate up to 100,000 to 150,000 sf of institutional uses. SA-8 encompasses office, services, and other commercial uses. AAU institutional uses would be located in existing structures and may require change of use permits, but would not physically divide an established community.

SA-9, Second Street/Brannan Street

AAU would occupy existing buildings to accommodate up to 30,000 to 50,000 sf of institutional uses. SA-9 encompasses office, services, and other commercial uses. AAU institutional uses would be located in existing structures and may require change of use permits, but would not physically divide an established community.

SA-10, Fifth Street/Brannan Street

AAU would occupy existing buildings to accommodate up to 70,000 to 160,000 sf of institutional uses. SA-10 encompasses residential, office, services, and other commercial uses. AAU institutional uses would be located in existing structures and may require change of use permits, but would not physically divide an established community.

SA-11, Sixth Street/Folsom Street

AAU would occupy existing buildings to accommodate up to 30,000 to 40,000 sf of institutional uses. SA-11 encompasses residential, office, services, and other commercial uses. AAU institutional uses would be located in existing structures and may require change of use permits, but would not physically divide an established community.

SA-12, Ninth Street/Folsom Street

AAU would occupy existing buildings to accommodate up to 15 to 25 rooms with 27 to 45 beds for AAU student housing in SA-12. There is a mix of retail, restaurants, commercial uses, large-scale retail and multifamily residential buildings in SA-12 and the vicinity. AAU student housing would be located within existing structures and may require change of use or other permit(s), but would not physically divide an established community.

Overall, AAU uses under the Proposed Project within the 12 study areas would not physically divide an established community or present a physical barrier to movement through the surrounding area because the Proposed Project would occupy existing buildings; therefore, there would be no impact.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact LU-1.2 **The Proposed Project, including growth at the six project sites, would not physically divide an established community. (No Impact)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): No Impact**
- **PS-2, 700 Montgomery Street: No Impact**
- **PS-3, 625 Polk Street: No Impact**
- **PS-4, 150 Hayes Street: No Impact**

- **PS-5, 121 Wisconsin Street: No Impact**
- **PS-6, 2225 Jerrold Avenue: No Impact**

PS-1, 2801 Leavenworth Street (The Cannery)

The proposed AAU occupancy at PS-1 for institutional, office, and gallery space would not physically divide an established community. The Proposed Project at PS-1 would not demolish the existing structure nor build a new structure that would have the potential to physically divide an existing community. Therefore, there would be no impact.

Mitigation: None required.

PS-2, 700 Montgomery Street

The proposed AAU occupancy at PS-2 for institutional and office space would not physically divide an established community. The Proposed Project at PS-2 would not demolish the existing structure nor build a new structure that would have the potential to physically divide an existing community. Therefore, there would be no impact.

Mitigation: None required.

PS-3, 625 Polk Street

The proposed AAU occupancy of PS-3 for institutional uses would not physically divide an established community. The 625 Polk Street building was previously occupied for institutional uses as the California Culinary Academy and AAU would continue similar institutional uses. The Proposed Project at PS-3 would not demolish the existing structure nor build a new structure that would have the potential to physically divide an existing community. Therefore, there would be no impact.

Mitigation: None required.

PS-4, 150 Hayes Street

The proposed AAU occupancy at PS-4 for institutional uses, primarily consisting of office space, would not physically divide an established community. The 150 Hayes Street building was previously occupied by the American Automobile Association and other offices. The Proposed Project at PS-4 would not demolish the existing structure nor build a new structure that would have the potential to physically divide an existing community. AAU office uses would vary from prior office-only uses and could have different activities, but would not divide an existing community. Therefore, there would be no impact.

Mitigation: None required.

PS-5, 121 Wisconsin Street

The proposed AAU use and occupancy at PS-5 for bus storage uses would not build a new structure that would have the potential to physically divide an existing community. Therefore, there would be no impact.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

The proposed AAU occupancy at PS-6 for proposed recreational and institutional uses would change some activities at the site from former warehouse andwould differ from nearby industrial and warehouse activities. However, the Proposed Project at PS-6 would not demolish the existing structure nor build a new structure that would have the potential to physically divide an existing community. Therefore, there would be no impact.

Mitigation: None required.

Overall, because AAU uses under the Proposed Project at the six project sites would not result in the demolition of existing structures or the construction of new structures or other features at any of the specific project sites, no existing community would be divided. Therefore, this impact would be less than significant.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact LU-1.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not physically divide an established community. (No Impact)**

AAU would accommodate its growth through occupation and change of use of existing buildings for educational, student residential or recreational purposes. Institutional and residential uses would be consistent with the existing pattern of development or range of existing uses in the study areas and project-level sites, all of which exist in a dense urban context. Overall, AAU uses under the Proposed Project within the 12 study areas would not physically divide an established community or present a physical barrier to movement through the surrounding area because the Proposed Project would occupy existing buildings; therefore, there would be no impact.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact LU-2.1 **The Proposed Project, including growth in the 12 study areas, would not have a substantial adverse impact on the existing character of the vicinity. (Less than Significant)**

AAU would accommodate growth in the 12 study areas through occupation and change of use of existing buildings for institutional use—encompassing instructional, administrative, student residential, or recreational purposes. AAU would not demolish or replace existing buildings, or develop new buildings. The Proposed Project would not change the scale of development in the study areas and the vicinity. In general, AAU residential and institutional uses would be consistent with the existing character of development and range of existing uses in the study areas.

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

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

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

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact LU-2.2 **The Proposed Project, including growth at the six project sites, would not have a substantial adverse impact on the existing character of the vicinity. (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**

- **PS-4, 150 Hayes Street: Less than Significant**
- **PS-5, 121 Wisconsin Street: Less than Significant**
- **PS-6, 2225 Jerrold Avenue: Less than Significant**

PS-1, 2801 Leavenworth Street (The Cannery)

The proposed occupancy at PS-1 with AAU institutional uses would not change the scale of development in the project site and vicinity. In general, institutional uses would be consistent with the existing character of development and range of existing uses in the Fisherman's Wharf area, which include office, retail, and restaurant uses. AAU institutional uses would introduce a different pattern in terms of student, faculty, or staff population at this location, but those activities would not change the overall character of the neighborhood and the Proposed Project would not result in physical expansion of the existing building. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU uses would be compatible with existing uses, would be incremental and dispersed, and therefore, the Proposed Project at PS-1 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

PS-2, 700 Montgomery Street

The proposed AAU occupancy of office space at PS-2 would not change the scale of development in the vicinity. Office uses would be consistent with the existing character of development and range of past uses at 700 Montgomery Street, and existing uses in Jackson Square and the Financial District, which include office and restaurant uses. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU uses would be compatible with existing uses, would be incremental and dispersed; therefore, the Proposed Project at PS-2 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

PS-3, 625 Polk Street

The proposed AAU occupancy of PS-3 with institutional uses would not change the scale of development in the vicinity. Those uses would be consistent with the past use of 625 Polk Street as the California Culinary Academy and the mixed-use character of the Van Ness Avenue corridor and Polk Street vicinity, which include a mixture of retail, commercial, restaurants, and multifamily residential uses. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU uses would be compatible with existing uses, would be incremental and dispersed;

therefore, the Proposed Project at PS-3 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

PS-4, 150 Hayes Street

The proposed AAU occupancy of PS-4 with institutional uses would not change the scale of development in the vicinity. These uses would be consistent with the past use of 150 Hayes Street as the American Automobile Association offices and the mixed-use character of the area surrounding PS-4, which include a mixture of offices, off-street parking lots, entertainment uses, government offices, the Civic Center Plaza, and other civic uses. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU uses would be compatible with existing uses, would be incremental and dispersed; therefore, the Proposed Project at PS-4 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

PS-5, 121 Wisconsin Street

The proposed AAU occupancy at PS-5 for bus storage would not change the scale of development in the vicinity. Those uses would be consistent with the existing character of development and range of existing uses in the Showplace Square/Potrero Hill area, which include commercial, industrial, residential, and recreational uses. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. In this instance, AAU uses would be compatible with existing uses, which were previously bus storage; therefore, the Proposed Project at PS-5 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

The Proposed Project at PS-6 would add recreational uses to storage and accessory office uses at PS-6. The addition of recreational uses at this site would require a text amendment to the *Planning Code*.

These uses would differ from nearby industrial, warehouse, and large-scale retail uses in the nearby Bayview Hunters Point vicinity, but would not change the scale of development or have a substantial adverse effect on the existing character of the vicinity because this is a relatively small use within the project site and a small area compared to industrial uses in the vicinity. An adverse

effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU recreational uses would not be compatible with existing uses, however, they would be small relative to the size of the building, could not occur without an amendment of the *Planning Code*; therefore, the Proposed Project at PS-6 would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

Overall, proposed changes at each of the six project sites would be consistent with the existing character of surrounding development, would not impair the basic function of either the existing use or the new use and this impact would be less than significant.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact LU-2.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not have a substantial adverse impact on the existing character of the vicinity. (Less than Significant)**

AAU would accommodate its growth through occupation and change of use of existing buildings for institutional uses, including instructional, administrative, student residential, or recreational purposes within study areas and project sites. AAU would not demolish or replace existing buildings, or develop new buildings. The Proposed Project would not change the scale of development in the study areas and the vicinity. In general, institutional uses would be consistent with the existing character of development and range of existing uses in the study areas and at the project sites.

AAU institutional (including student residential) uses would introduce a different pattern of uses in terms of student, faculty, or staff population. In some cases, change of use of buildings would intensify activities at a particular site. However, the growth would occur among different sites across the study areas and the project sites. AAU uses would be typical of the urban areas of San Francisco, and, while the intensified AAU student population and activities in parts of the study areas could be perceived as a localized change, there is no evidence to support a conclusion that there would be any substantial adverse change in neighborhood character. An adverse effect would occur if a new use were placed next to an incompatible existing use, such that the basic function of either the existing use or the new use would be impaired. AAU uses would be compatible with existing uses, would be incremental and dispersed, and therefore, the Proposed Project within the 12 study areas and at the six project sites would not have a substantial adverse impact on the existing character of the study areas and the vicinity, and this impact would be less than significant.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact LU-3.1 **The Proposed Project, including growth in the 12 study areas, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

The Proposed Project would involve the occupation and change of use in existing buildings for the growth of AAU's institutional, student residential, or recreational facilities. The Proposed Project would not involve new construction, or demolition or major expansion of existing buildings. As discussed in Section 4.1, Plans and Policies, the Proposed Project would be generally consistent with the *General Plan*, including the Air Quality Element, Transportation Element, and Housing Element. The discussion of consistency with the *General Plan* Air Quality and Transportation Elements is discussed in Section 4.6, Transportation and Circulation; Section 4.8, Air Quality; and Section 4.9, Greenhouse Gas Emissions, which discuss the effects of the Proposed Project's future tenant improvements and operation activities. The Proposed Project's would be generally consistent with the Housing Element; however, as discussed further in Section 4.4, Population, Housing, and Employment, growth in the study areas would create a substantial demand for housing. It is unknown at this time which buildings AAU would occupy within the 12 study areas; therefore, whether or not the program-level growth would conflict with provisions of the *Planning Code* cannot be determined at this time. Growth in the study areas would, on a whole, not result in inconsistencies or conflict with plans and policies that would in turn result in a significant impact on the environment.

Additionally, it is noted that the Proposed Project's inconsistency with a plan that is applicable to the Project is a legal finding that does not, in itself, result in an adverse impact on the environment within the context of CEQA. Project inconsistencies with plans and policies that may result in a significant adverse impact on CEQA are discussed further in the applicable impact sections in this EIR, such as Section 4.4, Population, Housing, and Employment; Section 4.6, Transportation and Circulation; and Section 4.8, Air Quality. However, the determination of a significant impact, which by definition must involve a physical change, is separate from the legal determination of plan consistency.

Therefore, the Proposed Project, including growth in the 12 study areas, would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth in the Six Project-Specific Sites)

Impact LU-3.2 **The Proposed Project, including growth at the six project sites, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**
- **PS-4, 150 Hayes Street: Less than Significant**
- **PS-5, 121 Wisconsin Street: Less than Significant**
- **PS-6, 2225 Jerrold Avenue: Less than Significant**

PS-1, 2801 Leavenworth Street (The Cannery)

The Proposed Project at PS-1, which would include institutional uses, office uses, and gallery space, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in Section 4.1, Plans and Policies, AAU uses at PS-1 would not conflict with the policies and goals the Fisherman's Wharf Subarea of the Northeastern Waterfront Plan or with the Design Plan goals of the Fisherman's Wharf Public Realm Plan. AAU's institutional uses at The Cannery building would include educational, office, restaurant, and gallery activities and would not be inconsistent with "offices, neighborhood-oriented retail and service businesses, and community and cultural facilities" noted as predominant uses encouraged in inland areas of the Northeastern Waterfront Plan. Proposed classroom uses at the ground floor may be inconsistent with the preference for office uses to be above the ground floor and for active ground-floor retail uses. AAU uses would be consistent with Northeastern Waterfront Plan policies that encourage arts, educational and nontourist commercial and cultural facilities, and office uses above ground level. Those policies are intended to increase activities oriented to local residents rather than tourists. The Proposed Project would extend existing AAU shuttle Routes D and E to operate and load and unload on Jones Street next to The Cannery. AAU is proposing to use an existing 80-foot white zone located near 2700 Jones Street between North Point and Beach Streets as a shuttle stop. See Section 4.6, Transportation and Circulation, for further analysis of transportation effects at this site. No other potential conflicts of the Proposed Project with the Northeastern Waterfront Plan have been identified.

AAU uses would be permitted under the existing C-2 Community Business District zoning for the site. As discussed in Section 4.5, Cultural and Paleontological Resources, the Proposed Project at PS-1 would not have an adverse effect on The Cannery, a historical resource. Therefore, the Proposed Project at PS-1 would not conflict with any applicable land use plan, policy, or regulation

adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation: None required.

PS-2, 700 Montgomery Street

The Proposed Project at PS-2, which would include AAU occupancy of up to 11,455 sf of office space, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in Section 4.1, Plans and Policies, AAU uses at PS-2 would be permitted under the existing C-2 Community Business District zoning for the site. AAU use of upper-floor office space would not conflict with Jackson Square Special Use district controls, to protect and enhance specialty retail and antique store uses as ground-floor uses in the Jackson Square area. As discussed in Section 4.5, Cultural and Paleontological Resources, the project would not have an adverse effect on PS-2 as an historical resource, Landmark No. 212 in the Jackson Square Historic District.

Therefore, the Proposed Project at PS-2 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation: None required.

PS-3, 625 Polk Street

The Proposed Project at PS-3, which would include AAU occupancy of PS-3 for institutional uses, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in Section 4.1, Plans and Policies, AAU uses at PS-3 would be permitted under the NC-3 Moderate-Scale Neighborhood Commercial zoning for the site. As discussed in Section 4.5, Cultural and Paleontological Resources, the Proposed Project at PS-3 would not have an adverse effect on PS-3 as an historic resource, Landmark No. 174.

Therefore, the Proposed Project at PS-3 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation: None required.

PS-4, 150 Hayes Street

The Proposed Project at PS-4, which would include AAU occupancy of PS-4 for institutional uses of 78,392 sf of space, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or

mitigating an environmental effect. As discussed in Section 4.1, Plans and Policies, AAU institutional uses at PS-4 would be permitted under the existing Downtown General Commercial (C-3-G) zoning for the site. Therefore, the Proposed Project at PS-4 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation: None required.

PS-5, 121 Wisconsin Street

The Proposed Project at PS-5, which would include AAU use of PS-5 for bus storage, would continue existing activity at the site and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in Section 4.1, Plans and Policies, AAU uses at PS-5 is within the Urban Mixed Use (UMU) zoning district, and the 16th to 17th Street Corridor of the Showplace Square/Potrero Area Plan, which established new controls that allow mixed-income residential development, while limiting new office and retail development. AU proposes to continue operating bus storage uses at that site. According to *Planning Code* Section 843.70, a Vehicle Storage—Open Lot is neither a permitted nor a conditional use in a UMU district. AAU bus storage uses, if proposed as a new use, would not be consistent with the *Planning Code*. However, the bus operations at PS-5 are considered a legal nonconforming use of the property, which were a permitted use under the M-2 Heavy Industrial zoning in place prior to adoption of the Eastern Neighborhoods rezoning in 2008. AAU use of PS-5 for bus operations as a legal nonconforming uses would not conflict with regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Therefore, the Proposed Project at PS-5 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

The Proposed Project at PS-6, which would include AAU uses at of PS-6 for proposed institutional, storage, and recreational uses, would change the activities at the site from warehouse and bus storage uses. As discussed in Section 4.1, Plans and Policies, PS-6 is within the Oakinba Activity Node of the Bayview Hunters Point Area Plan (BVHP Plan) and would not be responsive to BVHP Plan policies intended to maintain industrial uses in certain nodes or subdistricts of BVHP. PS-6 is within a PDR-2 Core Production, Distribution, and Repair zoning district. According to *Planning Code* Section 217(h), a "post-secondary educational institution for the purposes of academic, professional, business or fine-arts education, which is required to submit an institutional master plan pursuant to Section 304.5 of this Code" are neither a permitted nor conditional use in a PDR-2

district. AAU uses, including the AAU recreational facilities proposed at PS-6, would not be consistent with the *Planning Code*, without the text amendment. A text amendment to the *Planning Code* would be required to allow these proposed uses, following which such uses would be consistent with the *Planning Code*. Other AAU uses proposed at PS-6, including vehicle storage, storage warehouse, and accessory office uses, would be consistent with the *Planning Code* in the absence of any *Planning Code* amendments. AAU use of PS-6 for recreational and institutional uses would be a land use policy issue, and not a conflict with regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Therefore, the Proposed Project at PS-6 would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth in the Six Project-Specific Sites)

Impact LU-3.3 **Occupancy and renovation in the 12 study areas and at the six project sites would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

The Proposed Project, including the growth within the 12 study areas and at six project sites, would involve the occupation and change of use in existing buildings for the growth of AAU's institutional, student residential, or recreational facilities. The Proposed Project would not involve new construction, or demolition or major expansion of existing buildings. As discussed in Section 4.1, Plans and Policies, the Proposed Project would be generally consistent with the *General Plan*, including the Air Quality Element, Transportation Element, and Housing Element. The discussion of consistency with the *General Plan* Air Quality and Transportation Elements is discussed in Section 4.6, Transportation and Circulation; Section 4.8, Air Quality; and Section 4.9, Greenhouse Gas Emissions, which discuss the Proposed Project's effects in relation to the Proposed Project's future tenant improvements and operation activities. The Proposed Project's would be generally consistency with the Housing Element; however, as discussed further in Section 4.4, Population, Housing, and Employment, the Proposed Project would create a substantial demand for housing. Because it is unknown at this time which buildings AAU would occupy within the 12 study areas, whether or not growth in the study areas would conflict with provisions of the *Planning Code* cannot be determined. The six project sites would generally not result in a conflict with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. AAU uses at of PS-6, 2225 Jerrold Avenue, for proposed institutional, storage, and recreational uses would not be responsive to BVHP Plan policies intended to maintain industrial uses in certain nodes or

subdistricts of BVHP. PS-6 is within a PDR-2 Core Production, Distribution, and Repair zoning district, which does not permit institutional uses as either a permitted nor conditional use in a PDR-2 district. AAU uses, including the AAU recreational facilities proposed at PS-6, would not be consistent with the *Planning Code*, without the text amendment. A text amendment to the *Planning Code* would be required to allow these proposed uses, following which such uses would be consistent with the *Planning Code*. AAU use of PS-6 for recreational and institutional uses would be a land use policy issue, and not a conflict with regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The Proposed Project would on a whole not result inconsistencies or conflict with plans and policies that would in turn result in a significant impact on the environment. Additionally, it is noted that the Proposed Project's inconsistency with a plan that is applicable to the Proposed Project is a legal finding that does not, in itself, result in an adverse impact on the environment within the context of CEQA. The Proposed Project's inconsistencies with plans and policies that may result in a significant adverse impact on CEQA are discussed further in the applicable impact sections in this EIR, such as Section 4.4, Population, Housing, and Employment; Section 4.6, Transportation and Circulation; and Section 4.8, Air Quality. However, the determination of a significant impact, which by definition must involve a physical change, is separate from the legal determination of plan consistency.

Therefore, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be less than significant.

Mitigation: None required.

Cumulative Impacts

The cumulative context for the Proposed Project is downtown San Francisco, the Van Ness Avenue corridor, the Market Street corridor, the South of Market district, the Lombard Street corridor, the Fisherman's Wharf area, the Showplace Square/Potrero neighborhood, and parts of Bayview Hunters Point. This includes specific proposed development projects such as the 5M Project, the Moscone Center Expansion Project, 598 Brannan, and the 350 Eighth Project, as well as implementation of planning efforts for the Western SoMa Plan, the Central SoMa Plan, the Rincon Hill Plan, and the East SoMa Plan. Further detail regarding these and other cumulative projects considered in this analysis is included in Table 4-1, Cumulative Projects.

Impact C-LU-1 **Implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on land use. (Less than Significant)**

The effect of the Proposed Project within these areas of the City could contribute to cumulative impacts related to land use. PS-6, 2225 Jerrold Avenue, would require amendment of the *Planning*

Code. However, as stated above, the Proposed Project, including growth within the 12 study areas and at the six project sites, would be required to comply with all applicable policies, regulations, and ordinances, including the *Planning Code*, and would therefore result in less-than-significant impacts to land use. As noted in the analysis above, AAU growth would not demolish and replace existing buildings or construct new buildings. Therefore, the Proposed Project would not physically divide an established community.

Cumulative development would not result in significant land use impacts with regard to consistency with existing land use character or the division of an existing community. Therefore, when considered in combination with other, reasonably foreseeable projects anticipated in the Proposed Project vicinity, the Proposed Project's contribution to any potentially significant cumulative impact would not be cumulatively considerable, and the cumulative impact would be considered less than significant.

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4.3 AESTHETICS

This section describes the potential for the proposed Academy of Art University (AAU) Project (Proposed Project) to affect aesthetics. This section describes the visual context in the City, including the existing visual characteristics, existing light and glare conditions, and visual resources. Existing visual conditions, visual character, and architectural and urban context will be provided in photographs and described for each study area and project site. This analysis will focus on the visual impacts of the addition of exterior signage to existing buildings and light and glare impacts associated with new lighting. Some aesthetics issues were raised during the NOP scoping period. Specifically, comments were made regarding graffiti and general tidiness in and around existing AAU sites. These areas of concern are addressed in this section.

4.3.1 Environmental Setting

Regional

Visual Character

The visual setting of the City is varied, reflecting the unique visual characteristics of the City's topography, street grids, public open spaces, and distinct neighborhoods. San Francisco's skyline is characterized by a general pattern of densely clustered high-rise commercial development in the downtown core that tapers off to low-rise development at its periphery. This compact urban form signifies the downtown as the center of commerce and activity and produces a downtown "mound," distinctive from the City's numerous hills. Although distinctive, this form is neither smooth nor uniform. A range of building heights in the downtown creates gaps, peaks, dips, and inconsistencies within this pattern, allowing taller buildings and building tops to stand out in profile against the sky. The tension between conformity and variety in the skyline results in a readable and recognizable image for San Francisco, with notable landmarks such as the Transamerica Pyramid sitting apart from the "mound."

Outside of the highly commercial and built-up downtown area, much of the City is characterized by unique residential neighborhoods, where each exhibits its own distinctive visual character. Neighborhoods within the City can vary greatly in terms of density, scale, architectural style, and general design pattern. Most neighborhoods have a traditional neighborhood commercial district with a main street that provides goods and services to residents in the vicinity. Commercial storefront buildings usually contain businesses on the first floor and residential units above. This type of development creates a village-like appearance, common throughout much of San Francisco's neighborhoods and districts.

Open Space

Public open spaces often give a neighborhood its identity, a visual focus, and a center for activity and provide a counterpoint to often dense mixed-use residential and commercial neighborhoods by providing visual relief from the built environment. Open spaces in the City include playgrounds, civic spaces, regional parks, and neighborhood parks. Refer to Section 4.11, Recreation, for more information about parks and open spaces within a two-block radius of each study area and project sites.

Visual Resources

Buildings and structures can be considered visual resources within the City. They can reflect the character of districts and centers for activity, provide reference points for orientation, and add to topography and views. Buildings in the City exhibit a range of principal architectural periods, including the Victorian (1860–1900), Edwardian (1901–1910), Late Nineteenth and Early Twentieth Century Revivals (1890–1940), and Modernistic (1920–1940). Within these four architectural periods fall a number of architectural styles, including the Italianate and Queen Anne styles within the Victorian Period, Classical Revival and Mission/Spanish Revival within the Late Nineteenth and Early Twentieth Century Revival Period, as well as Art Deco/Art Moderne, within the Modernistic Period.

San Francisco historical landmarks offer a range of architectural styles as well as building types, which are simultaneously unique visual and historical architectural resources. There are 266 landmarks in the City.[60] Most of the City's landmarks are in the northeastern quadrant of the City, primarily north of Market Street.[61] Historical resources in the study areas and project sites are discussed in detail in Section 4.5, Cultural and Paleontological Resources.

Views

Viewshed refers to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by development that has become a prominent visual component of the area. Sensitive viewing points within the City include parks, historical properties, publicly accessible buildings, and sidewalks that offer a view of the urban and natural landscapes making up the viewshed.

Known for its abundance of natural beauty and panoramic views, San Francisco is surrounded on three sides by water and featured by parks, lakes, and vistas. The Pacific Ocean, San Francisco Bay, and their respective shorelines are considered to be the most important natural resources in San

[60] San Francisco Planning Department, San Francisco Preservation Bulletin No. 9: San Francisco Landmarks (January 2003), Appendix A to Article 10 (List of Designated Landmarks), http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5081 (accessed June 24, 2012).
[61] San Francisco Planning Department, Figure (San Francisco Article 10 Landmarks and Historic Districts) (October 2008), http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4476 (accessed June 24, 2012).

Francisco, offering significant opportunities for scenic views.[62] In addition, the City's natural hills and ridges help to define neighborhoods and provide contrast to the spacious setting provided by the Bay and ocean waters.

Scenic Highways

Scenic highways are highways that traverse land with unique or outstanding scenic quality or provide access to regionally significant scenic and recreational areas. State Route 1, between the San Francisco City boundary and the Golden Gate Bridge, and Interstate 80 (I-80), between the San Francisco City boundary and the Bay Bridge, are eligible for scenic highway designation under the State's Scenic Highway Program but are not officially designated at this time.[63]

Light and Glare

Sources of light and glare in the City generally include interior and exterior lights of buildings and parking lots, and street and vehicle lights. Additional light sources include Kezar Stadium, other lighted outdoor recreation areas, and the "necklace of lights" on the Bay Bridge.

Program-Level Study Areas

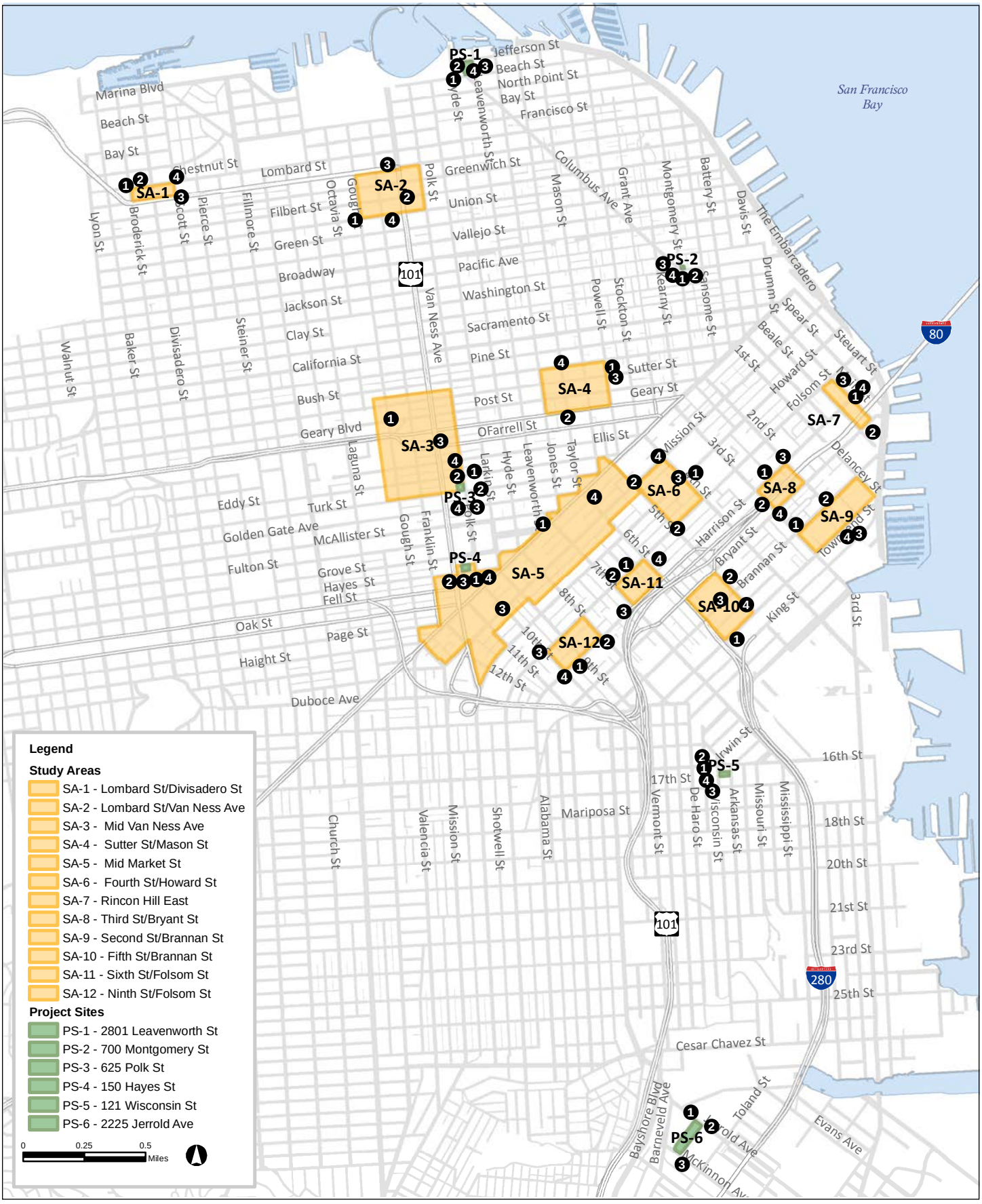
The locations where the photos of the program-level study areas were taken are shown in Figure 4.3-1, Study Area Photo Locations, p. 4.3-4.

SA-1, Lombard Street/Divisadero Street

Study Area 1 (SA-1) is a two-block area located in the northern part of San Francisco in the Marina district. SA-1 is bordered by Chestnut Street to the north, Scott Street to the east, Lombard Street to the south, and Broderick Street to the west. Chestnut and Lombard Streets travel an east/west route through SA-1, while Broderick and Scott Streets run north/south. SA-1 is visually defined by a small-scale commercial area on Chestnut, Scott, and Lombard Streets, with two- to four-story buildings adjoining one another. Residential uses are located to the west along Divisadero, Broderick and Chestnut Streets, between Divisadero and Broderick Streets, with three- to four-story buildings adjoining one another. As shown in Figure 4.3-2, Views of Study Area 1 – Lombard Street/Divisadero Street, p. 4.3-5, typical streetscapes are found within SA-1. SA-1's topography is generally flat and begins to slope uphill south of Lombard Street and has an elevation of 6 to 8 meters above mean sea level (msl).

[62] City and County of San Francisco, *Draft Recreation and Open Space: An Element of the General Plan of the City and County of San Francisco* (May 2009), http://openspace.sfplanning.org/docs/Recreation_and_Open_Space_Element.pdf (accessed June 24, 2012).

[63] California Department of Transportation, California Scenic Highway Program (April 12, 2012), http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm (accessed June 18, 2012).



SOURCE: AAU, 2013; Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR

FIGURE 4.3-1: STUDY AREA PHOTO LOCATIONS

SOURCE: Atkins, 2013.

ACADEMY OF ART UNIVERSITY EIR

FIGURE 4.3-2: VIEWS OF STUDY AREA 1 - LOMBARD STREET/DIVISADERO STREET

Lombard Street (U.S. 101) is the major roadway in SA-1, linking Van Ness Avenue (U.S. 101) in the east with State Route 1 and the Golden Gate Bridge in the west. It has three travel lanes in each direction, a planted median strip, and parallel parking on both sides of the street which creates a sense of openness and exposure. Divisadero Street is a secondary arterial for north/south travel. It has one travel lane in each direction and parallel parking on both sides of the street. Broderick, Scott, and Chestnut Streets primarily serve local/neighborhood traffic.

Buildings in SA-1 generally adjoin one another with no side setbacks, forming a continuous façade along most blocks. Small-scale and moderate-scale commercial uses and medium-density residential uses visually characterize Lombard, Scott, and Chestnut Streets. These buildings are generally mixed use, with retail and commercial uses on the ground floor and residential uses above. Ground-floor uses on Scott and Chestnut Streets are typically at a pedestrian scale, with transparent windows creating pedestrian-oriented views from the sidewalk. The buildings display a variety of building materials and patterns, window patterns, and rooflines. Residential uses dominate along the western half of Chestnut Street, between Divisadero and Broderick Streets, and on Divisadero Street, between Chestnut and Lombard Streets. These buildings are generally three to four stories tall, with small-scale commercial uses on the corners. All the streets in SA-1 contain a number of mature street trees that create shade on sidewalks and reduce the visual impact of building massing. There are no open space areas or visual resources located in SA-1. Lighting in SA-1 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-2, Lombard Street/Van Ness Avenue

Study Area 2 (SA-2) is a nine-block area located in the northern part of San Francisco in the Marina/Russian Hill districts. SA-2 is bordered by Lombard Street to the north, Polk Street to the east, Union Street to the south, and Gough Street to the west. Franklin Street and Van Ness Avenue travel a north/south route through SA-2, while Greenwich and Filbert Streets travel an east/west route. SA-2 is visually defined by small-scale commercial and residential uses on Polk and Union Streets and by medium- to large-scale commercial areas and residential uses along Van Ness Avenue and Lombard Street. Gough, Franklin, Greenwich, and Filbert Streets are visually dominated by residential uses. Figure 4.3-3, Views of Study Area 2 – Lombard Street/Van Ness Avenue, p. 4.3-7, shows streetscapes typical of SA-2. SA-2 has an elevation of 11 to 44 meters above msl.

In SA-2, Lombard Street and Van Ness Avenue (both U.S. 101) are major roadways with three travel lanes in each direction, planted median strips, and parallel parking on both sides of the street. Franklin Street is a one-way major roadway with three travel lanes in the northbound direction and parallel parking on both sides of the street. Polk, Union, Gough, Filbert, and Greenwich Streets contain one travel lane in each direction and parallel parking on one or both sides of the street.

1 Gough Street at Union Street facing north

2 Filbert Street at Van Ness Avenue facing east

3 Mid block Lombard Street facing southwest

4 Mid block Union Street facing southwest

SOURCE: Atkins, 2013.

FIGURE 4.3-3: VIEWS OF STUDY AREA 2 - LOMBARD STREET/VAN NESS AVENUE

Buildings in SA-2 generally adjoin one another with no side setbacks, forming a continuous façade along most blocks. Small-scale, moderate-scale, and large-scale commercial uses and medium- and high-density residential uses visually characterize Lombard Street, Van Ness Avenue, Polk Street, and Union Street. These buildings are generally mixed use, with retail and commercial uses on the ground floor and residential uses above. Ground-floor uses on Polk and Union Streets are typically at a pedestrian scale, with transparent windows creating pedestrian-oriented views from the sidewalk. The buildings display a variety of building materials and patterns, window patterns, and rooflines. Residential uses dominate along Gough, Franklin, Filbert, and Greenwich Streets. These buildings are generally three to four stories tall, with small-scale commercial uses on the corners. All the streets in SA-2 contain a number of mature street trees that create shade on sidewalks and reduce the visual impact of building massing. There are no open space areas within SA-2. Blackstone Court Historic District is in the northwest block of SA-2. Lighting in SA-2 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-3, Mid Van Ness Avenue

Study Area 3 (SA-3) is in the central part of San Francisco in the Van Ness Corridor and Civic Center neighborhood. SA-3 is bordered by Fern Street to the north, Polk Street to the east, Turk Street to the south, and Octavia Street to the west. Fern and Turk Streets travel an east/west route through the study area, while Octavia and Polk Streets travel north/south. Fern Street terminates at Gough Street, although the northern study area boundary terminates further west, midway between Gough and Octavia Streets. SA-3 is visually defined by a variety of land uses and associated building types, such as commercial, retail, restaurant, hotel, and residential uses. SA-3 has an elevation of 26 to 55 meters above msl.

Van Ness Avenue (U.S. 101) is a major roadway in SA-3, linking Lombard Street and the Golden Gate Bridge in the north with U.S. 101 to the south. It has three travel lanes in each direction, a planted median strip, and parallel parking on both sides of the street. Franklin and Gough Streets are major one-way north/south thoroughfares linking the upper-Market Street area with the Marina District. Franklin Street has three northbound travel lanes and Gough Street has three southbound travel lanes, together these streets form a couplet. Both streets have parallel parking on both sides of the street. Geary Boulevard, which is a major east/west arterial with four lanes in each direction, diverges at Gough Street where westbound traffic uses Geary Street and eastbound traffic uses O'Farrell Street.

Figure 4.3-4, Views of Study Area 3 – Mid Van Ness Avenue, p. 4.3-10, shows streetscapes typical of SA-3. Polk Street, the eastern boundary of SA-5, is dominated by variety of land uses, including hotels, restaurants, retail, commercial, and residential. Much of the streetscape is dominated by mixed-use development with retail and restaurant uses on the ground floor and residential and office uses above. Single- and multistory adjoining buildings are interspersed throughout SA-5 forming a consistent, urban façade with no setback from the sidewalk. Van Ness Avenue is

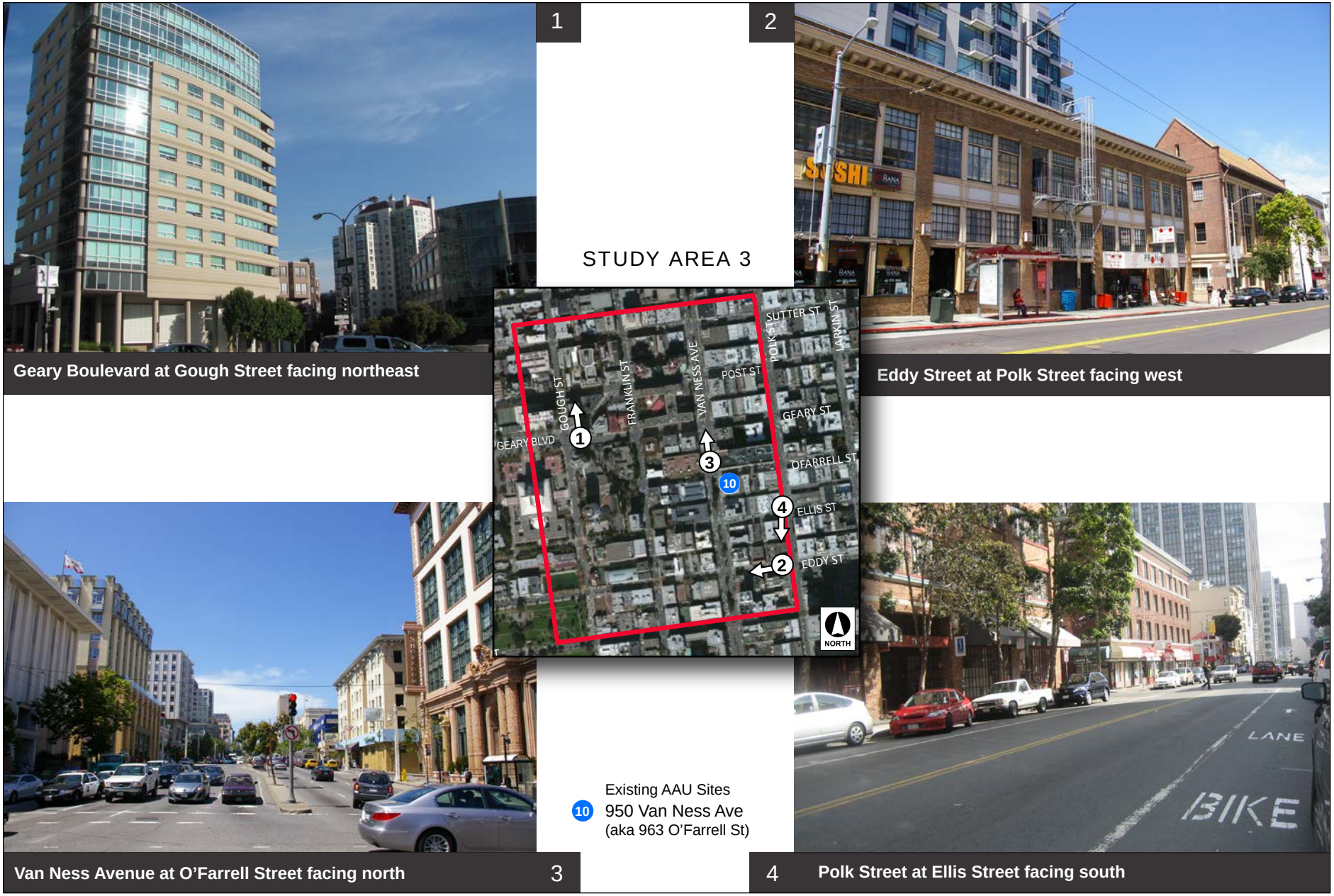
characterized by moderate- to large-scale mixed-used development with residential, commercial, and retail uses adjoining one another. Franklin and Gough Streets are dominated by large residential apartment buildings and institutional uses, such as the Cathedral of St. Mary of the Assumption at the corner of Geary Boulevard and Gough Street. Many buildings along Franklin and Gough Streets, in the southern portion of SA-3, are set-back from the sidewalk providing a sense of lower density development.

The east/west-running streets that transect SA-3 including, Sutter, Post, Geary, O'Farrell, Ellis, Eddy, and Turk Streets are characterized by a mix of commercial, retail, hotel, institutional, and residential uses with buildings generally adjoining one another. The buildings display a variety of building materials and patterns, window patterns, and rooflines. Most buildings within SA-3 are two to 10 stories tall. Additionally, the east/west streets west of Van Ness Avenue are dominated by large-scale residential buildings. Fern Street, which forms the northern study area boundary through the majority of SA-3 is a one-lane alley way characterized by single- and multistory buildings. Commercial, light industrial, and residential buildings adjoin one another along Fern Street; however, only the backs of buildings front the street. As such, Fern Street has no street amenities typical of other streets in SA-3 such as street trees, public entrances to buildings, and signage.

Jefferson Square, in the southwestern portion of SA-3, is the only open space area within the Study Area. There are nine historical landmarks in SA-3 that are considered visual resources, including Landmark No. 35—Stadtmuller House (819 Eddy Street); Landmark No. 40—First Unitarian Church (1187 Franklin Street); Landmark No. 41—Saint Mark's Evangelical Lutheran Church (1135 O'Farrell Street); Landmark No. 71—Goodman Building (1117 Geary Street); Landmark No. 111—Family Service Agency (1010 Gough Street); Landmark No. 112—Rothschild House (964 Eddy Street); Landmark No. 152—Don Lee Building (1000 Van Ness Avenue); Landmark No. 153—Earle C. Anthony Packard Showroom (901 Van Ness Avenue); and Landmark No. 174—California Hall (625 Polk Street), which is a project level site that is described further below. Lighting in SA-3 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-4, Sutter Street/Mason Street

Study Area 4 (SA-4) is a nine-block area in the central part of San Francisco in the Downtown neighborhoods. SA-6 is bordered by Bush Street to the north, Powell Street to the east, Geary Street to the south, and Jones Street to the west. Figure 4.3-5, Views of Study Area 4 – Sutter Street/Mason Street, p. 4.3-11, shows views of selected streets found in SA-4. SA-4 is visually defined by Union Square along the east side of Powell Street between Post and Geary Streets. Union Square is a major commercial and retail center intermixed with high volume hotels and retail buildings. The topography within SA-4 is steep in the north/south direction (towards the top of Nob Hill) and flatter along east/west streets. SA-4 has an elevation of 6 to 8 meters above msl.



SOURCE: Atkins, 2013.

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FIGURE 4.3-4: VIEW OF STUDY AREA 3 - MID VAN NESS AVENUE

SOURCE: Atkins, 2013.

FIGURE 4.3-5: VIEW OF STUDY AREA 4 - SUTTER STREET/MASON STREET

All of the streets that border and traverse SA-4 are two-lane, one-way streets with parallel parking on both sides of the street, with the exception of Powell Street which has one travel lane in either direction. Bush and Geary Streets are major roadways in SA-4 connecting Downtown San Francisco to western San Francisco and the Richmond District. Sutter and Geary Streets travel an east/west route through SA-4, while Mason and Taylor travel through SA-4 in a north/south direction.

In general, the eastern portion of SA-4 is characterized by tall, mixed-use buildings dominated by retail, commercial, and hotel uses. Moving west in SA-4, the area is characterized by buildings with lower heights and massing. These buildings typically have retail and restaurant uses occupying the ground-floor and commercial and residential uses above. The northern portion of SA-4, including Sutter and Bush Streets, contains fewer retail businesses and more hotels and residential buildings. North-south running streets, such as Mason, Taylor, and Jones Streets are dominated by high density residential buildings in a variety of architectural styles, whereas the east/west-running streets in SA-4 are dominated by mixed-use buildings. The buildings in SA-4 display a variety of building materials and patterns, window patterns, and rooflines. However, all of the buildings in SA-4 adjoin one another and have no setback from the sidewalk, forming a continuous façade. Many of the residential buildings display fire escape ladders and platforms and have mature street trees that create shade on sidewalks and reduce the visual impact of building massing. Many buildings are three to seven stories tall, with taller buildings scattered throughout the study area, but mostly focused on Geary, Post, and Sutter Streets.

There are no open space areas within SA-4. However, Union Square is located on the southeast border of the study area. There are two historical landmarks in SA-4 that are considered visual resources, including: Landmark No. 159—Gaylord Hotel (620 Jones Street) and Landmark No. 177—First Congressional Church (432 Mason Street). In addition, SA-6 includes portions of the Kearny-Market-Mason-Sutter Street Conservation District, and the Lower Nob Hill Apartment Hotel District, Uptown Tenderloin Historic District. Lighting in SA-4 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-5, Mid-Market Street

Study Area 5 (SA-5) is located in the central part of San Francisco in the Civic Center and South of Market (SoMa) neighborhoods. SA-5 is bordered by Fifth Street to the east and Gough Street to the west. As shown in Figure 4.3-6, Views of Study Area 5 – Mid Market Street, p. 4.3-14, the northern and southern borders of the study area are varied, but are generally represented by Market Street to the north and Natoma Street to the south. Due to the size of SA-5, and the various land use designations present in the study area, the sizes, styles, and uses of buildings varies widely. Buildings range from three to twenty stories tall. In general, SA-5 is visually characterized by a highly urban landscape consisting of mixed-use, commercial, retail, restaurant, hotel, and residential buildings. The topography in SA-5 is generally flat and does not feature any prominent hills or drastic variations in elevation. SA-5 has an elevation of 10 meters above msl.

Market and Mission Streets are transit conflict streets within SA-5. The primary function of these streets is to provide a thoroughfare for transit use. Fifth Street through 10th Street, Van Ness Avenue, and Franklin Street are major arterials within SA-5. Van Ness and Franklin Streets both travel through SA-5 along a north/south route, while Fifth and 10th Streets both travel in a northwest-to-southeast direction. The remaining streets in SA-5 are relatively low-volume, and primarily serve local/neighborhood traffic.

Market Street has wide sidewalks and adjoining, multistory buildings from a wide range of architectural periods. Market Street is characterized by retail, office, commercial, and restaurant uses on the ground floor and residential or commercial uses above. Awnings and large advertising signs, displaying names of businesses, are common along Market Street throughout the study area. Planted trees line the sidewalk for the length of Market Street within SA-5. Building heights on Market Street range from one to eight stories.

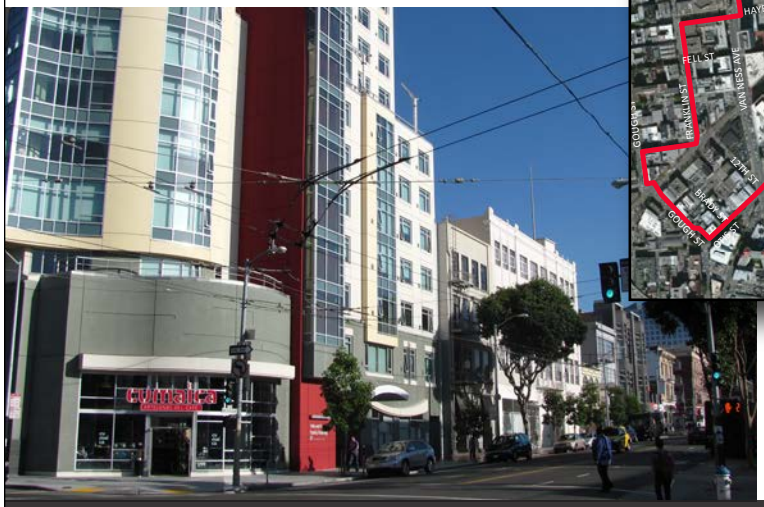
Mission Street is characterized by mixed-use development similar to Market Street; however, there are more residential buildings along Mission Street. In addition, there are multiple institutional buildings along Mission Street, such as the U.S. Court of Appeals and the San Francisco Federal Building at the corner of Mission and Seventh Streets. Smaller-scale mixed-use buildings dominate the streetscape in the western section of Mission Street within SA-5.

In SA-5, Fifth Street is visually defined by large scale commercial, retail, institutional, and hotel buildings. The Westfield San Francisco Centre abuts the eastside of Fifth Street and the Old Mint Building fronts the west side of Fifth Street. Sixth Street primarily consists of mixed-use buildings with retail and restaurant uses on the ground floor and hotel and residential uses above. As identified above, Seventh Street is visually defined by the San Francisco Federal Building, the U.S. Court of Appeals, and mixed-use residential buildings. Eighth, Ninth, 10th, and 11th Streets generally consist of large-scale commercial/office buildings near Market Street and transition to smaller-scale mixed-use buildings containing retail/restaurant and hotel or residential uses south of Market Street. Low-volume streets such as Stevenson, Jessie, Minna, and Natoma Streets are narrow single-lane streets that are characterized by dense commercial buildings, light industrial buildings, and high-density residential buildings that adjoin one another and abut the sidewalk.

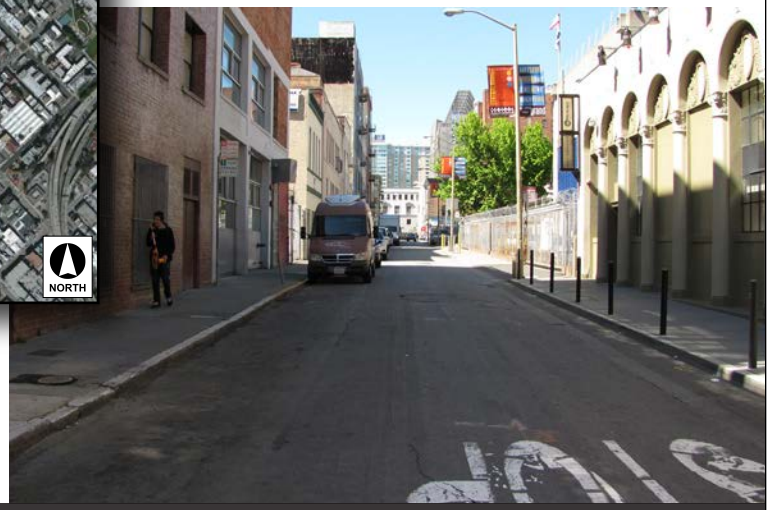
1 Market Street at Seventh Street facing east

2 Mission Street at Fifth Street facing west

STUDY AREA 5



3 Mission Street at 10th Street facing east



4 Jessie Street at Sixth Street facing east

SOURCE: Atkins, 2013.

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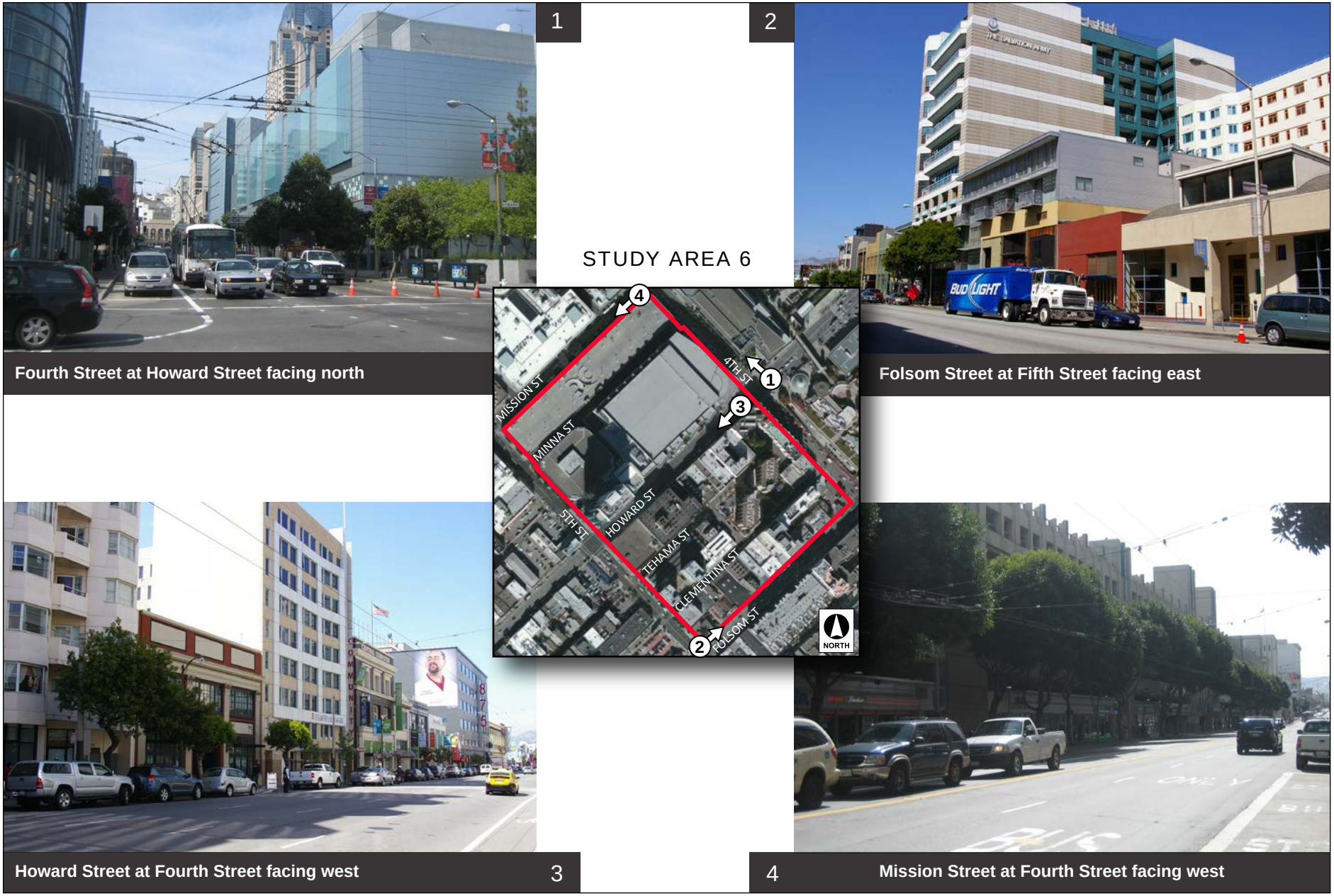
FIGURE 4.3-6: VIEWS OF STUDY AREA 5 - MID MARKET STREET

The section of the SA-5 north of Market Street and west of Larkin Street is visually defined by street trees and multifamily residential buildings. There are mixed-use buildings in this section of SA-5, but in general the area is primarily residential and lacks the large-scale commercial and institutional buildings found along Market Street and in the SoMa neighborhood. There are no open space areas within SA-5. Visual resources within SA-5 include, Landmark No. 140—High School of Commerce (135 Van Ness); Landmark No. 236—The Old Mint (88 Fifth Street); and Landmark No. 244—Dressler or Garfield Building (938–942 Market Street). In addition, the Civic Center, which contains several historical landmarks, is one block north of SA-5. Portions of SA-5 are within the San Francisco Civic Center Landmark District, and the Market Street Theater and Loft District. Lighting in SA-5 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-6, Fourth Street/Howard Street

Study Area 6 (SA-6) is located in the eastern part of San Francisco in the SoMa neighborhood. SA-6 is bordered by Mission Street to the north, Fourth Street to the east, Folsom Street to the south, and Fifth Street to the west. SA-6 is visually defined by large-scale commercial, hotels, retail, and residential buildings. Figure 4.3-7, Views of Study Area 6 – Fourth Street/Howard Street, p. 4.3-16, provides views of several streetscapes within SA-6. High-rise residential buildings are intermixed with one- and two-story commercial warehouse buildings. Most buildings within this study area are two to ten stories tall. SA-6 is characterized by contemporary, minimalistic, architectural styles with little cohesiveness. Many of the larger buildings, such as the Moscone West Convention Center, InterContinental San Francisco Hotel, and the Westfield San Francisco Centre contain facades of glass paneling. Buildings within SA-6 adjoin one another and are not set back from the sidewalk. The topography in SA-6 is generally flat and does not feature any prominent hills or drastic variants in elevations. SA-6 has an elevation of 4 to 9 meters above msl.



SOURCE: Atkins, 2013.

FIGURE 4.3-7: VIEWS OF STUDY AREA 6 - FOURTH STREET/HOWARD STREET

Mission Street is a transit conflict street which serves traffic traveling in the east and west direction. Street trees dominate the sidewalk on the south side of Mission Street reducing the visual impact of the building massing. The north side is dominated by the glass façade of the Westfield San Francisco Centre. Howard Street is a one-way major arterial traveling in the westbound direction with parallel parking on the south side. The street is characterized by two- to six-story mixed-use buildings on the south side and the Moscone Convention Center and InterContinental San Francisco Hotel on the north. The buildings on Howard Street generally adjoin one another with no side setbacks, forming a continuous façade. Folsom Street is a one-way major arterial traveling in the eastbound direction with parallel parking on both sides. Folsom Street is characterized by mixed uses including retail, commercial, office, restaurants, and residential uses. Buildings vary in size and massing from two to 10 stories. Fourth Street has four southbound travel lanes and is visually characterized by Yerba Buena Gardens and the Metreon Center to the east and a variety of uses, including retail, commercial, and residential uses, to the west. Fifth Street has two travel lanes in each direction and is characterized by a mix of uses, including retail, hotels, commercial, and residential uses. There are several surface parking lots to the west of SA-6 along Fifth Street, which creates a sense of openness.

No open space or visual resource areas occur within SA-6. However, Yerba Buena Gardens, which is public open space and a scenic viewing area, is one block east of SA-6. Lighting in SA-6 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-7, Rincon Hill East

Study Area 7 (SA-7) is located in the eastern part of San Francisco near Rincon Hill in the SoMa neighborhood. SA-7 is bordered by Folsom Street to the north, Main Street to the east, Bryant Street to the south, and Beale Street to the west. Harrison Street transects the study area in a north/south direction. As shown in Figure 4.3-8, Views of Study Area 7 – Rincon Hill East, p. 4.3-18, SA-7 is visually defined by large-scale commercial buildings, residential buildings, the Bay Bridge Pump Station, a Caltrans Maintenance Yard, and the Bay Bridge overhead transecting the study area. Structures within SA-7 represent modern architectural styles. There are limited views of the San Francisco Bay from Folsom, Harrison, and Bryant Streets. With an elevation of 3.3 to 4.8 meters above msl, the topography of SA-7 is relatively flat and does not feature any prominent hills or drastic variations in elevation. Buildings in SA-7 are eight to 10 stories tall.

SOURCE: Atkins, 2013.

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FIGURE 4.3-8: VIEWS OF STUDY AREA 7 - RINCON HILL EAST

Folsom, Harrison, and Bryant Streets are major roadways linking the Embarcadero to SoMa and the Mission neighborhoods. Folsom Street has three eastbound travel lanes and one westbound travel lane. The north side of Folsom Street, north of the study area, is the Transbay Temporary Terminal and south of Folsom Street, in the study area, is a large surface parking lot that spans between Main and Beal Streets. Both the Terminal and surface parking lot contribute to a sense of openness on the north side of SA-7. Harrison Street has three travel lanes in the westbound direction and one eastbound travel lane. The street is characterized by large residential uses to the south and a large commercial building that spans between Main and Beal Streets to the north. The southern portion of the study area is dominated by the Bay Bridge traversing the block over the Caltrans Maintenance Yard and Bay Bridge Pump Station. Bryant Street, which serves as SA-7's southern border, is a two way road with one lane in each direction and parallel parking on both sides that travels in an east/west direction. There is a large surface parking lot on the south side of Bryant Street, outside of the study area, which allows for open views to the San Francisco Bay. There are no open space or visual resource areas present within SA-7. There are views of the San Francisco Bay just south of SA-7, on Bryant Street. Lighting in SA-7 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-8, Third Street/Bryant Street

Study Area 8 (SA-8) is in the eastern portion of San Francisco in the SoMa neighborhood. SA-8 is bordered by Harrison Street to the north, Second Street to the east, Bryant Street to the south, and Third Street to the west. SA-8 is defined by a mix of commercial, retail, and residential uses in the style typical of the SoMa neighborhood. As shown in Figure 4.3-9, Views of Study Area 8 – Third Street/Bryant Street, p. 4.3-20, SA-8 is visually defined by small-, medium-, and large-scale commercial buildings, residential buildings, and mixed-use residential buildings. Similar to SA-7, Rincon Hill East, the Bay Bridge intersects SA-8, and there is a large surface parking lot beneath the bridge that spans the area between Second and Third Streets. With an elevation of 2.7 to 9 meters above msl, the topography in SA-8 is generally flat with a gentle slope up towards the east.

Harrison and Bryant Streets are major arterials that connect the Embarcadero to SoMa and eventually the Mission neighborhood. Harrison and Bryant Streets both travel in an east/west direction through SA-8. Harrison Street is visually characterized by two- to six-story buildings with a mix of uses. Towards Second Street the buildings are large-scale commercial buildings. Mid-block, the buildings are smaller-scale commercial buildings and are generally two stories in height. There is a large six-story mixed-use building at the west end of Harrison Street where it meets Third Street that houses the San Francisco Veteran's Affairs Downtown Clinic at the ground level and residential uses above. Bryant Street has four eastbound travel lanes and parallel parking on both sides. Bryant Street is characterized by one- to three-story buildings, many of which are designed in a light industrial/warehouse style. Mature street trees that create shade on sidewalks and reduce the visual impact of building massing are dispersed throughout the block.

SOURCE: Atkins, 2013.

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FIGURE 4.3-9: VIEWS OF STUDY AREA 8 - THIRD STREET/BRYANT STREET

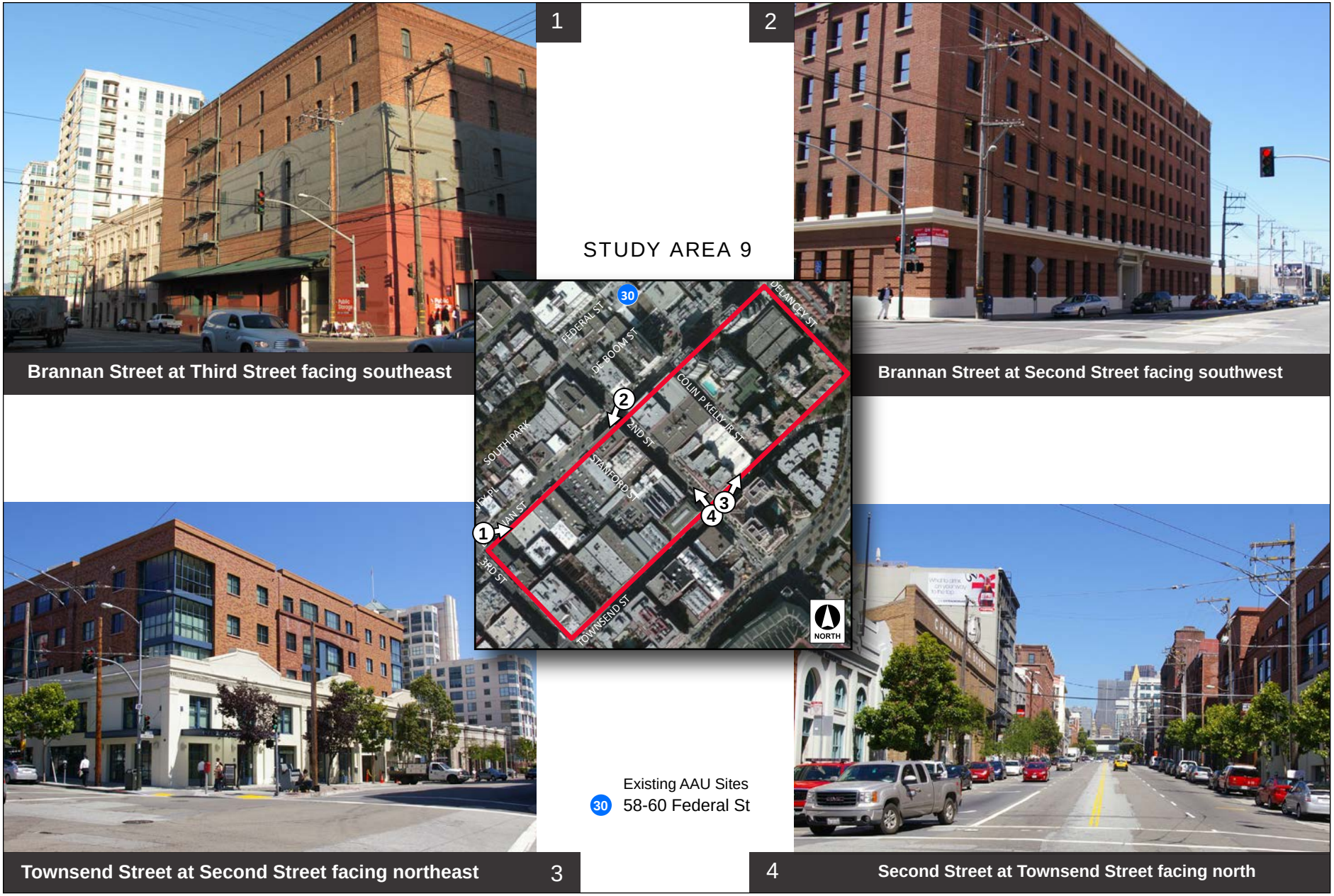
Second and Third Streets are medium- to high-volume commuter streets that serve local neighborhood traffic. Second Street has two north/south travel lanes in each direction and parallel parking on both sides. The street is visually characterized by large scale commercial, residential, and light industrial uses. Mature street trees that create shade on sidewalks and reduce the visual impact of building massing are dispersed throughout the block. Third Street has four northbound travel lanes with parallel parking on each side. The buildings on Third Street typically range from two to six stories. The street is visually characterized by mixed-use buildings with retail and restaurant uses on the ground-floor and housing above. There are no open spaces or visual resources present within SA-8. Lighting in SA-8 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-9, Second Street/Brannan Street

Study Area 9 (SA-9) is in the eastern section of San Francisco in the South Beach neighborhood. SA-12 is bordered by Brannan Street to the north, Delancey Street to the east, Townsend Street to the south, and Third Street to the west. Delancey and Third Streets travel in a north/south along the boundaries of SA-9, while Townsend and Brannan Streets travel in an east/west direction.

SA-12 is defined by a mix of commercial, light industrial, retail, and residential uses. Streetscapes typical of SA-9 are shown in Figure 4.3-10, Views of Study Area 9 – Second Street/Brannan Street, p. 4.3-22. With an elevation of 2 meters above msl, the topography in SA-9 is generally flat and does not feature any prominent hills or drastic elevation changes.

Brannan Street is an east/west major roadway with two travel lanes in each direction and parallel parking on both sides of the street. The street is characterized by high-rise residential development to the west near Delancey Street and becomes commercial/light industrial heading west towards Third Street. High-rise residential buildings are up to 17 stories; however, most buildings in SA-9 are three to six stories tall. Similar to Brannan Street, Townsend Street primarily consists of commercial and residential buildings. Between Delancey and Second Streets, Townsend Street has one travel lane in each direction with parallel parking on both sides. This part of the block is dominated by modern residential uses with street trees dispersed throughout the block. Between Second and Third Streets, the visual character of the street changes to large-scale commercial, retail, and light-industrial uses, with residential uses dispersed throughout the block. Buildings along this street are typically built with standard brick masonry and reinforced concrete. Newer buildings have been constructed with a brick façade to reflect the surrounding historical buildings.



SOURCE: Atkins, 2013.

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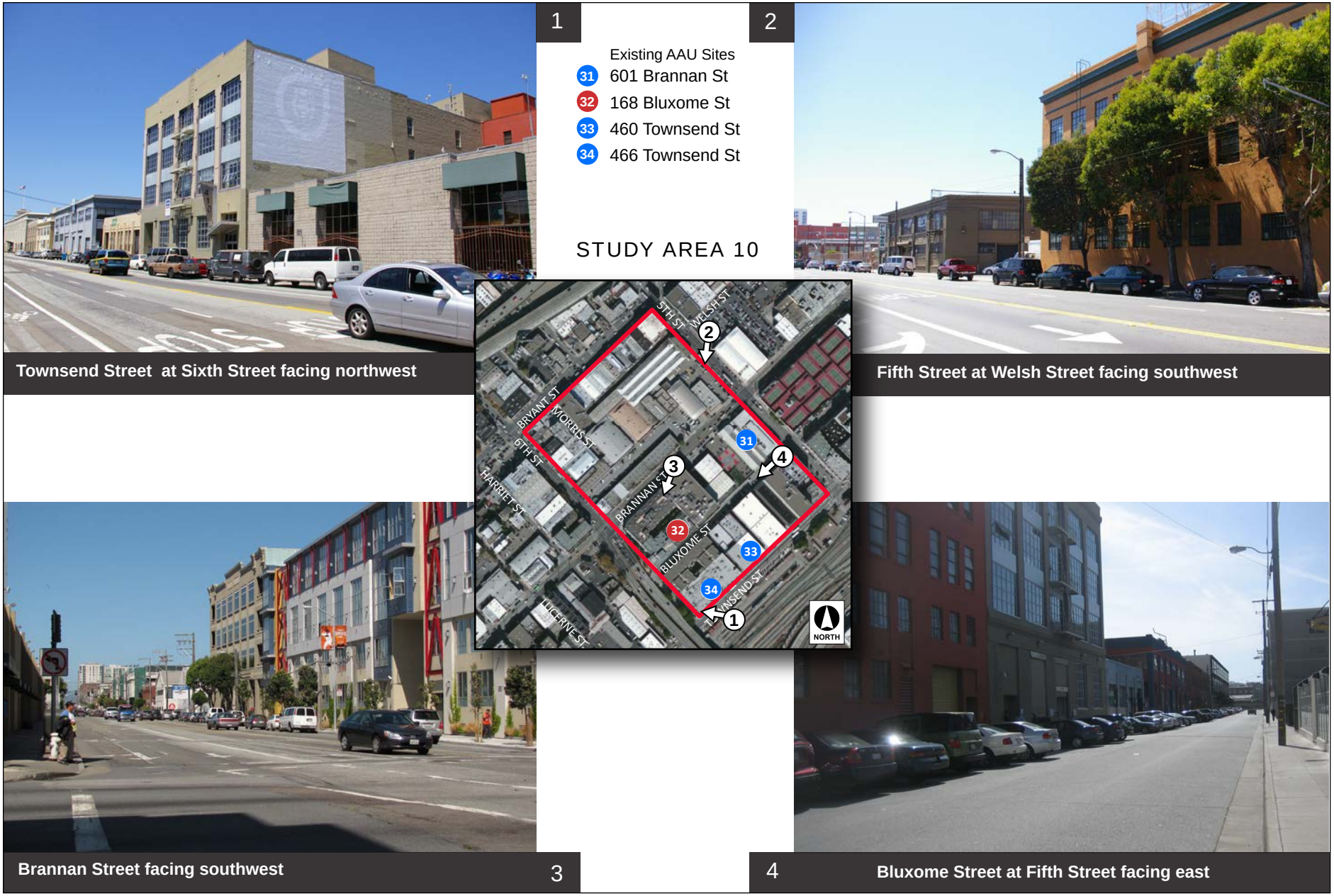
FIGURE 4.3-10: VIEWS OF STUDY AREA 9 - SECOND STREET/BRANNAN STREET

Third Street is the major roadway in SA-9 and has four northbound travel lanes and parallel parking on portions of the street. Third Street is visually defined by buildings two to four stories in height and a mixture of brick and reinforced concrete façades. There are four large street trees midblock on the east side of Third Street that reduce the massing of the building. Second Street has two travel lanes in each direction and parallel parking on both sides of the street. The brick and reinforced concrete buildings on this block are typically used as commercial and industrial space. Delancey Street is not a through-street and access is provided from Brannan Street. Ninety degree parking is provided on both sides of the street and street trees are situated throughout the block, reducing the massing of the buildings. This part of SA-9 is dominated by newly developed high-density residential buildings, similar to SA-7, Rincon Hill East. Portions of Townsend Street, between Third and Lusk Streets are within the South End Historic District. Landmark No. 101, the Oriental Warehouse, is located midblock, and with its arched doorways and windows, generally displays the qualities typical of a historical brick warehouse located in the South End Historic District. There are no open space areas in SA-9. Lighting in SA-9 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-10, Fifth Street/Brannan Street

Study Area 10 (SA-10) is in the SoMa neighborhood. SA-10 is bordered by Bryant Street to the north, Fifth Street to the east, Townsend Street to the south, and Sixth Street to the west. Brannan Street, which travels in an east/west direction, transects the study area. Fifth and Sixth Streets travel in a north/south direction, while both Bryant and Townsend Streets travel in an east/west direction.

SA-10 is visually defined by light industrial, commercial, and residential uses. As shown in Figure 4.3-11, Views of Study Area 10 – Fifth Street/Brannan Street, p. 4.3-24, typical streetscapes in SA-10 consist primarily of large warehouse style buildings, some of which adjoin one another, while others are separated by storage lots and/or surface parking lots. These buildings are typically one to four stories in height. The Caltrain Station is located approximately one block east of SA-10 along Townsend Street. The Caltrain tracks border the study area on the south side of Townsend Street at Fourth Street. With an elevation of 4 meters above msl, the topography in SA-10 is flat.



SOURCE: Atkins, 2013.

FIGURE 4.3-11: VIEWS OF STUDY AREA 10 - FIFTH STREET/BRANNAN STREET

Bryant Street, Brannan Street, Sixth Street, and portions of Fifth Street, between Brannan and Bryant Streets, are major roadways which connect SoMa to I-280 north/south and I-80 east. Bryant Street has five eastbound lanes, parallel parking on both sides, and provides direct access to I-80 east at Fifth Street. Bryant Street is visually characterized by two- to three-story light industrial and commercial buildings with garages fronting onto the street. The wideness of Bryant Street and low buildings on either side create a sense of openness with views of Downtown San Francisco over the buildings to the northeast. Brannan, Fifth, and Sixth Streets, between Bryant and Brannan Streets, have two travel lanes in each direction and parallel parking on each side of the street. From Sixth Street to midway down the block, Brannan Street is visually characterized by the continuous façade of the back of the Flower Mart to the north and a four-story residential building that fronts onto Brannan Street to the south. Moving further east along the block there are commercial uses on both sides of the street and two AAU buildings on the south side near Fifth Street. Fifth Street is visually characterized by several gated surface parking lots and large commercial and light industrial buildings. Sixth Street, between Bryant and Brannan Streets, is visually characterized by two-story commercial buildings in the study area and commercial and residential uses to the west. Townsend Street has one lane in each direction and is visually characterized by industrial uses to the north and the Caltrain railroad tracks to the south. There are no open space areas or visual resources in SA-10. Lighting in SA-10 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-11, Sixth Street/Folsom Street

Study Area 11 (SA-11) is in the SoMa neighborhood. SA-11 is bordered by Folsom Street to the north, Sixth Street to the east, Harrison Street to the south, and Seventh Street to the west. Sixth and Seventh Streets travel along the boundaries of the study area in a north/south direction, while Harrison and Folsom Streets travel in an east/west direction. SA-11 is visually defined by a mix of small scale light industrial, commercial, retail, and residential buildings in a variety of architectural styles. As shown in Figure 4.3-12, Views of Study Area 11 – Sixth Street/Folsom Street, p. 4.3-26, buildings within SA-11 are primarily one to three stories in height and have a mix of uses. Victoria Manalo Draves Park is located within SA-11 along Sherman and Columbia Streets, between Folsom and Harrison Streets. Institutional uses, including the Ukrainian Orthodox Church and Bessie Carmichael Elementary School, are located on the west side of SA-11 between Sherman and Seventh Streets. Residential uses are located on both sides of Harriet Street and the east side of Columbia Street. The remainder of the study area consists primarily of one- to four-story industrial-style warehouse buildings occupied by a mixture of uses characterized by retail or restaurant uses on the ground-floor and residential or commercial uses above. The majority of buildings throughout the study area adjoin one another, creating a continuous façade and providing a neighborhood feel. The topography in SA-11 is flat and does not feature any prominent hills or drastic variations in elevations. SA-11 has an elevation of 7 to 8 meters above msl.

1 Columbia Street at Folsom Street facing south

2 Folsom Street facing east

3 Seventh Street at Harrison Street facing north

4 Sixth Street facing south

SOURCE: Atkins, 2013.

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FIGURE 4.3-12: VIEWS OF STUDY AREA 11 - SIXTH STREET/BRANNAN STREET

Folsom, Harrison, Sixth, and Seventh Streets are all major roadways within SA-11 serving to connect SoMa to other parts of the City. Harrison Street has five westbound travel lanes, Seventh Street has four northbound lanes, Folsom Street has four eastbound lanes, and Sixth Street has two travel lanes in each direction. Harriet, Columbia, Sherman and Cleveland Streets are all low-volume, neighborhood serving streets that intersect SA-11. There are mature street trees throughout the study area that create shade on sidewalks and reduce the visual impact of building massing. Other than Victoria Manalo Draves Park, which occupies one-third of the study area, there are no open space areas or visual resources in SA-11. Lighting in SA-11 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SA-12, Ninth Street/Folsom Street

Study Area 12 (SA-12) is in the SoMa neighborhood, just west of SA-11. SA-12 is bordered by Folsom Street to the north, Eighth Street to the east, Harrison Street to the south, and 10th Street to the west. Ninth Street bisects SA-12. The study area is visually defined by a variety of commercial, retail, restaurant, hotels, residential, and light industrial uses. Streetscapes typical of SA-12 are shown in Figure 4.3-13, Views of Study Area 12 – Ninth Street/Folsom Street, p. 4.3-28. Buildings are typically one to three stories in height and are primarily designed in a light industrial architectural style with simple facades and large windows. Buildings in SA-12 adjoin one another and are not setback from the sidewalk, creating a continuous urban façade. Older, multifamily residential buildings are interspersed with one- to two-story commercial buildings, and newly developed, four story high density residential buildings. The Golden Gate Bridge Highway & Transportation District bus yard, which is a surface parking lot, dominates the southeastern corner of SA-12 between Harrison, Gordon, Ringold, and Eighth Streets. The topography in SA-12 is flat and does not feature any prominent hills or drastic variations in elevations. SA-12 has an elevation of 2 to 3.5 meters above msl.

Folsom, Harrison, Eighth, Ninth, and 10th Streets are major roadways within SA-12 that connect SoMa to other parts of the City. Folsom and Harrison Streets travel an east/west route, while Eighth, Ninth, and 10th Streets travel in a north/south direction. Harrison Street has five westbound travel lanes, Folsom Street has four eastbound lanes, Eighth Street has four southbound lanes, Ninth Street has four northbound lanes, and 10th Street has four southbound travel lanes. Sheridan, Dore, Gordon, and Ringold Streets are all low-volume, neighborhood serving streets that intersect SA-12. There are various mature street trees interspersed throughout the study area that create shade on sidewalks and reduce the visual impact of building massing. There are no open space areas in SA-12. Landmark No. 199, the Jackson Brewery Complex, is a landmark building and is a visual resource in SA-12 and it is located at 1475, 1477, 1479, 1479A, and 1489 Folsom Street and 301–305, 315–319, and 333 11th Street. Lighting in SA-12 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

SOURCE: Atkins, 2013.

FIGURE 4.3-13: VIEWS OF STUDY AREA 12 - NINTH STREET/FOLSOM STREET

Project Sites

PS-1, 2801 Leavenworth Street (The Cannery)

PS-1 is located at 2801 Leavenworth Street (The Cannery), in the Northeastern Waterfront in the Fisherman's Wharf neighborhood. The building at PS-1 is a two- to three-story brick building built in 1907 and redesigned in the 1960s; it is a structure of merit under *Planning Code* Article 10. As shown in Figure 4.3-14, Views of Project Site 1 – 2801 Leavenworth Street, p. 4.3-30, the eastern brick façade faces onto Leavenworth Street and ground-floor uses are typically at a pedestrian scale, with transparent windows creating pedestrian-oriented views from the sidewalk. The second and third floors have a grid-like arrangement of window openings and a flat roofline. There is a publicly accessible walkway that traverses the building mid-block. Mature street trees that create shade on sidewalks and reduce the visual impact of building massing surround the building on all sides.

PS-1 is bordered by Jefferson Street to the north, Leavenworth Street to the east, Beach Street to the south, and the Argonaut Hotel, which fronts on Hyde Street, to the west. The area surrounding PS-1 is visually defined by small- to medium-scale commercial, retail, restaurants, and hotels on Jefferson and Leavenworth Streets. Joseph Conrad Square borders The Cannery on the south side of Beach Street. Jefferson, Leavenworth, and Beach Streets are all relatively low to medium volume roadways and serve local/neighborhood and tourist traffic. All three streets have one travel lane in each direction, and parallel parking on both sides of the street. Columbus Avenue, a major thoroughfare that traverses the North Beach neighborhood, terminates at The Cannery, bringing traffic in from the south.

Buildings to the north and east of PS-1, along Jefferson and Leavenworth Streets, are generally standalone four-story buildings. The buildings to the south generally adjoin one another with no side setbacks, forming a continuous façade along most blocks. Small-scale and moderate-scale commercial and hotel uses visually characterize Jefferson, Leavenworth, and Beach Streets. The Argonaut Hotel is a four-story, moderate-scale hotel adjacent to the west side of the property and occupies the same project block as PS-1. All the streets surrounding PS-1 contain a number of mature street trees that create shade on sidewalks and reduce the visual impact of building massing. Lighting at PS-1 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

1 Mid block Beach Street facing east

2 Outer Courtyard facing north

3 View facing northwest at 2801 Leavenworth Street

4 Inner Courtyard facing east

SOURCE: Atkins, 2013.

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FIGURE 4.3-14: VIEWS OF PROJECT SITE 1 - 2801 LEAVENWORTH STREET

PS-2, 700 Montgomery Street

PS-2 is located at 700 Montgomery Street, on the northern border of the Financial District where it meets the North Beach neighborhood. The building at 700 Montgomery Street, San Francisco City Landmark No. 212, is a historical building built in 1905 and is located within the Jackson Square Historic District. As shown in Figure 4.3-15, Views of Project Site 2 – 700 Montgomery Street, p. 4.3-32, the two-story stone building faces Washington and Montgomery Streets, with an entrance at the intersection of these two streets. The first floor grid-like arrangement of window openings is supported by stone columns on either side of the windows. The second floor contains a grid-like arrangement of window openings and a flat roofline. There is a restaurant with an awning on the southeast corner of the building facing onto Washington Street. Mature street trees that create shade on sidewalks and reduce the visual impact of building massing surround the building on all sides. Lighting in PS-2 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

PS-2 is bordered by Jackson Street to the north, Washington Street to the south, Montgomery Street to the west, and Hotaling Place to the east. Columbus Avenue merges with Montgomery Street at the corner of Washington and Montgomery Streets. The area surrounding PS-2 is visually defined by small- to medium-scale commercial, restaurant, and retail uses to the north and medium- to large-scale office uses to the south. The topography in the area is generally flat.

Washington Street is a one-way road with three westbound travel lanes, parallel parking on both sides of the street, and is a major arterial connecting the Embarcadero to Columbus Avenue and Montgomery Street. Montgomery Street and Columbus Avenue are major arterials, connecting Fisherman's Wharf/North Beach to the Financial District and I-80. North of PS-2, Montgomery Street contains one travel lane in each direction and parallel parking on both sides of the street. South of Washington Street, Montgomery is a one-way roadway with three southbound lanes and parallel parking on the west side of the street. As described previously, Columbus Avenue merges with Montgomery Street forming a five-way intersection at the corner of Washington and Montgomery Streets.

Generally, the visual setting around PS-2 is characterized by high-rise office buildings to the south of Washington Street and buildings that are smaller in scale, in terms of height and bulk, to the north of Washington Street. Montgomery Street, north of Washington Street, and Washington Street are characterized by mixed-use development, typically with retail/restaurant uses on the ground floor and residential/office uses above.

SOURCE: Atkins, 2013.

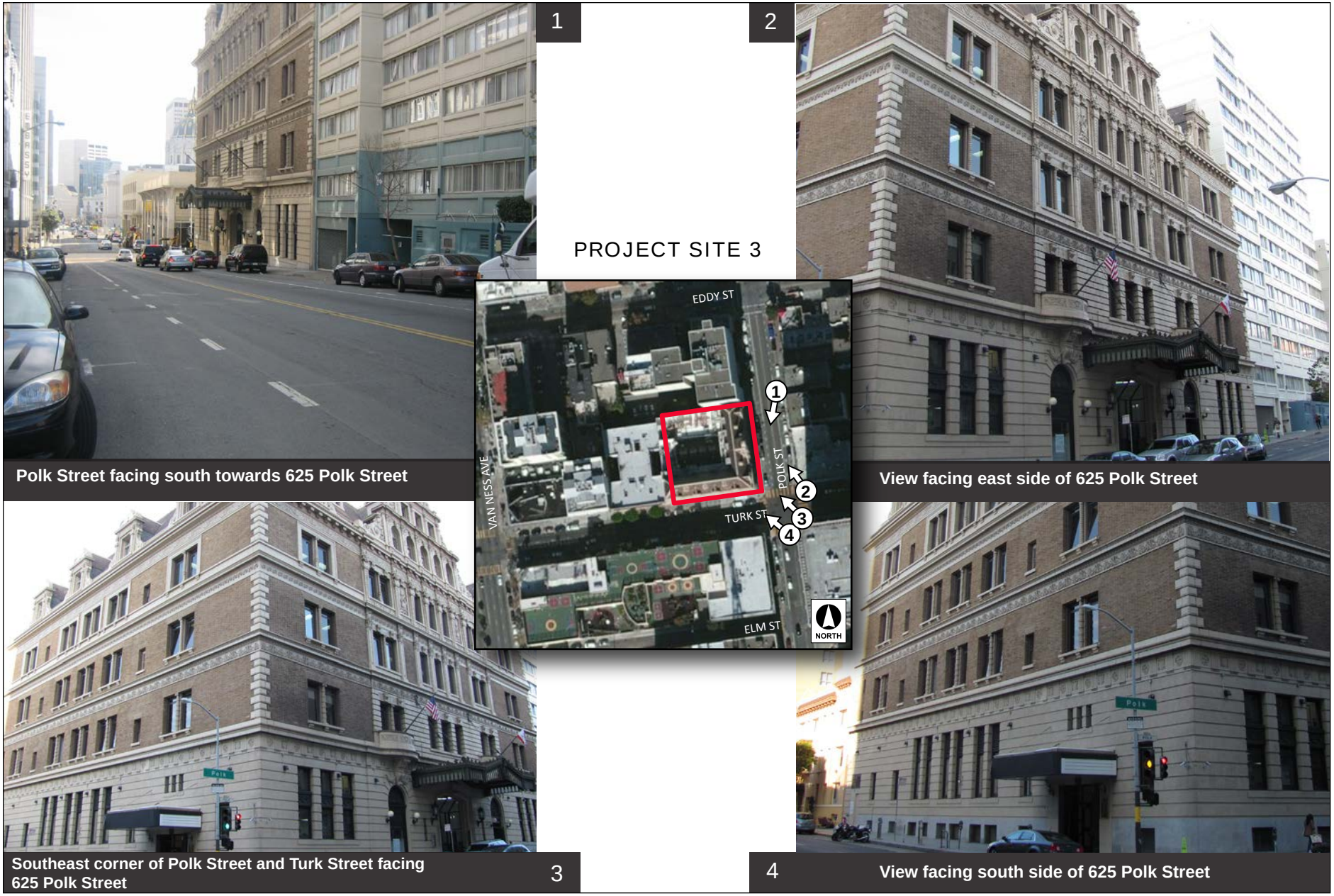
FIGURE 4.3-15: VIEWS OF PROJECT SITE 2 - 700 MONTGOMERY STREET

PS-3, 625 Polk Street

PS-3 is located at 625 Polk Street, and was formerly occupied by the California Culinary Academy. The building at 625 Polk Street, San Francisco City Landmark No. 174, is a five-story brick building built in 1912. As shown in Figure 4.3-16, Views of Project Site 3 – 625 Polk Street, p. 4.3-34, the main entrance and façade to the building is on Polk Street, with a side entrance on Turk Street. The first floor consists of a stone façade with a grid-like arrangement of window openings, while the third through fourth floors have a brick façade with a grid-like arrangement of window openings with decorative ornaments surrounding the windows in the center of the building. The fifth floor contains four gabled window structures on the façade fronting Turk Street and three gabled window structures on the façade fronting Polk Street. Above the gables the roofline is flat.

PS-3 is bordered by Turk Street to the south, Eddy Street to the north, Polk Street to the east, and Van Ness Avenue to the west. The areas surrounding PS-3 are visually defined by small- to medium-scale commercial, restaurant, and retail uses to the north and large-scale office and institutional uses to the south. The topography around PS-3 is generally flat. North of Turk Street, Polk Street contains one travel lane in each direction and parallel parking on both sides of the street. South of Turk Street, Polk Street contains two southbound travel lanes, one northbound travel lane, and parallel parking on the west side. Turk Street is a one-way westbound roadway with parallel parking on both sides of the street.

Polk Street is dominated by a variety of land uses, including hotels, restaurants, retail, commercial, and residential. Much of the streetscape is dominated by mixed-use development with retail and restaurant uses on the ground floor and residential and office uses above. Single and three-story adjoining buildings are interspersed in the areas surrounding PS-3, forming a consistent, urban façade with no setback from the sidewalk. Turk Street is characterized by a mix of commercial, retail, hotel, institutional, and residential uses with buildings generally adjoining one another. The buildings display a variety of building materials and patterns, window patterns, and rooflines. Notable uses in the area include the Tenderloin Community School on Turk and Van Ness and the Phillip Burton Federal Building at Turk and Golden Gate Avenue. There are no mature street trees directly in front of the building; however, there are mature street trees interspersed in the immediate vicinity that create shade on sidewalks and reduce the visual impact of building massing. Lighting at 625 Polk Street is generally consistent with the urban character and associated ambient lighting in the City as a whole.



SOURCE: Atkins, 2013.

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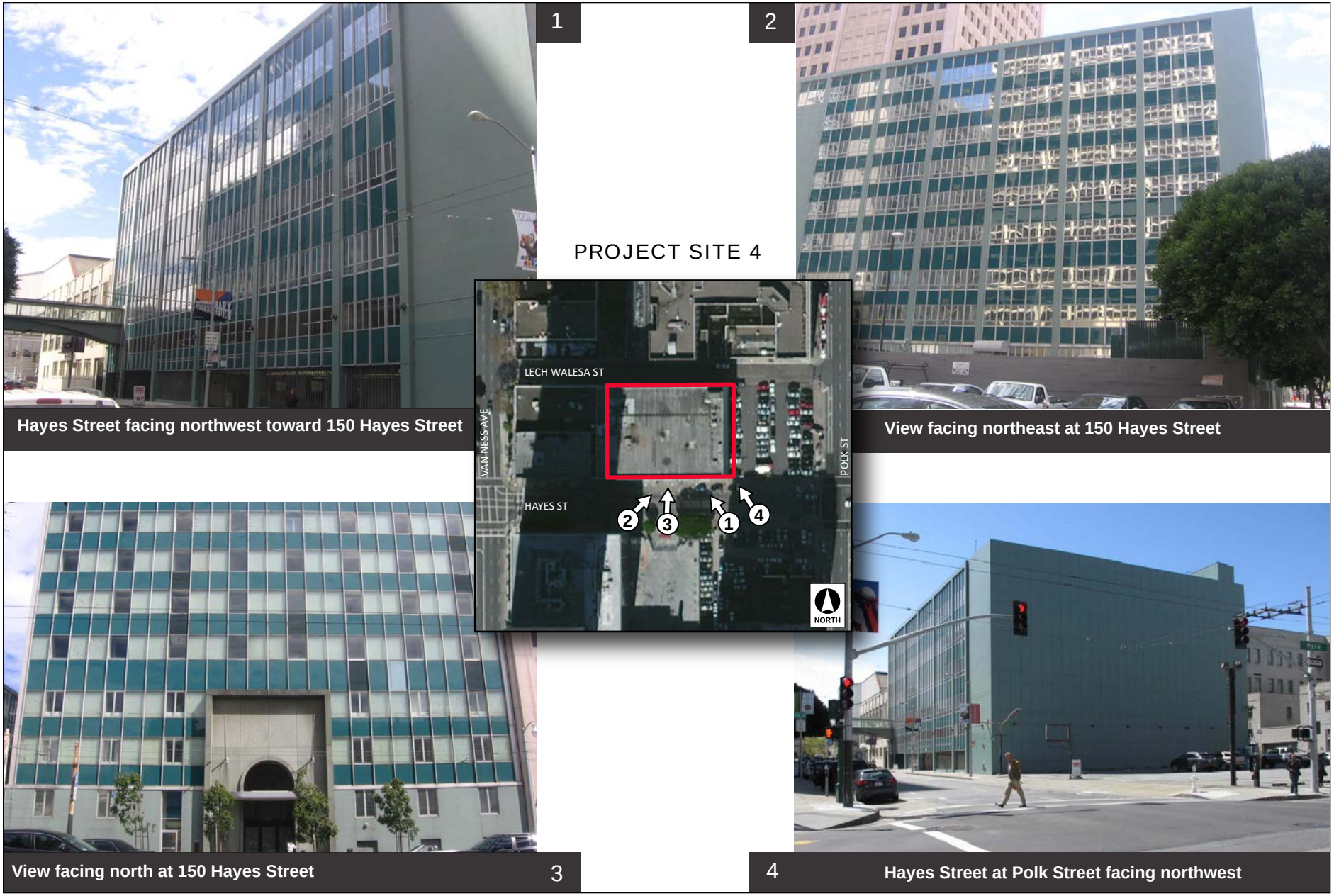
FIGURE 4.3-16: VIEWS OF PROJECT SITE 3 - 625 POLK STREET

PS-4, 150 Hayes Street

PS-4 consists of the former American Automobile Association building at 150 Hayes Street, located in the mid portion of the block bounded by Ivy (Lech Walesa) Street to the north, Polk Street to the east, Hayes Street to the south, and Van Ness Avenue to the west. The building at 150 Hayes Street is a six-story concrete building built in 1968. As shown in Figure 4.3-17, Views of Project Site 4 – 150 Hayes Street, p. 4.3-36, the main pedestrian entrance and façade to the building is on Hayes Street. Flanking the pedestrian entrance, the first floor contains two driveways providing access to the parking garage in the basement and the first two floors. The remaining portions of the first floor contain floor to ceiling metal grates opening into the parking garage. The second floor façade is separated into two segments with a grid-like arrangement of highly reflective decorative glass on the bottom half and metal grates opening into the parking garage on the top half. The third through sixth floors have reflective decorative glass, glass windows and frames, metal trim, and cement columns. There is a second-floor enclosed walkway connecting 150 Hayes Street to 150 Van Ness Street, which is not currently in use.

Van Ness Avenue (U.S. 101) is a major roadway adjacent to PS-4, linking Lombard Street and the Golden Gate Bridge in the north with U.S. 101 to the south. It has three travel lanes in each direction, a planted median strip, and parallel parking on both sides of the street. Hayes Street contains three westbound travel lanes and parallel parking on both sides of the street. Polk Street contains two southbound travel lanes, a bike lane on the west side of the street, and parallel parking on both sides of the street. Ivy (Lech Walesa) Street is a one way, westbound, low volume neighborhood street with parallel parking on the north side of the street.

The area around PS-4 is a mixture of offices, off-street parking lots, entertainment uses (Bill Graham Civic Auditorium, Davies Symphony Hall), government offices, the Civic Center plaza, and civic uses. There is a surface parking lot adjoining the building directly to the east and another surface lot across Hayes Street to the south. San Francisco City Hall and the Civic Center Plaza are located one block to the north. The Bill Graham Civic Auditorium is located one block to the east. The Davies Symphony Hall is located one block to the west and office uses dominate the area south of PS-4. Buildings in the area generally range from four stories to above 20 stories. Lighting at PS-4 is generally consistent with the urban character and associated ambient lighting in the City as a whole.



SOURCE: Atkins, 2013.

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FIGURE 4.3-17: VIEWS OF PROJECT SITE 4 - 150 HAYES STREET

PS-5, 121 Wisconsin Street

PS-5 is in the center portion of the block bounded by 16th Street to the north, Arkansas Street to the east, 17th Street to the south, and Wisconsin Street to the west in eastern San Francisco between Showplace Square and Potrero Hill neighborhoods. As shown in Figure 4.3-18, Views of Project Site 5 – 121 Wisconsin Street, p. 4.3-38, PS-5 is an open fenced lot used for bus storage with two trailers and a small shed totaling 1,140 sf at the east end of a 20,000 sf lot, which provides parking for 21 buses, lounge space, office space, restrooms, and storage for AAU purposes. Lighting at PS-5 is generally consistent with the urban character and associated ambient lighting in the City as a whole.

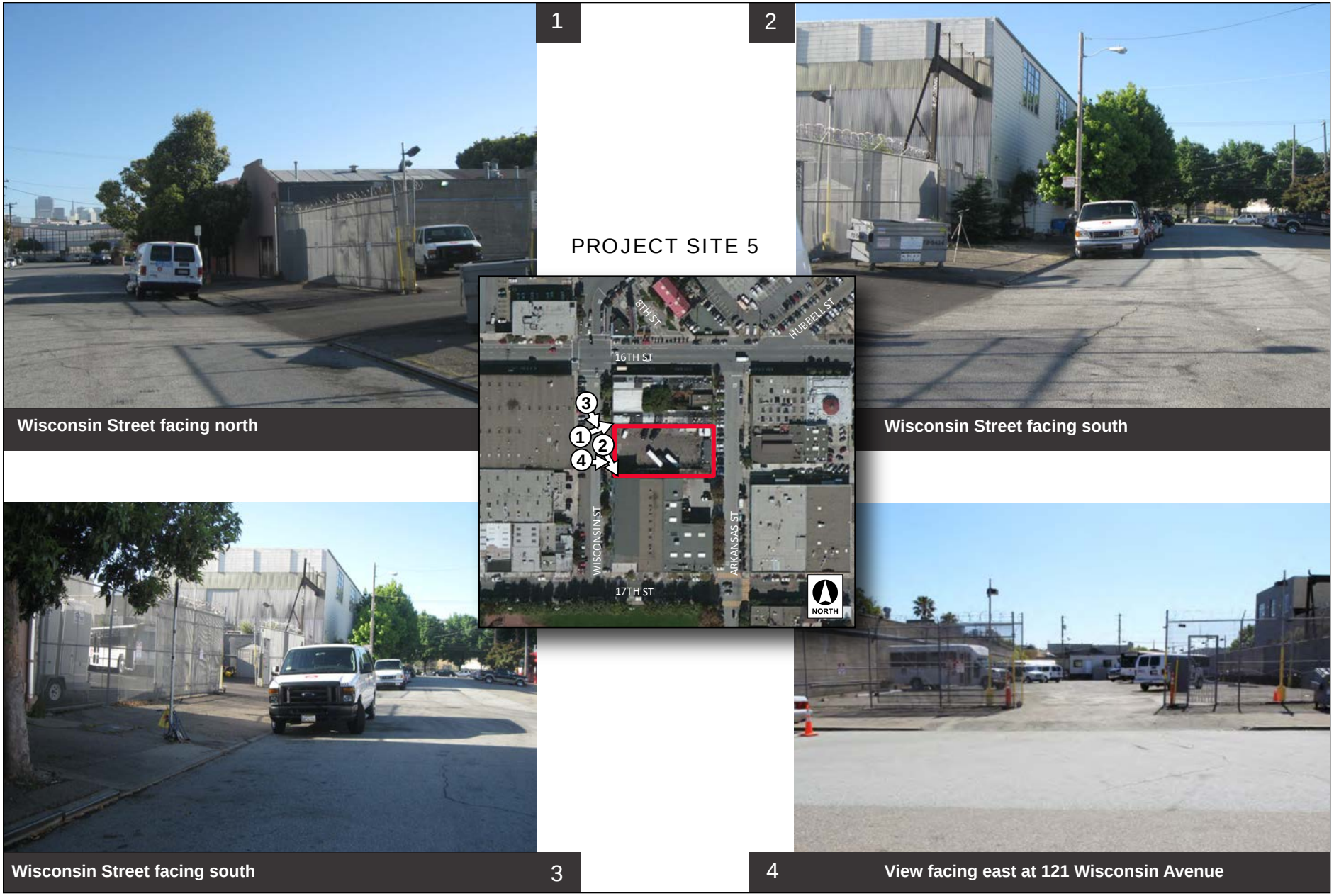
PS-5 is a single mid-block property that spans between Wisconsin and Arkansas Streets. The topography surrounding the property is flat. All of the streets surrounding PS-5 are low to medium volume and serve local neighborhood traffic. Both Wisconsin and Arkansas Streets have one travel lane in each direction and parking on both sides of the street. The west sides of Wisconsin and Arkansas Streets have 90-degree parking, while the east sides have parallel parking.

PS-5 is bounded by commercial and industrial uses to the north, east, south, and west. Jackson Playground and residential uses are located at the end of Wisconsin Street, half a block south of PS-5. Buildings in the area are generally one to two stories in height.

PS-6, 2225 Jerrold Avenue

PS-6 is located at 2225 Jerrold Avenue, in the Bayview Hunters Point neighborhood of southeastern San Francisco, between U.S. 101 and I-280 in a heavy industrial area. PS-6 is located on the southeasterly portion of a trapezoidal block bounded by Jerrold Avenue to the north, Upton Street to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west. The 125,581 sf lot at PS-6 contains a warehouse and parking facilities in the front and rear of the warehouse. The two-story 91,367 sf warehouse consists of office and storage uses. The parking areas on both sides of the warehouse building total 34,214 sf. The warehouse at PS-6 is shown on Figure 4.3-19, Views of Project Site 6 – 2225 Jerrold Avenue, p. 4.3-39. As shown, there is a surface lot for parking in front and back of the warehouse.

The area surrounding PS-6 is visually defined by light industrial, one to two-story warehouses and open storage yards. The topography in the area is flat. Lighting at PS-6 is generally consistent with the urban character and associated ambient lighting in the City as a whole. Jerrold and McKinnon Avenues both contain one travel lane in each direction with parking on both sides of the street. Upton Street is a one lane private street with 90-degree parking on both sides. There is a chain-link fence on both sides of Upton Street.



SOURCE: Atkins, 2013.

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FIGURE 4.3-18: VIEWS OF PROJECT SITE 5 - 121 WISCONSIN STREET

1

View at Jerrold Avenue facing west towards 2225 Jerrold Avenue

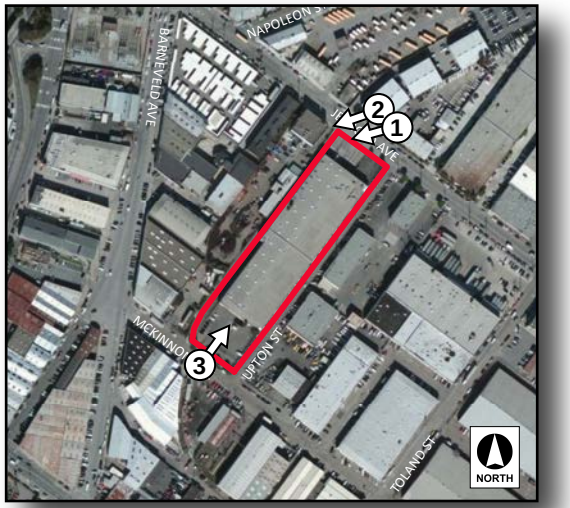
2

View at Jerrold Avenue facing west towards 2225 Jerrold Avenue

View at Mckinnon Avenue looking northeast through the parking lot

3

PROJECT SITE 6



SOURCE: Atkins, 2013.

FIGURE 4.3-19: VIEW OF PROJECT SITE 6 - 2225 JERROLD AVENUE

4.3.2 Regulatory Framework

Local

General Plan Urban Design Element

The Urban Design Element of the *General Plan* addresses San Francisco's physical character and environment with respect to development and preservation. Urban design policies require proposed projects to take into account the surrounding urban context through building design and placement. Policies emphasize visual amenities, including landscaping and pedestrian areas that are human scale.

Policy 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.

Policy 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Policy 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

Planning Code

Planning Code Article 6, Signs, regulates the installation of signs in San Francisco. Article 6 is intended to safeguard and enhance property values in residential, commercial, and industrial areas; protect the character and dignity of public buildings, open space and thoroughfares; and protect the distinctive appearance of San Francisco. Any further occupation and use of existing buildings that installs or removes a sign would need to comply with the regulations set forth in Article 6, including regulations designed to limit sign height, location, size, projection, and illumination controls. Sign permits are required for signs painted directly on walls, fabricated signs hung on a wall, and/or signs projecting from a building. When there is a structural component to a sign (i.e., a sign physically attached to a wall) a Building Permit Application is required as well.

4.3.3 Impacts and Mitigation Measures

Significance Thresholds

For purposes of this EIR, the Proposed Project would result in a significant impact related to aesthetics, if it would:

- Have a substantial adverse effect on a scenic vista
- Substantially damage visual resources, including, but not limited to, tree, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting

- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties

Approach to Analysis

Public Resources Code Section 21099(d), effective January 1, 2014, provides that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

a) The project is in a transit priority area.

b) The project is on an infill site.

c) The project is residential, mixed-use residential, or an employment center.

While some of the Proposed Project sites may meet the above criteria, aesthetics impacts are analyzed for the Proposed Project as a whole, given that the Proposed Project consists of a mix of program- and project-level growth.

This analysis evaluates the Proposed Project's effects related to visual resources in a qualitative manner and assumes the Proposed Project would be limited to occupancy and change of use at existing buildings in already developed areas of the City. As described in Chapter 3, Project Description, it is assumed that, upon occupation of existing buildings, AAU would implement typical tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting.

The analysis in this section focuses on the visual impacts of the addition of exterior signage to existing buildings and light and glare impacts associated with new lighting. Potential visual effects are assessed based on field reconnaissance and review of photographs of existing conditions from key viewpoints, as shown in Figure 4.3-2, Views of Study Area 1 – Lombard Street/Divisadero Street, p. 4.3-5, through Figure 4.3-19, Views of Project Site 6 – 2225 Jerrold Avenue, p. 4.3-39. Nuisance impacts such as litter and graffiti are social effects and are not CEQA issues and are not further discussed in this section. This section identifies program-level, project-level, combined program-level and project-level, and cumulative environmental impacts. The Proposed Project's potential contribution to cumulative aesthetics impacts are evaluated in the context of existing, proposed, and reasonably foreseeable future development expected in the Project vicinity.

Unlike the specific project sites, where specific buildings have been identified, the program-level analysis of AAU growth in the 12 study areas assumes that within the designated study areas, AAU could occupy any building to accommodate growth. However, beyond the project-level sites, no specific buildings within these areas have been identified. This section of the EIR does not evaluate the shuttle service expansion because this element of the Proposed Project would have no effect on aesthetics or visual quality/character, nor would aesthetics or visual quality/character conditions affect the shuttle service. Therefore, no analysis of aesthetics is warranted for this element of the Proposed Project.

As presented in Table 3-1, Existing AAU Facilities – EIR Baseline (September 2010), in Chapter 3, Project Description, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. These sites are, therefore, considered part of the EIR baseline conditions. As such, AAU activities at these 34 sites are part of the existing conditions accounted for in Section 4.3.1, Environmental Setting, p. 4.3-1, and in Chapter 3, Project Description. As described in Chapter 3, while these existing sites are part of the baseline conditions, the legalization of previous changes in use and/or appearance at these sites is part of the Proposed Project. However, because implementation of the Proposed Project would not change existing uses at these sites, the continued occupancy of the 34 existing sites would result in no physical impacts related to aesthetics. Further, while no further analysis of impacts related to changes in use at the 34 existing sites is included in this section, any potential aesthetics effects that resulted from pre-NOP changes at the 34 existing sites would be addressed in the Existing Sites Technical Memorandum.

Impact Evaluation

The following analysis consists of three general parts:

- **Program-Level Analysis**—This includes an analysis of AAU growth, which consists of potential occupancy and renovations in 12 study areas where specific buildings or locations are not currently known.
- **Project-Level Analysis**—This includes an analysis of the six project sites (i.e., 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin Street, and 2225 Jerrold Avenue).
- **Combined Program-Level and Project-Level Analysis**—This represents an analysis of the Proposed Project, which includes growth in the 12 program-level study areas and use of the six project sites.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact AE-1.1 **The Proposed Project, including growth in the 12 study areas, would not substantially affect scenic vistas or visual resources visible from publicly accessible areas in the study areas. (Less than Significant)**

The study areas are generally urban in visual character. Visual resources consist primarily of historical landmarks, as described above in the Environmental Setting section. Other identified scenic vistas and visual resources in the 12 study areas include Yerba Buena Gardens, located one block east of SA-6, Fourth Street/Howard Street, which is public open space and a scenic viewing area; views of the San Francisco Bay just south of SA-7, Rincon Hill East, on Bryant Street; and Victoria Manalo Draves Park in SA-11, Sixth Street/Folsom Street.

The Proposed Project would have a significant effect on scenic vistas or visual resources if it would substantially degrade important public view corridors and obstruct scenic views from public areas viewable by a substantial number of people or substantially damage resources, including, but not limited to, tree, rock outcroppings, buildings and structures, and other features of the built or natural environment which contribute to a scenic public setting.

View corridors are defined by physical elements such as buildings and structures that direct lines of sight and control view directions available to the public. The Proposed Project would result in the occupation and change of use of existing buildings within 12 study areas and does not propose any major additions or new development. The only exterior alterations that would occur in future occupied buildings by AAU would be tenant improvements, such as painting, relocation of or adding light fixtures, installation of awnings, window replacements, new fire sprinkler systems, new fire alarms or upgrades, and minor seismic retrofit work. Since there would be only minor exterior alterations, any changes to existing views of a scenic vista from a public area would be minimal as a result of the Proposed Project in the 12 study areas.

Additionally, any future installation of exterior features (i.e., signage, awnings, windows, or lighting) on buildings occupied by AAU would be required to adhere to the *Planning Code*. City regulations, including *Planning Code* Articles 10 and 11 and the City's CEQA Review Procedures for Historical Resources, generally require future alterations to historical buildings to comply with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (Secretary's Standards), where applicable, to minimize the impacts associated with rehabilitation and reuse of such structures. Further, any changes to buildings proposed for AAU occupation that are located within an "R" district would be required to comply with San Francisco's Residential Design Guidelines, which have design standards for alterations to existing structures. There would be only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal as a result of the Proposed Project in the 12 study areas and would not result in a substantial adverse impact to a scenic vista or visual resource. In addition, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards (where applicable) would help ensure

that installation of signs and other exterior features would not substantially degrade the existing visual character of the Project site and vicinity.

Further, since the Proposed Project would not involve new construction that would involve the disturbance of natural areas or features, such as trees, rock outcroppings, buildings and structures, and other features of the built or natural environment which contribute to a scenic public setting, no impact to such resources would occur.

Therefore, the Proposed Project, including growth in the 12 study areas would not have a substantial adverse effect on a scenic vista or a visual resource and this impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact AE-1.2 **The Proposed Project, including growth at the six project sites, would not substantially affect scenic vistas and visual resources visible from publicly accessible areas at the project sites. (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**
- **PS-4, 150 Hayes Street: Less than Significant**
- **PS-5, 121 Wisconsin Street: Less than Significant**
- **PS-6, 2225 Jerrold Avenue: Less than Significant**

PS-1, 2801 Leavenworth Street (The Cannery)

The Proposed Project at PS-1 would result in the change of use of this property from retail, commercial, and restaurant uses to institutional use. PS-1 has an Article 10 rating as a "Structure of Merit" and a Planning Department Historic Resource Status of "A" (Known Historic Resource), and is therefore considered a visual resource. AAU is proposing to add one larger sign on the Leavenworth Street side of the building (in place of the existing "Charley Brown's" sign), as well as smaller signs above doorways on the Leavenworth, Jefferson, and Beach Streets sides of the building and in the interior and exterior courtyards (see Figure 3-24, 2801 Leavenworth Street—Proposed Leavenworth Street Elevation, and Figure 3-25, 2801 Leavenworth Street—Proposed Beach and Jefferson Streets Elevation). Because the Proposed Project at PS-1 would be limited to interior improvements associated with the change of use and exterior signage, the Proposed Project would not result in any major additions or changes to the roofline or height and bulk of the building.

The closest visual resources to PS-1 are the San Francisco Bay and shoreline, which are not visible from any ground level public viewing areas in the immediate vicinity of PS-1. On the north side of PS-1, along the north side of Jefferson Street, there are buildings that block any direct view of the

Bay. The only view of the Bay in the immediate vicinity is from Leavenworth Street north of Jefferson Street, which is north of PS-1 and the Proposed Project would not impede these views. Additionally, neither the addition of signage nor other exterior tenant improvements would result in any substantial changes to the PS-1, which is considered a visual resource.

Additionally, any installation of signs or exterior alteration would be required to comply with the *Planning Code*. PS-1 is located in a C-2 (Commercial Business) zoning district and, as such, any sign installation would have to comply with *Planning Code* Article 6, Section 607, for signs placed in Commercial and Industrial Districts. Section 607 contains regulations designed to limit sign height, location, size, projection, and illumination controls. Further, as noted above, impacts associated with rehabilitation and reuse of this historical structure would be minimized by the City's CEQA Review Procedures for Historical Resources, which generally require compliance with Secretary's Standards. See Section 4.5, Cultural and Paleontological Resources, for further discussion of impacts to designated historical resources.

Therefore, because modifications at PS-1 would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project at PS-1 would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. In addition, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards (where applicable) would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity.

Mitigation: None required.

PS-2, 700 Montgomery Street

The Proposed Project at PS-2 would result in the change of use of this property from office and retail uses to institutional use. The building at PS-2 is designated San Francisco Landmark No. 212 by *Planning Code* Article 10 and is located within the Jackson Square Historic District, as identified by *Planning Code* Article 11. PS-2 is therefore considered a visual resource. As shown in Figure 3-43, 700 Montgomery Street—Proposed Washington and Montgomery Streets Elevation, in Chapter 3, the only exterior alterations proposed at PS-2 are the addition of the AAU signage above the building entry doorways on Washington and Montgomery Streets. The Proposed Project at PS-2 would also include exterior painting and interior construction associated with conversion of the space to AAU use.

The proposed AAU occupancy at 700 Montgomery Street would not result in new construction, building additions, or changes in the roofline of the existing building. Thus, any existing views of a scenic vista and/or visual resource from a public area in or around 700 Montgomery Street would remain the same. The next closest visual resource to 700 Montgomery Street is located directly across

the street to the south, the Transamerica Building, Landmark No. 52. The Proposed Project at PS-2 would not change or obstruct views of the Transamerica Building.

A Certificate of Appropriateness was filed in August 2014 for exterior signage. Further, exterior ornamentation would be required to comply with *Planning Code* requirements. PS-2 is located in a C-2 (Commercial Business) zoning district and, as such, any sign installation would have to comply with *Planning Code* Article 6, Section 607, for signs placed in Commercial and Industrial Districts. Section 607 contains regulations designed to limit sign height, location, size, projection, and illumination controls. Moreover, as a San Francisco–designated landmark and because PS-2 is located in the Jackson Square Historic District, any sign and/or awning installation would have to apply for a Certificate of Appropriateness to comply with *Planning Code* Article 10. Specifically, any proposed work would be required to preserve, enhance, or restore, and shall not damage the exterior architectural features of the landmark.

Because modifications at PS-2 would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project at PS-2 would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. In addition, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards, which are generally required as part of the Certificate of Appropriateness process and the City's CEQA Review Procedures for Historical Resources, would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity. See Section 4.5, Cultural and Paleontological Resources, for further discussion of impacts to designated historical resources.

Mitigation: None required.

PS-3, 625 Polk Street

The Proposed Project at PS-3 would result in the use of this property for institutional use. The building at PS-3 is designated San Francisco Landmark No. 174 by *Planning Code* Article 10, and therefore is considered a visual resource. The Proposed Project at PS-3 would involve the use of this site for institutional and classroom space, which would include installing signs on the individual doors of the major four-door entry on Polk Street, as well as on the two-door entry on Turk Street. The only exterior alterations currently proposed are the addition of the AAU signage and partial roof replacement. The Proposed Project at PS-3 would also include painting and installation of new lighting.

The proposed AAU occupancy at PS-3 would not result in new construction, building additions, or changes in the roofline of the existing building. Thus, any existing views of a scenic vista and/or visual resource from a public area in or around PS-3 would remain the same. The next closest visual resources to PS-3 are located four blocks to the south in the Civic Center. These resources are not visible from the immediate vicinity of the project site.

Signs or other exterior ornamentation would be required to comply with *Planning Code* requirements for sign installation. The project site is located in an NC-3 (Neighborhood Commercial—Moderate-Scale) zoning district and, as such, any sign installation require compliance with *Planning Code* Article 6, Section 607.1, for signs placed in Neighborhood Commercial Districts. Section 607 contains regulations designed to limit sign height, location, size, projection, and illumination controls. Moreover, as a San Francisco designated landmark, any sign and/or awning installation would be required to receive a Certificate of Appropriateness to comply with *Planning Code* Article 10. Specifically, any proposed work shall preserve, enhance, or restore, and shall not damage the exterior architectural features of the landmark. Compliance with the regulations set forth in Article 10 would ensure that any sign or awning installation would not result in a substantial adverse impact to a scenic vista or visual resource. A Certificate of Appropriateness was filed in January 2013 for the installation of exterior light fixtures and signage.

Because modifications at PS-3 would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project at PS-3 would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. In addition, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards, which are generally required as part of the Certificate of Appropriateness process and the City's CEQA Review Procedures for Historical Resources, would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity. See Section 4.5, Cultural and Paleontological Resources, for further discussion of impacts to designated historical resources.

Mitigation: None required.

PS-4, 150 Hayes Street

The Proposed Project at PS-4 would result in the change of use of this property from office with public parking and an auto diagnostics clinic to institutional and office uses. As shown in Figure 3-55, 150 Hayes Street—Proposed North Elevations, in Chapter 3, the only exterior alterations proposed at PS-4 are the addition of the AAU signage on the doors at the entrance to the building.

Because AAU occupancy at PS-4 would not result in new construction, building additions, or changes in the roofline of the existing building, any existing views of a scenic vista and/or visual resource from a public area in or around 150 Hayes Street would remain the same. The closest visual resources to PS-4 are located in the Civic Center, which is not visible from any ground level public viewing areas in the immediate vicinity of this project site.

Exterior ornamentation would be required to comply with *Planning Code* requirements for sign installation. PS-4 is located in a C-3-G (Downtown General) zoning district and, as such, any sign installation would be required to comply with *Planning Code* Article 6, Section 607 for signs placed in Commercial and Industrial Districts. Section 607 contains regulations designed to limit sign height,

location, size, projection, and illumination controls. Compliance with the regulations set forth in Article 10 would ensure that any sign or awning installation would not result in a substantial adverse impact to a scenic vista or visual resource.

Because modifications at PS-4 would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project at PS-4 would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. In addition, compliance with *Planning Code* Articles 10 and 11 regulations would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity.

Mitigation: None required.

PS-5, 121 Wisconsin Street

The Proposed Project at PS-5 would include the use of the site for bus storage yard, along with lounge, office, restroom, and storage space. This would include the addition of AAU signage and parking area repaving. AAU occupancy at PS-5 would not result in new construction, building additions, or changes in the roofline of the existing buildings, which are not permanent structures. Thus, any existing views of a scenic vista and/or visual resource from a public area in or around 121 Wisconsin Street would remain the same. There are no visual resources located in the immediate vicinity of the project site.

Signs or other exterior ornamentation would be required to comply with *Planning Code* requirements for sign installation.

Because modifications at PS-5 would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project at PS-5 would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. In addition, compliance *Planning Code* regulations would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

The Proposed Project at PS-6 would result in a change in use from a corporation yard for AAU to institutional recreation and office and storage use. Proposed AAU uses would include recreational uses, office uses, general storage (for AAU and the SFFD), vehicle storage (both inside and outside of the yard for San Francisco Fire Department trucks, Toy Program vans, other trucks, and tractor-trailers), and miscellaneous storage. As shown in Figure 3-68, 2225 Jerrold Avenue—Proposed South, East, and West Elevations, in Chapter 3, the Proposed Project at PS-6 would include new signs on the four doors (along with an existing above-door sign) along Jerrold Avenue and a new

building sign facing Upton Street. The installation of signage, and the replacement of the sidewalk, street curbs, and landscaping along McKinnon Avenue are the only proposed exterior alterations at PS-6.

AAU occupancy at PS-6 would not result in new construction, building additions, or changes in the roofline of the existing building. Thus, any existing views of a scenic vista and/or visual resource from a public area in or around 2225 Jerrold Avenue would remain the same. There are no visual resources located in the immediate vicinity of the project site.

Exterior ornamentation such as awnings, lighting, or windows would be required to comply with *Planning Code* requirements for sign installation. The project site is located in a PDR-2 (Production, Distribution, and Repair) zoning district and, as such, any sign installation or other exterior modifications would have to comply with *Planning Code* Article 6.

Because modifications at PS-6 would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project at PS-6 would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. In addition, compliance with *Planning Code* regulations would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity.

Mitigation: None required.

Overall, the Proposed Project at the six project sites would not result in adverse impacts to scenic vistas or visual resources, and this impact would be less than significant.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact AE-1.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not substantially affect scenic vistas and visual resources visible from publicly accessible areas in the study areas and at the project sites. (Less than Significant)**

As noted above, AAU proposes to occupy and use existing buildings and does not propose any new construction. Because there would be no new construction, any existing views of a scenic vista from a public area would remain the same. The only building alterations that would take place in the 12 study areas would be tenant improvements, such as interior construction (drywall, paint, and lighting), fire sprinkler/fire alarm upgrades, seismic retrofit work, lighting installation, awnings, and the addition of exterior signage. At the six specific project sites, exterior signage, painting, lighting installation, and replacement of sidewalk, street curbs, and landscaping are the only exterior improvements currently proposed.

As stated above under Impact AE-1.1, installation of signs or other exterior ornamentation, such as awnings, would be required to adhere to the *Planning Code* requirements for sign installation.

Further, as noted above, impacts associated from alterations of designated historical structures, which are considered visual resources, would be minimized with required compliance with the Secretary's Standards, which are generally required as part of the Certificate of Appropriateness process, permitting for alterations in Article 11 districts, and by the City's CEQA Review Procedures for Historical Resources. See Section 4.5, Cultural and Paleontological Resources, for further discussion of impacts to designated historical resources.

Therefore, because building alterations under the Proposed Project would include only minor exterior alterations, and any changes to existing views of a scenic vista from a public area would be minimal, the Proposed Project would not result in a substantial adverse impact to a scenic vista or visual resource, and this impact would be less than significant. Compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards (where applicable), also would help ensure that installation of signs and other exterior features would not substantially degrade the existing visual character of the project site and vicinity.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact AE-2.1 The Proposed Project, including growth in the 12 study areas, would not substantially affect the existing visual character or quality of the sites and their surroundings. (Less than Significant)

As stated above under Impact AE-1.1, the Proposed Project would result in the occupation and change of use of existing buildings in the 12 study areas and does not propose any major additions or new development. Since no specific improvements are proposed in the study areas at this time, activities undertaken at AAU's existing sites provide the basis for anticipating the potential improvements that are expected to take place under the Proposed Project. Such activities have primarily consisted of tenant improvements, such as installation of drywall for partitions, paint, replacement or installation of lighting, new fire sprinkler systems, new fire alarms or upgrades, some seismic retrofit work, and elevator modernizations. As stated above under Impact AE-1.1, any such improvements would be required to adhere to *Planning Code* requirements, and, if alterations to historical structures were proposed, these alterations would generally be required to comply with the Secretary's Standards under the City's CEQA Review Procedures for Historical Resources. Compliance with these requirements would also ensure that impacts of building alterations on the surrounding context, including existing and future visually distinct buildings, are minimized.

The Proposed Project, including modifications to existing buildings in the 12 study areas would not result in any new construction or additions, and therefore would not result in a substantial adverse impact to the visual character of existing buildings or the surrounding area. Further, the Proposed Project would be required to comply with the *Planning Code* and Secretary's Standards (where applicable) to further minimize impacts related to visual character. Therefore, this impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact AE-2.2 **The Proposed Project, including growth at the six project sites, would not substantially degrade the existing visual character or quality of the sites and their surroundings. (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**
- **PS-4, 150 Hayes Street: Less than Significant**
- **PS-5, 121 Wisconsin Street: Less than Significant**
- **PS-6, 2225 Jerrold Avenue: Less than Significant**

PS-1, 2801 Leavenworth Street (The Cannery)

The Proposed Project at PS-1 would result primarily in changes to the interior floor plans of the building in order to accommodate AAU institutional uses. External alterations to the building would consist of the addition of exterior signage, as described in Chapter 3, Project Description. More specifically, AAU proposes one larger sign on the Leavenworth Street side of the building, as well as smaller signs above doorways on the Leavenworth Street, Jefferson Street, and Beach Street sides of the building. Smaller signs are also proposed within the interior and exterior courtyards.

The building at PS-1 is located within the Fisherman's Wharf area of San Francisco, an urbanized area that includes retail, commercial, multifamily residential and restaurant uses. The numerous hotels and tourist attractions in the area make it prone to result in high levels of pedestrian activity. Proposed interior alterations would have no external visibility and thus no aesthetic impact on the streetscape character.

Exterior improvements would be required to comply with applicable *Planning Code* requirements. Under the City's CEQA Review Procedures for Historical Resources, exterior improvements would also be required to comply with the Secretary's Standards which regulate alterations to historical structures. Compliance with these regulations would ensure that installation of exterior features would not substantially change the visual character of the building or scenic views, thus avoiding substantial adverse impacts to the visual character of the existing building and maintaining its consistency with the surrounding neighborhood.

Because modifications at PS-1 would include only minor exterior alterations, the Proposed Project at PS-1 would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and this impact would be less than significant. Further, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

PS-2, 700 Montgomery Street

The Proposed Project at PS-2 would result primarily in changes to the interior floor plans of the building in order to accommodate additional AAU uses. External alterations to the building would consist of the addition of exterior signage above the entry doorways on Washington and Montgomery Streets and exterior painting, as described in Chapter 3, Project Description.

The building at PS-2 is located between North Beach and the Financial District, and is immediately surrounded by office, commercial, retail and restaurant uses. The building is designated according to *Planning Code* Article 10 as City Landmark No. 212, and is a contributory historical resource to the Jackson Square Historic District. Jackson Square was the central business district of early San Francisco and contains almost all of the surviving commercial buildings from the 1850s and 1860s.

Interior alterations would have no external visibility and thus no aesthetic impact on the streetscape character.

Exterior improvements would be required to comply with applicable *Planning Code* requirements. Under the Certificate of Appropriateness process and the City's CEQA Review Procedures for Historical Resources, exterior improvements would also be required to comply with the Secretary's Standards. Compliance with these regulations would ensure that installation of exterior features would not substantially change the visual character of the building, thus avoiding adverse impacts to the visual character of the existing building and maintaining its consistency with the surrounding neighborhood.

Because modifications at PS-2 would include only minor exterior alterations, the Proposed Project at PS-2 would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and this impact would be less than significant. Further, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

PS-3, 625 Polk Street

The Proposed Project at PS-3 would result primarily in changes to the interior floor plans of the building in order to accommodate additional AAU uses. External alterations to the building would consist of the addition of exterior signage and partial roof replacement, as described in Chapter 3, Project Description.

The building at PS-3 is located in the Tenderloin neighborhood, and is surrounded by a mix of retail, commercial, restaurant, residential, and institutional uses, including the Tenderloin Community

School, located south of PS-3 on Polk Street. The building is designated according to *Planning Code* Article 10 as City Landmark No. 174. The surrounding buildings include a mix of architectural styles.

Interior alterations would have no external visibility and thus no aesthetic impact on the streetscape character.

Exterior improvements would be required to comply with applicable *Planning Code* requirements. Under the Certificate of Appropriateness process and the City's CEQA Review Procedures for Historical Resources, exterior improvements would also be required to comply with the Secretary's Standards, which address alterations to historical structures. Compliance with these regulations would ensure that installation of exterior features would not substantially change the visual character of the building, thus avoiding adverse impacts to the visual character of the existing building and maintaining its consistency with the surrounding neighborhood.

Because modifications at PS-3 would include only minor exterior alterations, the Proposed Project at PS-3 would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and this impact would be less than significant. Further, compliance with *Planning Code* Articles 10 and 11 regulations and Secretary's Standards would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

PS-4, 150 Hayes Street

The Proposed Project at PS-4 would result primarily in changes to the interior floor plans of the building in order to accommodate additional AAU uses. External alterations to the building would consist of the addition of exterior signage, as described in Chapter 3, Project Description.

PS-4 is located near the Van Ness Avenue Corridor and the Civic Center, an area consisting of a mix of offices, parking lots, entertainment uses, government offices and civic uses, including San Francisco City Hall.

Interior alterations would have no external visibility and thus no aesthetic impact on the streetscape character.

Exterior improvements would be required to comply with applicable *Planning Code* requirements. Compliance with these regulations would ensure that installation of exterior features would not substantially change the visual character of the building, thus avoiding adverse impacts to the visual character of the existing building and maintaining its consistency with the surrounding neighborhood.

Because modifications at PS-4 would include only minor exterior alterations, the Proposed Project at PS-4 would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and this impact would be less than significant. Further, compliance with *Planning Code* regulations would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

PS-5, 121 Wisconsin Street

Under the Proposed Project, PS-5 would be used as a bus storage yard, and would include lounge, office, restroom, and storage space. As stated above, AAU does not propose any new construction. The only alterations to PS-5 would consist primarily of the addition of exterior signage and parking area repaving, as described in Chapter 3, Project Description.

PS-5 is located in an area characterized primarily by low-density industrial and commercial uses.

The installation of signage would be required to comply with applicable *Planning Code* requirements. Compliance with these regulations would ensure that installation of exterior features would not substantially change the visual character of the site, thus avoiding adverse impacts to the visual character of the existing site and maintaining its consistency with the surrounding neighborhood.

Because modifications at PS-5 would include only minor exterior alterations, and vehicle storage would not result in an adverse change in visual character, the Proposed Project at PS-5 would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and this impact would be less than significant. Further, compliance with *Planning Code* regulations would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

AAU proposes to change of the use of PS-6 and does not propose any new construction. The Proposed Project would result primarily in changes to the interior floor plans of the building in order to accommodate additional AAU uses. External alterations to the building would consist of the addition of exterior signage, exterior painting, and replacement of the sidewalk, street curbs, and landscaping along McKinnon Avenue, as described in Chapter 3, Project Description.

PS-6 is located in an area dominated by low-density, light industrial uses. Surrounding uses include the San Francisco Wholesale Produce Market, a mini storage company, the Blood Center of the

Pacific facility, and various other industrial uses, such as a power station and a USPS distribution center.

Interior alterations would have no external visibility and thus no aesthetic impact on the streetscape character.

Exterior improvements would be required to comply with applicable *Planning Code* requirements. Compliance with these regulations would ensure that installation of exterior features would not substantially change the visual character of the building, thus avoiding adverse impacts to the visual character of the existing building and maintaining its consistency with the surrounding neighborhood.

Because modifications at PS-6 would include only minor exterior alterations, the Proposed Project at PS-6 would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and this impact would be less than significant. Further, compliance with *Planning Code* regulations would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

Overall, implementation of the Proposed Project at the six project sites would not disrupt the existing visual character of the vicinity of the sites or have a substantial impact on existing scenic vistas, and this impact would be less than significant.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact AE-2.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not substantially degrade the existing visual character or quality of the site and its surroundings. (Less than Significant)**

As stated above under Impact AE-2.1, AAU proposes to occupy and use existing buildings and does not propose any new construction. AAU typically upgrades these buildings by implementing tenant improvements, including interior construction (drywall, paint, and lighting), fire sprinkler/fire alarm upgrades, limited seismic retrofit work, and addition of exterior signage.

Interior alterations would have no external visibility and thus no aesthetic impact on the streetscape character. Exterior alteration, such as installation of signage, awnings, lighting, windows, or any exterior improvements would be required to comply with applicable *Planning Code* requirements and, where applicable, with the Secretary's Standards, which address potential impacts associated with the rehabilitation and reuse of historical structures.

Therefore, because proposed modifications, either to unspecified buildings in the 12 study areas or at any of the specific project sites, would be minor and would not result in a demonstrable negative

change, or disrupt the existing visual character in the study areas or vicinity, and this impact would be less than significant. Further, compliance with the *Planning Code* regulations and Secretary's Standards (where applicable) would help ensure that installation of signs and other exterior features would not negatively change or disrupt the visual character of the site or vicinity.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact AE-3.1 **The Proposed Project, including growth in the 12 study areas, would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. (Less than Significant)**

The Proposed Project would result in the occupation and change of use of existing buildings in the 12 study areas and does not propose any major additions or new development. Lighting improvements generally would consist of replacing existing broken, worn out, or unsafe fixtures. At this time it is not known whether AAU would install any new lighting on the buildings it would occupy. However, as described above, this analysis assumes that tenant improvements could be required in the future that would involve exterior building alterations, which could include the installation of exterior lighting.

Should AAU install any lighting in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic and security purposes and/or to illuminate signs. Additionally, any future lighting would be required to comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Because buildings in the 12 study areas are located in lighted, urban areas, the addition of exterior lighting as a result of AAU occupancy would not substantially increase ambient lighting. Any increase in ambient light would be consistent with the urban character and associated ambient and security lighting of the City as a whole. Because the Proposed Project would be required to comply with Planning Commission Resolution 9212, and would minimally change the amount of lighting in the 12 study areas, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact. Therefore, the Proposed Project in the 12 study areas would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the study areas or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact AE-3.2 **The Proposed Project, including growth at the six project sites, would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**
- **PS-4, 150 Hayes Street: Less than Significant**
- **PS-5, 121 Wisconsin Street: Less than Significant**
- **PS-6, 2225 Jerrold Avenue: Less than Significant**

PS-1, 2801 Leavenworth Street (The Cannery)

The Proposed Project at PS-1 would result in the change of use to institutional uses. The Proposed Project would result in minimal changes to the existing lighting and would be limited to the replacement of existing broken, worn out, or unsafe fixtures. Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because PS-1 is located in a lighted, urban area, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project at PS-1 would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

PS-2, 700 Montgomery Street

Under the Proposed Project the entire building at PS-2 would be converted to AAU uses for institutional uses. This change in use would consist primarily of interior building alterations, and associated lighting improvements, which would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures. Therefore, AAU's proposed alteration and occupation of the building at PS-2 would not result in a substantial increase in ambient and security lighting in and around the project site.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally,

the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because PS-2 is located in a lighted, urban area, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project at PS-2 would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

PS-3, 625 Polk Street

Under the Proposed Project, PS-3 would be converted to AAU use. This change in use would consist primarily of interior building alterations, and associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures. Therefore, AAU's proposed occupation and change of use of the building at PS-3 would not result in a substantial increase in ambient and security lighting in and around the project site.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because PS-3 is located in a lighted, urban area, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project at PS-3 would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

PS-4, 150 Hayes Street

Under the Proposed Project, interior improvements would be made at PS-4 to accommodate use of the building as AAU office space. Because associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures, AAU's proposed occupation and change of use of the building at PS-4 would not result in a substantial increase in ambient and security lighting in and around the project site.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because PS-4 is located in a lighted, urban area, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project PS-4 would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

PS-5, 121 Wisconsin Street

Under the Proposed Project, PS-5 would continue to be used as a bus storage yard, along with lounge, office, restroom, and storage space. No changes are proposed at the site except for the addition of AAU signage and parking area repaving.

Because associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures, AAU's proposed occupation and change of use at PS-5 would not result in a substantial increase in ambient and security lighting in and around the project site.

Should any exterior lighting be installed in addition to what already exists, lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because PS-5 is located in a lighted, urban area, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project at PS-5 would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

Under the Proposed Project, PS-6 would include recreational and office uses, vehicle storage, and miscellaneous storage. Proposed changes would consist primarily of interior building alterations,

and associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures. Therefore, AAU's proposed occupation and change of use of the building at PS-6 would not result in a substantial increase in ambient and security lighting in and around the project site.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because PS-6 is located in a lighted, urban area, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project at PS-6 would not create a new source of substantial light or glare that would adversely affect day or nighttime views or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

Overall, implementation of the Proposed Project at the project sites would not create new sources of substantial light or glare that would adversely affect day or nighttime views at the project sites or that would substantially impact other people or properties, and this impact would be less than significant.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact AE-3.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. (Less than Significant)**

As stated previously, AAU proposes to occupy and use existing buildings and does not propose any new construction. At this time, with the exception of PS-3, where new lighting would be installed, AAU does not propose to install any new exterior lighting at the other five project sites or on the buildings it would occupy in the future.

Proposed changes would consist primarily of interior building alterations and signage installation, and associated lighting improvements would be limited primarily to the replacement of existing broken, worn out, or unsafe fixtures. Further, the study areas and project sites generally are located in areas that are urban and already well-lit. Therefore, the Proposed Project, including growth in the

12 study areas and the use of six project sites, would not result in a substantial increase in ambient and security lighting in and around the study areas or individual project sites.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the Proposed Project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because the study areas and specific project sites are located within lighted, urban areas, the addition of exterior lighting as a result of the Proposed Project would not substantially increase ambient lighting. Because the Proposed Project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, the Proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the study areas or at the project sites or that would substantially impact other people or properties, and this impact would be less than significant.

Mitigation: None required.

Cumulative Impacts

The study areas and the neighborhoods immediately surrounding them serve as the geographical context for cumulative impact analysis for visual quality. The cumulative context for the Proposed Project is downtown San Francisco, the Van Ness Avenue corridor, the Market Street corridor, the South of Market district, the Lombard Street corridor, the Fisherman's Wharf area, the Showplace Square/Potrero neighborhood, and parts of Bayview Hunters Point. This includes specific proposed development projects such as the 5M Project, the Moscone Center Expansion Project, 598 Brannan, and the 350 Eighth Project, as well as implementation of planning efforts for the Western SoMa Plan, the Central SoMa Plan, the Rincon Hill Plan, and the East SoMa Plan. Further detail regarding these and other cumulative projects considered in this analysis is included in Table 4-1, Cumulative Projects.

Impact C-AE-1 **The implementation of the Proposed Project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant aesthetic impact. (Less than Significant)**

As stated previously AAU proposes to occupy and use existing buildings and does not propose any new construction. As described in Impact AE-1.1 through Impact AE-3.3, these changes would result in less-than-significant aesthetic impacts. The effect of the Proposed Project within these areas of the City could contribute to cumulative impacts related to aesthetics. However, as stated above, the Proposed Project, including growth in the 12 study areas and at the six project sites, would be required to comply with all applicable policies, regulations, and ordinances, including the *Planning Code*, and would, therefore, result in less-than-significant impacts to aesthetics.

The cumulative effect of other development within these areas of the City could contribute to aesthetic impacts, including those related to obstructing scenic vistas and visual resources, degrading the existing visual character, and creating new sources of substantial light or glare. However, as with the Proposed Project, other proposed development within and adjacent to the Project study areas would be required to comply with the requirements of the City's *Planning Code*, Planning Commission Resolution 9212, and the Secretary's Standards if necessary. Compliance with these regulations would ensure that consistency with the surrounding neighborhoods would be maintained and that no substantial adverse cumulative impacts related to the degradation of visual resources or the introduction of new source of substantial light or glare would occur. Scenic views would be obstructed only by other projects that include substantial expansion of the height and/or mass of development. The Proposed Project does not include expansion of height or mass, and therefore would not contribute towards cumulative impacts associated with other projects of this type.

Thus, the Proposed Project would not result in a cumulatively considerable contribution to any cumulative aesthetic impacts within and surrounding the study areas and project sites, and this impact would be less than significant.

4.4 POPULATION, HOUSING, AND EMPLOYMENT

This section describes the potential for the proposed Academy of Art University (AAU) Project (Proposed Project) to affect the population, housing, and employment of the City of San Francisco. Because population growth and increased housing demand can result from increased employment opportunities, background information is included on employment, and the analysis includes the indirect effects on population and housing from the employment opportunities resulting from the project. Some population, housing, and employment issues were raised during the NOP scoping period. Specifically, comments were made regarding displacement of existing housing. These areas of concern are addressed in this section. While the baseline year for this analysis is 2010, population, housing, and employment data for subsequent years is also provided herein for informational purposes.

4.4.1 Environmental Setting

Regional Overview

Population

The 2010 census shows 805,000 people living in San Francisco—an increase of approximately 28,000 people, or about four percent, from April 2000 through April 1, 2010.[64] During this period, the City's population exceeded its prior peak of 780,000 residents recorded in 1951. As of January 2014, there were 836,620 people living in San Francisco.[65] According to City projections,[66] San Francisco is expected to reach a population of approximately 867,100 by 2020, an increase of approximately 7.7 percent from the 2010 population.

Table 4.4-1, Population Trends 2010–2020, p. 4.4-2, presents the 2010 Census population data and ABAG population projections for 2015 in the Bay Area region and in the City, and City projections for 2020. According to the 2010 Census, the population in the Bay Area region (the nine Bay Area counties as included in ABAG projections) was 7,150,739 residents. By 2020, the population in the Bay Area region is projected to reach over eight million, an increase of approximately 12 percent.

[64] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State 2010–2011, with 2010 Benchmark.
[65] California Department of Finance, E-4 Population Estimates for Cities, Counties and the State 2011–2014, with 2010 Benchmark.
[66] American Community Survey 2006–2010, http://www.census.gov/acs/www/ (accessed January 18, 2012).

Table 4.4-1 Population Trends 2010–2020

	2010[a]	*2015*[b]	*2020*[c]	*Change from 2010–2020*
Bay Area	7,150,739	7,677,500	8,018,000	867,261 (12.1%)
San Francisco	805,235	837,500	867,100	61,865 (7.7%)

SOURCES:
a. U.S. Census, 2010.
b. ABAG, Projections 2009.
c. City of San Francisco, Department of City Planning 2009.

Housing

The City's official housing inventory counted more than 368,000 housing units in 2010 – an increase of 23,600 units between April 2000 and 2010[67] – and more than 376,000 units in 2013.[68] Census data reported by the State of California Department of Finance show almost 377,000 housing units in the City as of April 1, 2010, with an estimated vacancy rate of 8.3 percent, or 31,100 available housing units.[69] For informational purposes, since the publication of the NOP in 2010, as of January 2014, the vacancy rate in the City was 8.2 percent, or about 31,250 vacant units, consistent with the 2010 baseline.[70] According to recent Planning Department figures, there were nearly 4,600 housing units under construction in the City in the first calendar quarter of 2014.[71]

According to 2010 Census data, the nine-county region contained a total of approximately 2,785,948 housing units in 2010 with an average vacancy rate of 6.4 percent. The estimated household size for the region overall was 2.61 persons per household,[72] as compared to 2.3 persons per household in the City and County of San Francisco. San Francisco's population accounts for about 19 percent of the nine-county region's total population.

The number of housing units and households[73] within the Bay Area has increased substantially since the 1960s and growth is projected to continue through 2020.[74] ABAG defines a "household" as "… another term for an occupied dwelling unit." A household includes all persons who occupy a "housing unit," defined as a "group of rooms or a single room occupied as separate living quarters where occupants live separately from other persons in the building and have direct access from

[67] San Francisco Planning Department, *San Francisco Housing Inventory* (April 2011).
[68] San Francisco Planning Department, *San Francisco Housing Inventory* (April 2014).
[69] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State 2011–2014, with 2010 Benchmark.
[70] California Department of Finance, E-5 City/County Population and Housing Estimates 1/1/14.
[71] San Francisco Planning Department, *Pipeline Report: First Quarter 2014i*, http://www.sf-planning.org/index.aspx?page=1691, reviewed June 18, 2014.
[72] As with the estimate of 2010 San Francisco household size, this estimate assumes the same percentage of the total population of the nine-county area living in households in 2010 as in 2000 (98.04 percent).
[73] ABAG projections 2009, CD Appendix, p. 13.
[74] Association for Bay Area Governments, *Projections and Priorities 2009, San Francisco Bay Area Population, Household, and Job Forecasts* (2009).

outside the building or through a common hall." A household, on the other hand, can include more than one family.

As shown in Table 4.4-2, Household Population and Household Growth 2010–2020, the number of households within the nine-county Bay Area is projected to increase from approximately 2.67 million in 2010 to 2.91 million in 2020, a 9.1 percent increase. Similarly, the household population is expected to increase by 9.3 percent over this same period. Household population includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. There are two major categories of households, "family" and "nonfamily". Table 4.4-2 also presents household population and household trends between 2010 and 2020 for the City. The City is projected to experience continued household growth through 2020, reaching an estimated total of 372,750 households, for an overall increase of approximately 26,070 households, a 7.5 percent increase from 2010.

Table 4.4-2 Household Population and Household Growth 2010–2020

	2010	*2015*	*2020*	*Change 2010–2020*
Bay Area Region				
Household Population	7,193,000	7,524,800	7,862,900	669,900 (9.3%)
Households	2,667,340	2,784,690	2,911,000	243,660 (9.1%)
Average Household Size	2.70	2.70	2.70	—
City and County of San Francisco				
Household Population	789,100	816,400	845,800	56,700 (7.2%)
Households	346,680	359,170	372,750	26,070 (7.5%)
Average Household Size	2.28	2.27	2.27	—

SOURCE: ABAG, projections 2009.

In addition, Table 4.4-2 shows the average household size within the Bay Area region and the City. The average household size is projected to remain stable within the Bay Area region from 2010 to 2020, at 2.7 persons per household. San Francisco has a smaller persons per household ratio compared to the Bay Area as a whole, at 2.27 persons per household.

Employment

In 2010, San Francisco's employment was approximately 568,730 persons, a decrease of approximately six percent, or 36,000 workers, from the high in 2008 of 605,000 workers.[75]

[75] These estimates of employment by place of work count part-time and full-time jobs equally. People who hold more than one job may be counted more than once.

Employment in San Francisco is projected to grow to approximately 766,500 by 2040, an increase of nearly 35 percent from 2010, according to Planning Department forecasts.[76,77]

ABAG 2009 projections indicate that the total jobs in San Francisco in 2020 will be 647,190, an increase of 78,460 jobs compared to 2010 levels. Table 4.4-3, Employment Trends and Projections, 2000–2020, presents data relating to employment trends and projections in San Francisco and the nine-county Bay Area.

Table 4.4-3 Employment Trends and Projections, 2000–2020

	Area	2000[a]	2005[a]	2010[a]	2015[b]	2020[b]
Total Labor Force	Bay Area Counties	3,728,900	3,502,200	3,195,400	3,825,100	4,117,200
	San Francisco	472,500	414,100	438,100	447,200	476,300
Total Jobs	Bay Area Counties	3,596,300	3,328,900	2,905,800	3,825,100	4,117,200
	San Francisco	642,500	553,090	568,730	606,540	647,190
% of Regional Employment	Bay Area Counties	—	—	—	—	—
	San Francisco	17.9	16.6	19.6	15.9	15.7
Unemployed	Bay Area Counties	132,700	173,200	289,500	—	—
	San Francisco	16,100	20,800	39,800	—	—
% Unemployment	Bay Area Counties	4.0	5.3	8.7	—	—
	San Francisco	3.4	5.0	8.6	—	—

SOURCES:
a. California Employment Development Department, Labor Market Data.
b. Association of Bay Area Governments 2009 projections.

There have been substantial fluctuations in the level of employment in San Francisco and elsewhere in the Bay Area over the past decade. The Bay Area and San Francisco economies experienced strong growth through 2000, and the crash of "dot com" ventures and the subsequent recovery show a net job loss in the years between 2000 and 2005 of approximately 89,410. The subsequent job loss in San Francisco that occurred as a result of the economic downturn that began in 2007 was more severe than the job loss in most other parts of the region, with the exception of Santa Clara County.

For informational purposes, since the publication of the NOP in 2010, San Francisco has experienced substantial job growth, including a 6.1 percent increase in employment from 2011 to 2012.[78] As the Bay Area continues to recover from the lingering effects of the recession, job growth is expected to continue. Approximately 1.1 million new jobs are expected to be created in the Bay Area between 2010 and 2040, and the Bay Area's three regional centers (San Francisco, San Jose, and Oakland) are

[76] San Francisco Planning Department, *San Francisco Land Use Allocation, Central SoMa* (July 2013) (December 23, 2013).

[77] California Employment Development Department, Labor Market Data.

[78] City and County of San Francisco Controller's Office, http://sfbarometer.weebly.com/ accessed (June 17, 2014).

expected to accommodate 38 percent of regional job growth. More than half of these jobs would be created between 2010 and 2020, which includes the recovery of close to 300,000 jobs lost during the recession.[79]

Labor Force

The most recent economic recession resulted in high unemployment in San Francisco, where the annual unemployment rate rose to a high of approximately 10 percent in 2009. As shown in Table 4.4-3, Employment Trends and Projections, 2000–2020, p. 4.4-4, unemployment in San Francisco dropped somewhat in 2010 to 8.6 percent. Across Bay Area Counties, including San Francisco, the unemployment rate was 8.7 percent in 2010, with approximately 289,500 people looking for employment. Since the 2010 publication of the NOP, in January 2011, the City's unemployment rate rose again to 9.5 percent, with 43,200 unemployed residents of a total labor force of 458,000.[80,81] As the region began to recover from the job losses experienced during the recession, unemployment rates began to decrease. Between May 2011 and May 2013, the unemployment rate in San Francisco fell from 8.3 percent to 5.2 percent.[82] In December 2013, the City's unemployment rate fell below five percent for the first time since May 2008, to 4.8 percent.[83]

The unemployment rate measures unemployed individuals as a percentage of people who are working or actively looking for work. As a result of the "internet bubble," the year 2000 represented a peak for labor force participation and employment of City residents; about 457,000 of the people living in San Francisco were employed in 2000, according to the California Employment Development Department. That number stood at 414,400 employed residents in 2010. During a period of population growth between 2000 and 2010, the number of San Francisco residents in the labor force decreased by 14,800, while the number of employed residents decreased by about 42,300 and the number of unemployed residents increased by 27,500.[84]

San Francisco's employed residents work not only in the City but also elsewhere in the regional labor market. Decentralization of regional employment beginning in about 1960 resulted in erosion

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[79] ABAG, MTC, Plan Bay Area, Final Forecast of Jobs, Population, and Housing (July 2013).

[80] The labor force is defined generally as the sum of individuals who are working or actively seeking work (i.e., employed and unemployed individuals). Unemployed individuals are those who do not have a job and are actively seeking, and available for, work (or were temporarily laid off and are waiting to be recalled to a job) (California Labor Market Review [April 2010], www.calmis.ca.gov/file/lfmonth/calmr.pdf, via www.labormarketinfo.edd.ca.gov/?pageid=164 [accessed June 2011]).

[81] California Employment Development Department, Labor Force and Unemployment Data, http://www.labormarketinfo.edd.ca.gov/?pageid=164 (accessed June 10, 2011).

[82] Bureau of Labor Statistics, Unemployment in San Francisco Bay Area by County – May 2013, http://www.bls.gov/ro9/lausbayarea.pdf (accessed June 2014).

[83] City and County of San Francisco Controller's Office, http://sfbarometer.weebly.com/ (accessed June 17, 2014).

[84] California Employment Development Department, Labor Force and Unemployment Data, http://www.labormarketinfo.edd.ca.gov/?pageid=164 (accessed June 10, 2011); 2000 and 2010 figures are annual averages.

of the share of the City's employed population working in San Francisco. In 1960, almost all (94 percent) employed residents worked in the City. By comparison, the 2007–2009 American Community Survey indicates the percentage of employed residents working in San Francisco holding steady at 76 to 78 percent. The proportion of the City's residents commuting to jobs outside San Francisco has increased from six percent in 1960 to 22 percent in 2009.

Employed residents living and working in San Francisco hold 56 percent of the jobs located in the City. Commuters from other Bay Area counties hold about 43 percent of San Francisco jobs, while commuters from outside other Bay Area counties account for about one percent of San Francisco jobs. As with the percentage of City residents working in the City, the proportion of San Francisco jobs held by people also living in the City has declined over time. In 1960, San Francisco residents held almost three-quarters of the jobs in the City. The percentage declined to about 56 percent by 1980 and has remained at about that level ever since.

Table 4.4-4, Bay Area Commuting Patterns (Workers Commuting to San Francisco in 2000), p. 4.4-6, shows the most recently available data on commuting patterns to San Francisco from Alameda, Contra Costa, Marin, and San Mateo Counties. The table shows that a large number of commuters travel to work in San Francisco; in 2000, approximately 44 percent of the City's jobs were filled by workers commuting into San Francisco. These trends and the stabilization of intraregional commute patterns are illustrative of the growth of Bay Area suburbs, the de-concentration of business location options leading to the diminution of San Francisco's position as regional employment center that has been partly offset by the development of regional transportation systems designed to bring commuters to central city jobs.

Table 4.4-4 Bay Area Commuting Patterns (Workers Commuting to San Francisco in 2000)

Origin	*Number of Employees*	*Percent of Total*
Alameda County	72,035	27.2%
Contra Costa County	49,525	18.7%
Marin County	30,894	11.6%
San Mateo County	71,702	27.0%
Subtotal	*224,156*	*84.5%*
Other Counties	41,135	15.5%
Total	***265,291***	***100%***

SOURCE: California Employment Development Department, *County to County Commute Patterns* (April 2011).

AAU Growth Trends

As of fall 2010, the baseline year for this EIR, AAU had an enrollment of 17,711 students—11,182 on-site students and 6,529 on-line students. In 2010, AAU employed 1,294 faculty and 997 staff,[85] including 201 full-time faculty and 1,093 part-time faculty, and 727 full-time staff and 270 part-time staff.[86] Historic growth is illustrated in Table 4.4-5, Historic AAU Growth (2000–2013), p. 4.4-7.

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

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

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

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

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

In 2010, the baseline year for the Proposed Project, the ratio of faculty/staff to on-site students was 0.20. Enrollment of online students contributes only modestly to on-site faculty/staff needs, while on-site student enrollment correlates closely to faculty/staff figures. Therefore, the assumption for this EIR is that the number of faculty and staff required to support any given number of students would increase proportionally using the baseline year ratio of 0.20 (for faculty/staff to on-site students) for AAU future growth.

For informational purposes, since the publication of the NOP in 2010, AAU enrollment growth slowed between 2010 and 2013, likely due to the effects from the dampened economy, which initially might propel unemployed workers towards further education, but in a prolonged state, eventually leads to decreased enrollment. Actual on-site enrollment growth from 2000 to 2013 was 80 percent, at a six percent annual growth rate. The Proposed Project anticipates the on-site student population will grow from 11,182 to 17,282 by 2020. This is approximately a 50 percent increase over 10 years, and an annualized growth rate of five percent. This EIR considers student and faculty/staff

[85] The faculty at AAU are the employees entrusted with teaching and curriculum while the staff are associated with the administration and day to day functioning of the university.

[86] Information regarding full and part-time faculty and staff was provided from data from the AAU ADP Payroll.

growth and increased enrollment at AAU's projected rate of five percent as a reasonable assumption given flat or negative growth between 2010 and 2013.

AAU Student Housing

AAU's existing residential uses as of 2010, totaling 499,776 square feet (sf) of student housing and associated facilities, are listed in Table 4.4-6, Existing Residential Facilities, p. 4.4-9. Between 1993 and 2007, AAU converted a total of 17 existing buildings from residential uses or tourist hotels to student housing. AAU occupies residential "rooms" which generally contain two beds, "apartments" which contain three to four beds, and "units" which contain more than four beds. The 17 buildings range from 192 sf to 525 sf per resident, and an average of 280 sf per resident.[87]

Existing AAU residential facilities house approximately 15 percent of the total on-site student population, including those who have studied at AAU for multiple years. The majority of AAU students not residing in AAU housing (approximately 47 percent of all on-site students) seek private housing within various areas of the City, while the remainder (32 percent) lives outside of San Francisco in the East Bay, South Bay/Peninsula, and North Bay. Approximately six percent of AAU students live in unknown locations (AAU, 2014).[88]

Future Provision of AAU Student Housing

The City enacted via ordinance prohibitions against postsecondary educational institutional uses converting residential uses to student housing in September of 2012, codified in *Planning Code* Sections 102.36 and 317 ("Student Housing Legislation"). Conversions that predated the ordinance were not grandfathered as legal uses. The Planning Department estimates that approximately 448 to 1,131 beds or 164 to 399 rooms of AAU residential use would be displaced as a result of this legislation. According to the project sponsor, if these units were displaced, AAU is not proposing to replace these units and students would seek out their own housing.[89] The effect of increased housing demand among AAU students should these units be vacated is addressed.

[87] The 525 sf per resident includes office space at 620 Sutter Street, which slightly inflates the sf/resident amount.
[88] The residential locations of these students are unknown because they have not provided addresses to AAU.
[89] Letter from Elisa Stephens, AAU President (February 17, 2015).

Table 4.4-6 Existing Residential Facilities

Location No.	*Address*	*Year Occupied*	*AAU Use in Building (sf)*	*Layout and Capacity*[a]	*Average sf per Student*
3	1727 Lombard St	2007	16,371	52 rooms; 81 beds	202
4	2211 Van Ness Ave	2005	5,076	3 apartments, 8 rooms, 1 commercial unit; 20 beds	254
5	2209 Van Ness Ave	1998	11,897	22 rooms; 56 beds	212
7	1900 Jackson St	1997	10,798	9 apartments; 28 beds	386
9	1916 Octavia St	1995	13,171	22 rooms; 47 beds	280
11	1153 Bush St	1998	10,456	15 rooms; 37 beds	283
12	1080 Bush St	1999	24,528	42 apartments, 15 rooms; 122 beds	201
13	860 Sutter St	2003	35,292	89 rooms; 184 beds	192
14	817–831 Sutter St	2006	51,990	114 rooms, café; 222 beds	234
15	736 Jones St	1994	20,321	34 apartments; 70 beds	290
17	1055 Pine St	2000	36,213	81 rooms, cafeteria; 155 beds	234
19	680–688 Sutter St	1993	15.996	28 apartments, gallery; 67 beds	239
20	620 Sutter St	2005	67,775	offices, recreation, 65 rooms; 129 beds	525
21	655 Sutter St	1999	37,716	61 rooms; 166 beds	227
24	560 Powell St	1996	18,790	27 apartments; 64 beds	294
29	575 Harrison St	2007	35,491	33 units; 129 beds	275
32	168 Bluxome St	2007	87,895	61 units; 208 beds	423
Total			***499,776 sf***	***95 units, 143 apartments, 544 rooms; 1,785 beds***	***Avg. 280***

SOURCE: AAU (2013).
a. Rooms generally contain two beds, apartments contain three to four beds, and units contain more than four beds.

4.4.2 Regulatory Framework

The following acts, codes, and plans are relevant to population and housing in the study areas and at the project sites. There are no federal or state population, housing, and employment regulations applicable to the Proposed Project.

Regional Regulations

San Francisco Bay Area Housing Needs Plan 2007–2014

The Regional Housing Needs Allocation (RHNA) process is a state mandate designed to address the need for housing throughout the state. As part of RHNA, the State requires each jurisdiction to plan for its share of the region's housing need, for people of all income categories. The Bay Area's regional housing need is specified by the California Department of Housing and Community Development (HCD) and finalized through negotiations with ABAG. ABAG then allocates a portion

of the regional need, for all income groups, to every jurisdiction in the Bay Area. The jurisdictions must then plan for that need in their local housing elements, which must be eventually certified by HCD. The RHNA process does not necessarily encourage or promote growth, but rather requires communities to anticipate projected growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment. It consists of two measurements of housing: *(a)* existing need and *(b)* future need.

The Regional Housing Needs Plan for the 2007–2014 period was published in June 2008, and San Francisco's allocation is incorporated into the City's Housing Element (adopted June 2011). The housing allocation is expressed not only as an overall housing production target to alleviate tight housing market conditions and reduce long-distance commuting, but, more importantly, as separate targets for production of housing affordable to various household income categories. San Francisco's 2007–2014 goal is just over 31,000 units, which represents almost 15 percent of the regional total. This allocation amounts to housing production of about 4,160 units per year. This overall production goal is almost two times what was actually achieved during the last decade of strong housing production in the City. A substantial component of the City's housing needs allocation is for affordable housing. The 2014 Housing Element Regional Housing Needs Assessment estimates that 57 percent of the production should be affordable to moderate-, low-, and very-low-income households.

Local Regulations

City of San Francisco

The following City regulations are specifically applicable to the Proposed Project. These regulations include regulations on the conversion of housing, or relocation of housing, including residential hotels.

San Francisco General Plan

Several of the priority policies of the *General Plan* establish the City's interest in affordable housing, economic diversity, and a broad range of employment opportunities for residents. In addition, the *General Plan* Commerce and Industry Element sets forth goals for evaluating land use and other public policy directions that guide economic development. The element acknowledges that many objectives for commerce and industry are largely beyond the realm of local control – particularly land use control – but puts forth generalized objectives as a framework for guiding public and private decisions related to economic development. In addition, the *General Plan* Housing Element describes housing needs and identifies the capacity for new housing in the City based on land supply and development capacity. This element focuses on the City's critical need for affordable housing. The Housing Element establishes goals for housing production as well as policies related to mitigating the impacts of growth on the housing market that are relevant to evaluation of the Proposed Project.

Residential Hotel Unit Conversion and Demolition Ordinance (San Francisco Administrative Code Chapter 41)

The Residential Hotel Unit Conversion and Demolition Ordinance establishes the status of residential hotel units and regulates the demolition and conversion of residential hotel units to other uses, and by administrative and judicial remedies. To the extent AAU seeks to convert any residential hotel units to AAU use, such a conversion would be subject to the terms of the ordinance.

Residential Rent Stabilization and Arbitration Ordinance (San Francisco Administrative Code Chapter 37) (Ordinance 181-79)[90]

The Residential Rent Stabilization and Arbitration Ordinance was established to safeguard tenants from excessive rent increases and, at the same time, to assure landlords fair and adequate rents. The ordinance was enacted to address the "shortage of decent, safe and sanitary housing in the City and County of San Francisco resulting in a critically low vacancy factor." The Board found that tenants displaced as a result of their inability to pay increased rents must relocate but as a result of such housing shortage are unable to find decent, safe and sanitary housing at affordable rent levels. The Board also found that this situation has had a detrimental effect on substantial numbers of renters in the City and County, especially creating hardships on senior citizens, persons on fixed incomes and low and moderate income households. The ordinance regulates rents and evictions of tenants for certain residential rental units in San Francisco. There is no commercial rent control in San Francisco. The Rent Board regulates allowable annual rent increases, among other things.

Loss of Dwelling Units Through Demolition, Merger and Conversion (*San Francisco Planning Code* Section 317)

Planning Code Section 317 codifies review criteria for allowing housing demolition, conversion and mergers and denies residential demolition permits until approval of a new construction permit is obtained. San Francisco faces a continuing shortage of affordable housing. There is a high ratio of rental to ownership tenure among the City's residents. The *General Plan* recognizes that existing housing is the greatest stock of rental and financially accessible residential units, and is a resource in need of protection. Therefore, *Planning Code* Section 317 requires that a public hearing be held prior to approval of any permit that will remove existing housing, with certain codified exceptions. Where a project will result in the loss of one or two residential units, the project is subject to a mandatory Discretionary Review (DR) hearing before the Planning Commission, unless the *Planning Code* specifically requires Conditional Use (CU) Authorization. Projects resulting in the loss of three or more units will require a Conditional Use hearing by the Planning Commission.

[90] City and County of San Francisco Rent Board, Section 37.1, Title and Findings, http://www.sfrb.org/index.aspx?page=1250 (accessed May 19, 2013).

Student Housing Legislation (*San Francisco Planning Code* Sections 102.36 and 317, Ordinance 188-12)

In 2012, the Board of Supervisors adopted Ordinance 188-12 amending the *Planning Code* to define and regulate student housing. Among other things, the Student Housing legislation: (1) added a new Section 102.36 to create a definition of Student Housing; (2) permitted additional square footage above the floor area ratio limits for student housing projects in buildings in the C-3-G and C-3-S Districts, that are not designated as significant or contributory pursuant to Article 11; (3) adjusted the minimum open space requirements for dwelling units that do not exceed 350 sf, plus a bathroom; (4) exempted student housing from the unit mix requirement in RTO, NCT, DTR and Eastern Neighborhoods Mixed Used Districts; (5) permitted the conversion of student housing into residential uses, when certain conditions are met; (6) required notice for a change of use to group housing; and (7) amended Section 317 to prohibit the conversion of residential units into student housing, except in specified circumstances.

Student Housing is defined as "a living space for students of accredited postsecondary Educational Institutions that may take the form of dwelling units, group housing, or a single-residential occupancy (SRO), and is owned, operated or otherwise controlled by an accredited postsecondary Educational Institution, as defined in *Planning Code* Section 209.3(i)" (*Planning Code* Section 102.36). Unless expressly provided for, the use of Student Housing is permitted where the form of housing is permitted in the underlying Zoning District in which it is located. Student Housing may consist of all or part of a building, and Student Housing owned, operated or controlled by more than one postsecondary Educational Institution may be located in one building.

Provision of usable open space: For dwelling units that measure less than 350 sf plus a bathroom, the minimum amount of usable open space provided for use by each bedroom shall be one-third the amount required for a dwelling unit as specified in Section 135, paragraph (d)(1). For purposes of these calculations, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.

Unlawful conversion of dwelling units to Student Housing: *Planning Code* Section 317 does not allow for the conversion of a residential unit, or change of occupancy from a dwelling unit, group housing, or SRO to Student Housing. The exception to this is for not-for-profit postsecondary Educational Institutions under certain limited circumstances. More specifically, *Planning Code* Section 317 does not apply if student housing is owned, operated or otherwise controlled by a not for profit postsecondary Educational Institution and *(i)* it was built by the postsecondary Educational Institution; *(ii)* it is in a convent, monastery, or similar religious order facility; *(iii)* it is on an adjoining lot (i.e., sharing the same lot line) to the postsecondary Educational Institution, so long as the lot has been owned by the postsecondary Educational Institution for at least ten years as of the effective date of the enacting ordinance; or *(iv)* as of August 10, 2010, it was owned, operated,

or otherwise controlled by a postsecondary Educational Institution that had an Institutional Master Plan on file with the Planning Commission, and where the occupancy by those other than students at that date was less than 20 percent of the total occupants.

For future development in the study areas, AAU would not be permitted to convert any existing residential units, or change occupancy of any existing dwelling units, group housing, or SRO to student housing. In addition, AAU has 448 to 1,131 beds or 164 to 399 rooms that do not comply with *Planning Code* Section 317 and currently cannot be legalized. To legalize these units, AAU is seeking a Code Amendment to the *Planning Code*.

4.4.3 Impacts and Mitigation Measures

Significance Thresholds

For purposes of this EIR, the Proposed Project would result in a significant impact related to population, housing, and employment, if it would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

Approach to Analysis

This analysis considers whether population and household growth would occur with implementation of the Proposed Project and whether this growth is within forecasts for the City and/or can be considered substantial with respect to remaining growth potential in the City. This analysis assesses effects related to population, housing, and employment in a qualitative manner and assumes the Proposed Project would be limited to occupancy and change of use at existing buildings in already developed areas of the City. As described in Chapter 3, Project Description, it is assumed that, upon occupation of existing buildings, AAU would implement typical tenant improvements, such as interior construction (e.g., drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting.

This section identifies program-level, project-level, combined program-level and project-level, and cumulative environmental impacts. This includes an analysis of indirect or secondary impacts associated with the Proposed Project. Unlike the project sites, where specific buildings have been identified, the program-level analysis assumes that within the designated study areas, AAU could occupy any building to accommodate future growth. However, beyond the project sites, no specific

buildings within these areas have been identified. Indirect or secondary impacts are those which are caused by a project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate (CEQA Guidelines Section 15358). Specifically, growth-inducing effects include ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly. Projects that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant) might, for example, allow for development to occur in an area not previously considered feasible for development due to infrastructure limitations (CEQA Guidelines Section 15126.2(d)). As such, indirect population growth is a secondary impact that is considered below.

This section of the EIR does not evaluate the shuttle service expansion or the potential sign permits, because these elements of the Proposed Project would have no effect on population, housing, or employment characteristics; therefore, no analysis of population, housing, and employment effects is warranted for these elements of the Proposed Project. However, the extent to which AAU's growth necessitates an enhanced shuttle service to accommodate an increase in faculty, staff, and student population is evaluated in Section 4.1, Plans and Policies; Section 4.6, Transportation and Circulation; Section 4.7, Noise; Section 4.8, Air Quality; Section 4.9, Greenhouse Gas Emissions; and Section 4.13, Public Services. Also, the extent to which AAU's growth results in the need for sign permits is evaluated in Section 4.1, Plans and Policies; Section 4.3, Aesthetics; and Section 4.5, Cultural and Paleontological Resources.

As presented in Table 3-1, Existing AAU Facilities – EIR Baseline (September 2010), in Chapter 3, Project Description, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. These sites are, therefore, considered part of the EIR baseline conditions. As such, AAU activities at these 34 sites are part of the existing conditions accounted for in Section 4.4.1, Environmental Setting, p. 4.4-1, and in Chapter 3, Project Description. As described in Chapter 3, while these existing sites are part of the baseline conditions, the legalization of previous changes in use and/or appearance at these sites is part of the Proposed Project. However, because implementation of the Proposed Project would not change existing uses at these sites, the continued occupancy of the 34 existing sites would result in no physical impacts related to population, housing, and employment. Further, while no further analysis of impacts related to changes in use at the 34 existing sites is included in this section, any potential population, housing, and employment effects that resulted from pre-NOP changes would be addressed in the Existing Sites Technical Memorandum.

Net Growth from Project

As described previously, the Proposed Project would accommodate growth in enrollment over the 2010 to 2020 period at an average of five percent per year, resulting in 6,100 new students, for a total

of 17,282 on-site students. These students and 1,220 net new faculty/staff[91] would be accommodated in new facilities of approximately 110,000 net sf of residential uses to house about 400 students, 1,063,207 net sf of institutional space, and 17,533 net sf of recreational space.[92] There was no net new enrollment growth associated with AAU's use and occupancy of the six project sites. The six project sites are included as part of the Proposed Project growth, and did not result in increased AAU enrollment during the 2011–2012 school years when these six sites were occupied. According to the project sponsor, these sites were occupied in order to adapt to changing program needs and to accommodate atypical classroom layouts. As technology in the arts has evolved, AAU has created new academic departments, and additional space was required to house these new programs. Buildings were thus occupied to meet the needs of specific programs, while classrooms were shifted and consolidated to accommodate these changes in curriculum. Additional space was also needed to accommodate programs, such as industrial design, motion picture and music production, and metal fabrication, which necessitate larger floor areas than a typical classroom layout. In the future, it is anticipated that enrollment growth and any associated increase in faculty and staff cannot be ascribed to any particular building and for this reason, the analysis lists all population and employment growth under program-level growth and does not attempt to separate project-site from program-level population and employment growth.

AAU plans to accommodate Proposed Project growth in enrollment and programs through the occupancy and use of existing buildings. Table 4.4-7, Summary of Existing and Proposed AAU Facilities, summarizes the existing and proposed institutional, recreational, and residential AAU facilities.

Table 4.4-7 Summary of Existing and Proposed AAU Facilities

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

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

Program-level institutional growth would be most concentrated in SA-5, Mid Market Street, and SA-7, Rincon Hill East, while residential uses would be concentrated in SA-2, Lombard Street/Van Ness Avenue; SA-3, Mid-Van Ness Avenue; SA-4, Sutter Street/Mason Street; and SA-5, Mid Market Street. Some of the 6,100 net new students would be housed in the 400 beds proposed as part of the

[91] The number of faculty and staff under the Proposed Project is calculated using a generation formula of number of on-site students * 0.20 = total faculty and staff. This is based on the baseline year (2010) ratio of faculty/staff to on-site students.

[92] This includes program-level growth in the study areas, as well as growth at the six project sites.

project, which would result in 5,700 students seeking housing in other locations of the City or the region. Table 4.4-8, 2020 Proposed AAU Population, p. 4.4-16, summarizes the total student and faculty/staff population growth as a result of the Proposed Project, in addition to the existing AAU population. As shown, the Proposed Project would result in 6,100 net new on-site students and 1,220 net new faculty and staff for a total of 7,320 new population under the Proposed Project. Added to the existing AAU population of 13,473 students, faculty, and staff in 2010, the total on-site AAU population in 2020 is expected to be approximately 20,793 people. This is an increase of 7,320 net new people from 2010 to 2020, which is an approximately 54 percent increase over existing conditions and an increase of 5.4 percent per year over the 10-year period.

Table 4.4-8 2020 Proposed AAU Population

	2010 Baseline	*Proposed Project*	*Total Existing and Proposed Project Growth (2020)*
Students	11,182	6,100	17,282
Faculty/Staff[a]	2,291	1,220	3,511
Total	***13,473***	***7,320***	***20,793***

SOURCE: AAU (2012).

a. Faculty/Staff is derived from data that show that faculty/staff comprised 20 percent of total on-site students at AAU in the baseline year of 2010.

In addition to on-site students, AAU also enrolls online students and the Proposed Project would result in new on-line students. However, these students attend classes through the use of the Internet and conferencing software and do not result in any physical effects associated with the proposed project. They do not use AAU facilities and, therefore, are not considered in the environmental analysis. The slight increase in faculty that may be associated with an increase in on-line students is included in the projected increase in faculty.

San Francisco Population Growth from the Project

As shown in Table 4.4-8, 2020 Proposed AAU Population, p. 4.4-16, the Proposed Project would result in approximately 7,320 net new students, faculty, and staff. There would be no additional growth from occupancy and use of the project sites because these sites are assumed to be part of overall Proposed Project growth. As Table 4.4-5, Historic AAU Growth (2000–2013), p. 4.4-7, demonstrates, the occupancy of the six project sites did not result in increased enrollment for AAU during the 2011–2012 school years when these six sites were occupied. The occupancy of new buildings does not in itself result in increased enrollment, but rather is a response to AAU's need for additional space to accommodate new and expanded academic programs. The enrollment of AAU since 2010 has not been affected by the occupancy of the six project site buildings and the spring 2013 enrollment of 10,795 is less than the 2010 enrollment of 11,182. In the future, it is anticipated that enrollment growth and any associated increase in faculty and staff cannot be ascribed to any particular building and for this reason, the analysis lists all population and employment growth under program-level growth and does not attempt to separate project-site from program-level

population and employment growth. Population growth occurs from the Proposed Project's new student residents as well as new faculty and staff residents (including families).

New Student Residents

Approximately 69 percent of AAU students enrolled in 2010 moved into San Francisco from locations outside of the City upon enrolling at AAU. These students comprised 1,653 out of 2,401 new on-site students in 2010.[93] Assuming that new students matriculate with similar residential patterns, up to 69 percent of the net new students anticipated by the Proposed Project could be new residents in the City. Additionally, using the demographic profile of AAU students, it is assumed that the new AAU students relocating to San Francisco would be unmarried and would not have offspring.[94]

Therefore, to calculate the estimated student-induced population growth resulting from the Proposed Project, the following formula is used:

- (# of net new students (6100) x 0.69) = 4,209 new student residents of San Francisco

New Faculty/Staff Residents and Households

Approximately 43 percent of faculty/staff are current residents of the City.[95] It is assumed that a similar percentage of net new faculty/staff anticipated by the Proposed Project likely would be new residents in the City. In addition, this analysis assumes that faculty/staff would have an average household size of approximately 2.27 persons per household (pph), which is the projected declining City average as early as 2015 and into 2020 (see Table 4.4-2, Household Population and Household Growth 2010–2020, p. 4.4-3), and which also provides a conservative analysis by assuming all new faculty/staff residents would have a family. It is also assumed that the remaining 57 percent of faculty/staff would live in surrounding communities and commute to San Francisco.

Therefore, to calculate the faculty/staff-induced estimated population growth resulting from the Proposed Project, the following formula is used:

- (# of net new faculty and staff (1,220) x 0.43 x 2.27 pph) = 1,191

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[93] AAU, *Department of Institutional Research* (June 2014). The assumption of up to 69 percent of students moving to San Francisco is conservative, as a small number of students with unknown addresses were included in this assumption.

[94] AAU does not have official data substantiating this assumption. Rather, based on anecdotal information and given the age of most AAU students, AAU believes that the vast majority of students are unmarried. The median age of incoming AAU students is 21 years for undergraduate students, 25 years for international graduate students, and 27 years for American graduate students. In the United States, the average marrying age for women is 26.9 years and for men it is 29.8 years (http://www.pewsocialtrends.org/files/2010/11/pew-social-trends-2010-families.pdf, Pew Research Center, 2010).

[95] The percentage reflects data for active employees as of June 7, 2013, from the AAU Workday system. Workday is AAU's personnel and financial management software (AAU 2013).

San Francisco Housing Demand from the Proposed Project

Given the above calculations, the Proposed Project would add approximately 5,400 new residents to the City, as shown in Table 4.4-9, San Francisco Population Growth and Housing Demand from the Proposed Project, p. 4.4-18. These new residents would require housing in San Francisco. The Proposed Project would include a total of 400 new beds for students, who would be accommodated by AAU housing, leaving 3,809 students requiring housing in the City. In addition, new faculty/staff or 525 families would need to find housing elsewhere in the City.

An increase of up to 5,400 new residents assumes no job vacancies and assumes that the percentage of new AAU students and new faculty/staff who move to San Francisco would remain relatively consistent with past trends. The expansion of AAU would occupy and use existing buildings to accommodate the expected growth, as it has historically done. The Proposed Project does not propose any new construction and new students would likely be housed in existing buildings in the City. It is also assumed that on-line enrollment would not affect population levels in the City, as an on-line student would not be likely to change residence. Therefore, it is assumed that any direct population increase would be associated with resident growth associated with increased on-site enrollment. While new on-line students may result in a slight increase in faculty, this increase is included in the projected increase in faculty of 1,220 resulting from the Proposed Project.

Table 4.4-9 San Francisco Population Growth and Housing Demand from the Proposed Project

	Proposed Project Growth	*Population Not Moving to San Francisco*[a]	*Population Who Would Become New San Francisco Residents*	*Demand for Housing*	*New Dwelling Unit Demand in San Francisco*
Students	6,100	1,891 (31%)	4,209 (69%)	3,809 new resident students (excludes 400 project beds)[b]	3,809 residents in a unit of 2.27 average household size = 1,678 dwelling units
Faculty and Staff	1,220	695 (57%)	525 (43%)	525 households	525 dwelling units
Household Members	—	—	666[c]	—	—
Total	***7,320***	***2,586***	***5,400***		***2,203***

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

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

b. Given data showing that, on average, only about three percent of new AAU students that were San Francisco residents prior to enrollment utilized AAU housing, it is assumed that in the future, almost no existing City residents would seek AAU housing. (AAU Department of Institutional Research, June 2014)

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

As the Citywide average of persons per household is 2.27, it is also assumed that most students would live with roommates and very few would live alone due to the high cost of housing in San Francisco. However, since AAU-specific roommate data is not available, the City average of 2.27

persons per household is applied. This means that each new student who moves to the City would be estimated to live with an average of 1.27 other people and, therefore, would not demand their own housing unit within the City; however, all new students would contribute to overall citywide demand for housing. It is assumed that all new faculty/staff who would move to the City would demand their own housing unit to share with their families. Applying the calculations discussed above, the Proposed Project would result in the demand for approximately 2,203 units (525 households for faculty/staff and 1,678 households for students).

Additionally, the Proposed Project's potential contribution to cumulative population, housing, and employment impacts are evaluated in the context of existing, proposed, and reasonably foreseeable future development expected in the Proposed Project.

Impact Evaluation

The following analysis consists of three general parts:

- **Program-Level Analysis**—This includes an analysis of AAU growth, which consists of potential occupancy and renovations in 12 study areas, where specific buildings or locations are not currently known.
- **Project-Level Analysis**—This includes an analysis of the six project sites (i.e., 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin Street, and 2225 Jerrold Avenue).
- **Combined Program-Level and Project-Level Analysis**—This represents an analysis of the Proposed Project, which includes both the 12 program-level study areas and the six project sites.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact PH-1.1 **The Proposed Project, including growth in the 12 study areas, would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, by establishing substantial new employment opportunities that attract employees to an area or through extension of roads or other infrastructure). (Less than Significant)**

Program-level growth under the Proposed Project would include occupancy and use of 669,670 sf of institutional use and 110,000 sf of residential use. As shown in Table 4.4-8, 2020 Proposed AAU Population, p. 4.4-16, AAU's on-site population in 2010 was 11,182 students and 2,291 faculty/staff. The Proposed Project would result in approximately 6,100 net new students and 1,220 net new faculty/staff, for a total of 7,320 net new people by the year 2020. While some of these new students and faculty/staff are expected to be existing residents of the City, it is assumed that 69 percent of new students and 43 percent of new faculty/staff would move to the City and become new residents. In total, the Proposed Project could result in a City population growth of 5,400 new residents by

2020. The population increase induced by the Proposed Project is summarized in Table 4.4-9, San Francisco Population Growth and Housing Demand from the Proposed Project, p. 4.4-18.

ABAG projects that the population in San Francisco will increase by approximately 61,865 persons by 2020 compared to 2010 conditions (see Table 4.4-1, Population Trends 2010–2020, p. 4.4-2). Projected AAU growth of approximately 5,400 new City residents represents 8.7 percent of ABAG-projected growth by 2020. Compared to the projected population in San Francisco or the rest of the Bay Area in 2020, this is not a substantial increase in population particularly given that the Proposed Project would focus growth in the study areas where such growth would be considered appropriate and planned for (i.e., in an area that is already fairly densely developed or developed with other AAU uses and is in close proximity to the Downtown), including SA-5, Mid Market Street, and SA-7, Rincon Hill East. Additionally, the Proposed Project future growth would not result in a direct substantial increase in population to the City and the direct population increases would result as specific buildings are occupied over a period of time by AAU. The Proposed Project would occupy existing buildings, and therefore would not induce substantial development. Similarly, ABAG predicts that employment will increase by 78,460 (from 568,730 jobs to 647,190 jobs). The Proposed Project represents 1.6 percent of this employment growth with an increase of 1,220 faculty and staff between 2010 and 2020.

While the Proposed Project would result in population growth above existing conditions, the net addition is not substantial relative to overall population growth and is not beyond what is targeted in regional and local policy documents or is assumed in ABAG's regional projections. Furthermore, the sizable difference between the housing and population growth expected under the Proposed Project and what would be experienced under existing conditions is not large enough to make a difference in total housing and population in San Francisco.

The Proposed Project growth does not include any expansion of infrastructure, although local upgrades (telecommunications, utilities) may be required for specific sites. However, the Proposed Project would not extend infrastructure into previously undeveloped areas that could indirectly induce population growth.

Based on the above, the growth in population, housing demand, and jobs that would result from the Proposed Project would be anticipated and accommodated by local and regional plans. Therefore, the Proposed Project, including growth in the 12 study areas, would not be expected to induce substantial population or employment growth, either directly or indirectly, and this impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact PH-1.2 **The Proposed Project, including growth at the six project sites, would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, by establishing substantial new employment opportunities that attract employees to an area or through extension of roads or other infrastructure). (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**
- **PS-4, 150 Hayes Street: Less than Significant**
- **PS-5, 121 Wisconsin Street: Less than Significant**
- **PS-6, 2225 Jerrold Avenue: Less than Significant**

The Proposed Project would result in growth at six project sites consisting of individual buildings totaling 393,537 sf of institutional uses and 17,533 sf of recreational uses. The combined daytime population at the six project sites includes 3,400 students and 618 faculty and staff, totaling 4,018, who might use one or more of these sites for all or part of any given day. In order to provide a conservative and high estimate of impacts, the assessment of the "growth inducing" effects potentially resulting from AAU occupancy and use of the project sites assumes that all of the project sites are vacant prior to occupancy by AAU. However, each of the project sites has historically been used for other commercial, office, or industrial uses; therefore, these sites have previous populations that AAU is replacing. Separately, the students, faculty, and staff populations associated with each site (see Table 4.4-10, Maximum Student Population and Employment at Each of the Project Sites, p. 4.4-22), are assumed to be part of the Proposed Project growth, which is assessed in Impact PH-1.1. As discussed above, no net new enrollment growth would be associated with AAU's use and occupancy of the six project sites, aside from growth already analyzed at the program level. The six project sites did not result in increased AAU enrollment during the 2011–2012 school years when these six sites were occupied, nor were they occupied in order to accommodate an increase in enrollment. Rather, these sites were occupied in order to adapt to changing program needs and to accommodate atypical classroom layouts. In the future, it is anticipated that enrollment growth and any associated increase in faculty and staff cannot be ascribed to any particular building and for this reason, the analysis lists all population and employment growth under program-level growth and does not attempt to separate project-site from program-level population and employment growth. Growth at the project sites is assumed to be part of Proposed Project program-level growth because overall AAU growth would be dispersed, with new students, faculty, and staff moving among different facilities, including the project sites, and throughout the study areas.

Table 4.4-10 Maximum Student Population and Employment at Each of the Project Sites

	Maximum Student Population	*Faculty/Staff*	*Total Peak Population*
PS-1, 2801 Leavenworth Street (The Cannery)	1,600	18	1,618
PS-2, 700 Montgomery Street	15	20	35
PS-3, 625 Polk Street	1,675	168	1,843
PS-4, 150 Hayes Street	0	390	390
PS-5, 121 Wisconsin Street	0	2	2
PS-6, 2225 Jerrold Avenue	110	20	130
Total	***3,400***	***618***	***4,018***

SOURCE: AAU (2012). The numbers cited are maximum aggregate population throughout the course of a day. Students move among campus locations throughout the day.

The implementation of the Proposed Project at the six project sites would not induce substantial population growth directly by proposing new residences as none of the sites would accommodate residential uses or student housing. While occupancy of the existing buildings would result in a change of use at most project sites, the associated increase in student population and faculty/staff employment is assessed in Impact PH-1.1 as part of overall Proposed Project enrollment growth and associated growth in faculty and staff.

Proposed Project growth at the six project sites does not include any expansion of infrastructure, although local upgrades (telecommunications, utilities) may be required for specific sites. However, the Proposed Project at the six project sites would not extend infrastructure into previously undeveloped areas that could indirectly induce population growth. Impacts specific to implementation of the Proposed Project at each of the six project sites are discussed below.

PS-1, 2801 Leavenworth Street (The Cannery)

AAU plans to utilize PS-1 for institutional use, accommodating up to approximately 1,600 students and 18 faculty/staff per day. Occupancy and use of PS-1 would not induce substantial population growth in the area. These students and faculty/staff are part of the 6,100 students and 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth, and occupancy of this project site would not result in an additional increase in enrollment. Therefore, implementation of the Proposed Project at PS-1 would not substantially induce population growth, and this impact would be less than significant.

Mitigation: None required.

PS-2, 700 Montgomery Street

AAU plans to utilize PS-2 for institutional use, accommodating up to approximately 15 students and 20 faculty/staff per day. Occupancy and use of PS-2 would not induce substantial population growth in the area. These students and faculty/staff are part of the 6,100 students and 1,220 faculty/staff that

have been assessed in Impact PH-1.1 as part of Proposed Project growth, and occupancy of this project site would not result in an additional increase in enrollment. Therefore, implementation of the Proposed Project at PS-2 would not substantially induce population growth, and this impact would be less than significant.

Mitigation: None required.

PS-3, 625 Polk Street

AAU plans to utilize PS-3 for institutional use, accommodating up to approximately 1,675 students and 168 faculty/staff per day. Occupancy and use of PS-3 would not induce substantial population growth in the area. These students and faculty/staff are part of the 6,100 students and 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth, and occupancy of this project site would not result in an additional increase in enrollment. Therefore, implementation of the Proposed Project at PS-3 would not substantially induce population growth, and this impact would be less than significant.

Mitigation: None required.

PS-4, 150 Hayes Street

AAU plans to utilize PS-4 for institutional use, accommodating up to approximately 390 faculty/staff per day. Occupancy and use of PS-4 would not induce substantial population growth in the area. These faculty/staff are part of the 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth, and occupancy of this project site would not result in an additional increase in faculty/staff. Therefore, implementation of the Proposed Project at PS-4 would not substantially induce population growth, and this impact would be less than significant.

Mitigation: None required.

PS-5, 121 Wisconsin Street

AAU plans to utilize PS-5 for institutional use, accommodating approximately two staff. Occupancy and use of PS-5 would not induce substantial population growth in the area. These staff members are part of the 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth, and occupancy of this project site would not result in an additional increase in faculty/staff. Therefore, implementation of the Proposed Project at PS-5 would not substantially induce population growth, and this impact would be considered less than significant.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

AAU plans to utilize PS-6 for institutional and recreational use, accommodating up to approximately 110 students and 20 faculty/staff per day. Occupancy and use of PS-6 would not

induce substantial population growth in the area. These students and faculty/staff are part of the 6,100 students and 1,220 faculty/staff that have been assessed in Impact PH-1.1 as part of Proposed Project growth and occupancy of this project site would not result in an additional increase in enrollment. Therefore, implementation of the Proposed Project at PS-6 would not substantially induce population growth, and this impact would be less than significant.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact PH-1.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, by establishing substantial new employment opportunities that attract employees to an area or through extension of roads or other infrastructure). (Less than Significant)**

The Proposed Project would result in growth in the 12 study areas and at six project sites totaling 1,063,207 sf of institutional uses, 110,000 sf of residential uses, and 17,533 sf of recreational uses. The Proposed Project, including both program-level and project-level growth, would result in approximately 6,100 net new students and 1,220 net new faculty/staff, for a total of 7,320 net new people. While some of these new students and faculty/staff are expected to be existing residents of the City, it is assumed that 69 percent of new students and 43 percent of new faculty/staff would move to the City and become new residents. In total, the Proposed Project could result in a City population growth of 5,400 new residents by 2020. Population growth related to all students, faculty, and staff associated with the Proposed Project, including both program-level and project-level growth, is assessed in Impact PH-1.1. ABAG projects that the population in San Francisco will increase by approximately 61,865 persons by 2020 compared to 2010 conditions. AAU population growth represents 8.7 percent of the ABAG-projected growth by 2020, which is not substantial given total anticipated growth. Similarly, ABAG predicts that employment will increase by 78,460 (from 568,730 jobs to 647,190 jobs): the Proposed Project represents 1.6 percent of this growth with an increase of 1,220 faculty/staff between 2010 and 2020. While the Proposed Project would result in population growth above baseline conditions, the net addition is not substantial in light of overall growth in the City and is not beyond what is targeted in regional and local policy documents or is assumed in ABAG's regional projections. The Proposed Project would provide growth in areas where such growth would be considered appropriate and planned for (i.e., in areas that are already fairly densely developed, well-supported by public transit, and in close proximity to major transportation corridors). The project sites would not substantially induce population growth within the vicinity of these sites. Furthermore, the difference between the housing and population growth expected under the Proposed Project and what would be experienced under existing conditions would not result in a substantial difference in total housing and population in San Francisco.

The Proposed Project growth does not include any expansion of infrastructure, although local upgrades (telecommunications, utilities) may be required for specific sites. However, the Proposed Project would not extend infrastructure into previously undeveloped areas or result in leapfrog development that could indirectly induce population growth.

Based on the above, the growth in population, housing demand, and jobs that would result from the Proposed Project is anticipated and accommodated by local and regional plans for the study areas and would be considered appropriate in these areas of the city. Therefore, the Proposed Project, including both program-level and project-level growth, would not be expected to induce substantial population or employment growth, either directly or indirectly, and this impact would be less than significant.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact PH-2.1 **The Proposed Project, including growth in the 12 study areas, would displace substantial numbers of people, or existing housing units, or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees. (Significant and Unavoidable)**

Housing Impacts

Program-level growth would consist of approximately 110,000 net sf of additional residential uses (to house approximately 400 students, equivalent to about 220 rooms) and 669,670 gross sf of additional institutional space within the 12 study areas. The Proposed Project would result in approximately 5,400 new residents to the City. These new residents would require approximately 2,203 units of housing in San Francisco, and would create a significant demand for additional housing. The Proposed Project, as discussed in detail below, would not displace substantial numbers of people, or existing housing units, or displace a substantial number of businesses or employees.

Student-Induced Housing

The Proposed Project would result in an increase of approximately 4,209 student residents within the City. The Proposed Project would include occupancy and operation of approximately 400 beds; therefore, approximately 400 students would live in housing provided by AAU and would not require additional housing in the City. Consistent with *Planning Code* Section 317, AAU could acquire hotels, motels, or other nonresidential buildings to convert to student housing for its students.[96] Subtracting the 400 beds from the total student housing demand (since these beds would alleviate some of the student-induced housing demand), results in 3,809 students needing housing.

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

To determine the number of units associated with these new student residents, the City average of 2.27 persons per household was applied to the 3,809[97] students, which would result in a demand for approximately 1,678[98] housing units due to the Proposed Project enrollment increases.

Faculty and Staff-Induced Housing

As explained above, 43 percent of the net new faculty and staff anticipated by the Proposed Project would be likely to move to the City. It is assumed that all new faculty and staff who would move to the City would require their own housing unit to share with their families. The estimated 525 additional faculty/staff who may relocate to the City as a result of the Proposed Project would require 525 housing units, as shown in Table 4.4-9, San Francisco Population Growth and Housing Demand from the Proposed Project, p. 4.4-18.

Total Housing Impacts

In total, the Proposed Project would result in the need for approximately 2,203 housing units. ABAG 2009 Projections estimate housing growth in the City at 26,070 additional households by 2020. The additional 2,203 households as a result of project-related population increase would represent approximately 8.5 percent of the anticipated increase in households in the City by 2020. The 2010 vacancy rate in the City was 8.2 percent, or about 31,250 vacant units.[99] It is unknown whether the existing vacant units could accommodate the demand created by the Proposed Project. Additionally, there are approximately 58,000 new units that could be developed under various areawide planning efforts and redevelopment plans identified in the 2009 Housing Element, including the proposed Transit Center District Plan, as well as recently approved plans such as the Market-Octavia Plan and the Eastern Neighborhoods rezoning, Hunters Point, and Treasure Island. However, the timing of such development is unknown and cannot be relied on to satisfy the Proposed Project's housing demand.

The Proposed Project would create a substantial demand for additional housing. While the Proposed Project does include 220 rooms to house 400 students, this would reduce the impact but not to a less-than-significant level. Addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to minimize housing demand would fundamentally alter the Proposed Project. There is no feasible mitigation for this impact. An alternative incorporating reduced institutional growth to address housing demand is analyzed in Chapter 6, Alternatives. The Proposed Project's impact to housing demand would be significant and unavoidable.

[97] 4,209 new San Francisco residents minus 400 beds from student housing, results in a demand for 3,809 beds.
[98] 3,809 new resident students divided by 2.27 residents per housing unit, results in a demand for 1,678 housing units.
[99] California Department of Finance, E-5: City/County Population and Housing Estimates 1/1/14.

Displacement Impacts

AAU would occupy existing nonresidential uses such as tourist motels/hotels to accommodate the 400 beds included in the Proposed Project. This would not result in displacement of existing residents. *Planning Code* Section 317 prohibits the conversion of existing residential uses, and change of use of group housing and SROs to student housing.

Additionally, the Board of Supervisors approved in fall 2012, Ordinance 188-12, commonly referred to as the Student Housing legislation. The intent of the ordinance was to slow down or stop altogether the conversion of residential housing stock into student housing and encourage the construction of new student housing. The Student Housing legislation defined student housing; provided for additional square footage above floor area ratios in C-3-G and C-3-S districts; adjusted minimum open space requirements for dwelling units less than 350 sf, plus a bathroom; exempted student housing from the unit mix requirement in RTO, NCT, DTR, and Eastern Neighborhoods Mixed Use Districts; and prohibited the conversion of residential unit, or change of occupancy from a dwelling unit, group housing, or SRO to Student Housing. This EIR evaluates the conversion of hotels, motels and other nonresidential buildings to student housing in specific study areas (SA-1, Lombard Street/Divisadero Street; SA-2, Lombard Street/Van Ness Avenue; SA-3, Mid Van Ness Avenue; SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; and SA-12, Ninth Street/Folsom Street) that contain hotels, motels and other nonresidential buildings. The Planning Department estimates that approximately 448 to 1,131 beds or 164 to 399 rooms that are part of AAU's existing residential facilities are not in compliance with the Student Housing Ordinance. As such, these units would be required to be vacated unless Code Amendments proposed as part of the Proposed Project are approved from the Board of Supervisors. The impact of vacating these units is discussed under the No Project Alternative in Chapter 6, Alternatives.

Displacement of people (employees) could occur if AAU were to occupy a nonvacant building whose employees were not able to relocate within the city or region. While AAU occupies previously used buildings, any displaced employees are likely to find jobs in other locations within the City or region as ABAG predicts that employment will increase by 78,460 (from 568,730 jobs to 647,190 jobs) during this period. Additionally, AAU frequently occupies vacant existing buildings. Therefore, AAU uses in the 12 study areas would not displace substantial numbers of people or existing housing units that would necessitate the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees; however, the Proposed Project would create a substantial demand for housing that would be significant and unavoidable.

Mitigation: No feasible mitigation is available.

Project-Level Impacts (Growth at the Six Project Sites)

Impact PH-2.2 **The Proposed Project, including growth at the six project sites, would not displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees. (Less than Significant)**

While occupancy of the project site buildings would result in a change of use at most project sites, the associated increase in student and faculty/staff housing demand is assessed in Impact PH-2.1, the Proposed Project would contribute to a substantial demand for additional housing, and the impact is significant and unavoidable.

The Proposed Project, including growth at the six project sites, would not displace substantial numbers of people or existing housing units or displace a substantial number of businesses or employees. The levels of significance for these impacts for each project site are as follows:

- PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant
- PS-2, 700 Montgomery Street: Less than Significant
- PS-3, 625 Polk Street: No Impact
- PS-4, 150 Hayes Street: No Impact
- PS-5, 121 Wisconsin Street: No Impact
- PS-6, 2225 Jerrold Avenue: No Impact

The implementation of the Proposed Project at the six project sites would not displace people (residents) or housing units as none of the six project sites previously contained housing. The Proposed Project would create a substantial demand for additional housing. While the Proposed Project does include 220 rooms to house 400 students, this would reduce the impact, but not to a less-than-significant level. Addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to minimize housing demand would fundamentally alter the Proposed Project. There is no feasible mitigation for this impact. An alternative incorporating reduced institutional growth to address housing demand is analyzed in Chapter 6, Alternatives. The Proposed Project's impact to housing demand would be significant and unavoidable.

While occupancy of the project site buildings would result in a change of use at most project sites, the associated increase in student and faculty/staff housing demand is assessed in Impact PH-2.1 as part of the Proposed Project enrollment growth and associated growth in faculty and staff. As discussed under Impact PH-2.1, overall AAU housing demand would be dispersed, with new students, faculty, and staff moving among different facilities, including the project sites, and throughout the study areas; therefore, student, faculty, and staff housing demand and displacement at the project sites is assumed to be part of overall Proposed Project growth. Thus, the students, faculty, and staff associated with each project site are part of the Proposed Project growth and

associated housing demand and displacement is assessed in Impact PH-2.1. Therefore, AAU uses at the six project sites would not displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, and there would be no impact with respect to the displacement of people or housing.

As noted in Chapter 3, Project Description, it is assumed that baseline conditions at the project sites consisted of zero occupancy. In general, this assumption results in a conservative assessment of impacts related to AAU's occupation of the project sites. However, the Project Description also notes that a subset of the project sites contain non-AAU businesses. Therefore, for the purposes of analyzing the impacts of employee displacement at the six project sites, the more conservative approach is to account for the fact that as of fall 2010, non AAU tenants occupied 56,063 sf of the project site buildings. While some displacement of existing businesses and employees would occur with the Proposed Project at the six project sites, these businesses would be able to relocate into other space within San Francisco, resulting in a negligible effect on business displacement. Therefore, the Proposed Project would not displace a substantial number of persons or businesses and this impact would be less than significant.

PS-1, 2801 Leavenworth Street (The Cannery)

AAU proposes 133,675 sf of institutional use, accommodating approximately 1,600 students and 18 faculty/staff per day, at PS-1. Previous use of the site was as restaurants, retail, and gallery space. Inasmuch as approximately 52,767 sf is being used as office, retail, and restaurant space by non-AAU tenants, there would be displacement of people and business should AAU occupy the reminder of the building. These businesses would likely be able to relocate into other space within San Francisco, resulting in a negligible effect on business displacement. Therefore, implementation of the Proposed Project at PS-1 would not displace substantial number of people or businesses, and this impact would be less than significant.

Mitigation: None required.

PS-2, 700 Montgomery Street

The Proposed Project assumes that the 11,455 sf building at PS-2 would be fully (100 percent) occupied with AAU uses, rather than a mix of AAU uses and non-AAU tenants, which was the case in 2010. No residential uses exist at this site. AAU occupies approximately 8,159 sf of office space and storage; 3,296 sf are used as restaurant, office, and storage space for non-AAU tenants. Because AAU would ultimately occupy the entire building at PS-2, there would be displacement of people and businesses. However, because these businesses would likely be able to relocate into other space within San Francisco, implementation of the Proposed Project at PS-2 would not displace substantial number of people or businesses, and this impact would be less than significant.

Mitigation: None required.

PS-3, 625 Polk Street

In 2010 the project site was used for institutional use for the California Culinary Academy. At full build-out, the Proposed Project could accommodate 1,675 AAU students and 168 AAU faculty and staff. Proposed uses would include 93,103 sf of institutional space for AAU, primarily converting offices and fashion labs (or studios) to classroom space. No non-AAU uses exist on the site. Therefore, no persons or businesses would be displaced by full occupation of the site by AAU, and there would be no impact.

Mitigation: None required.

PS-4, 150 Hayes Street

PS-4 consists of 80,330 sf of space occupied by AAU, including 78,037 sf of office space on the upper four floors, as well as approximately 2,257 sf of mechanical space throughout the rest of the building. The site was vacant when purchased by AAU, although it was previously occupied by AAA and other office spaces. Therefore, no persons or businesses would be displaced by full occupation of the site by AAU, and there would be no impact.

Mitigation: None required.

PS-5, 121 Wisconsin Street

PS-5 was used as a bus yard prior to publication of the 2010 NOP, and the use at the site did not change with AAU occupation. The prior and current use as a bus yard would not result in a change in employment. No residential use exists on the site. No displacement would occur at the site, and no impact would occur.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

PS-6 is a 125,581 sf site containing a 91,367 sf building that houses AAU office space (in the southeast corner of the building), storage areas for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes. In addition, 22,683 sf is being used by the San Francisco Fire Department (SFFD) for storage and office space for SFFD's Toy Program. Under the Proposed Project, the SFFD Toy Program use would be anticipated to continue. The Proposed Project at PS-6 would include a change of use to accommodate recreational use. The use at the site would not otherwise change with AAU occupation. The site does not include any residential uses. Therefore, no displacement of persons or businesses would occur at the site, and there would be no impact.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact PH-2.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would displace substantial numbers of people, or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees. (Significant and Unavoidable)**

Housing Impacts

As discussed in Impact PH-2.1 above, the Proposed Project would result in a total demand for approximately 2,203 new housing units. This figure includes growth in the 12 study areas and at the six project sites. ABAG 2009 Projections estimate housing growth in the City at 26,070 additional households by 2020. The additional 2,203 households as a result of Proposed Project-related population increase would represent approximately 8.5 percent of the anticipated households by 2020. The 2010 vacancy rate in the City was 8.2 percent, or about 31,250 vacant units.[100] Therefore, the Proposed Project would create a significant demand for additional housing. The Proposed Project, as discussed in detail below, would not displace substantial numbers of people, or existing housing units, or displace a substantial number of businesses or employees. The Proposed Project would create a substantial demand for additional housing. While the Proposed Project does include 220 rooms to house 400 students, this would reduce the impacts, but not to a less-than-significant level. Addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to minimize housing demand would fundamentally alter the Proposed Project. There is no feasible mitigation for this impact. An alternative incorporating reduced institutional growth to address housing demand is analyzed in Chapter 6, Alternatives. The Proposed Project's impact to housing demand would be significant and unavoidable.

Displacement Impacts

AAU would occupy existing nonresidential uses such as tourist motels/hotels to accommodate the 400 beds included in the Proposed Project. This would not result in displacement of existing residents. *Planning Code* Section 317 prohibits the conversion of existing residential uses, and change of use of group housing and SROs to student housing. The Planning Department estimates that approximately 448 to 1,131 beds or 164 to 399 rooms that are part of AAU's existing residential facilities are not in compliance with the Student Housing Ordinance. As such, these units would be required to be vacated unless Code Amendments proposed as part of the Proposed Project are approved from the Board of Supervisors. The impact of vacating these units is discussed under the No Project Alternative in Chapter 6, Alternatives. Displacement of people (employees) could occur if AAU were to occupy a nonvacant building whose employees were not able to relocate within the

[100] California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, 4/1/2010, (May 1, 2014), http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php (accessed October 2014).

city or region. However, any displaced employees are likely to find jobs in other locations within the city or region, as ABAG predicts that employment will increase by 78,460 (from 568,730 jobs to 647,190 jobs) during this period. Additionally, AAU frequently occupies vacant existing buildings. Therefore, AAU uses in the 12 study areas would not displace substantial numbers of people or existing housing units that would necessitate the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

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

The Proposed Project would create a substantial demand for additional housing. While the Proposed Project does include 220 rooms to house 400 students, this would reduce but not mitigate the impact. Addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to minimize housing demand would fundamentally alter the Proposed Project. There is no feasible mitigation for this impact. An alternative incorporating reduced institutional growth to address housing demand is analyzed in Chapter 6, Alternatives. The Proposed Project's impact to housing demand would be significant and unavoidable.

Mitigation: No feasible mitigation is available.

Cumulative Impacts

Impact C-PH-1 **The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on population and housing. (Significant and Unavoidable)**

The geographic context for cumulative population and housing impacts is the City and County of San Francisco. The Proposed Project's significant and unavoidable housing demand impact is a cumulative impact because the impact is measured in relation to projections of cumulative housing availability and demand. Accordingly, the Proposed Project would make a cumulatively considerable contribution to a significant population and housing impact.

ABAG Population projections estimate an increase of 61,865 City residents between 2010 and 2020, an overall increase of 7.7 percent, or approximately 0.7 percent per year. In total, the project-induced population increase of 5,400 persons would represent 8.7 percent of the projected population growth in the City between 2010 and 2020.

The Bay Area is a major employment center, with over 3.3 million jobs reported in 2005. A large percentage of this employment is in San Francisco. As shown in Table 4.4-3, Employment Trends and Projections, 2000–2020, p. 4.4-4, there were approximately 568,730 jobs in the City in 2010, approximately 19.6 percent of the 2.9 million total regional jobs. As noted above, while substantial job loss occurred as a result of the 2008 recession, San Francisco has experienced substantial job growth since 2010, including a 6.1 percent increase in employment from 2011 to 2012.[101] As the Bay Area continues to recover from the lingering effects of the recession, job growth is expected to continue. Approximately 1.1 million new jobs are expected to be created in the Bay Area between 2010 and 2040, and the Bay Area's three regional centers (San Francisco, San Jose, and Oakland) are expected to accommodate 38 percent of job growth. More than half of these jobs would be created between 2010 and 2020, which includes the recovery of close to 300,000 jobs lost during the recession.[102]

As shown in Table 4.4-8, 2020 Proposed AAU Population, p. 4.4-16, implementation of the Proposed Project (program-level plus project-level) would provide an additional approximately 1,220 permanent jobs by 2020 (along with potentially some temporary renovation-related jobs). Regional employment in 2010 consisted of 2.9 million jobs, with a projected increase of approximately 1.2 million jobs by 2020. The Proposed Project's contribution of 1,220 permanent jobs would represent 0.1 percent of the anticipated increase in regional employment through 2020.

Further, the Proposed Project would not result in the loss of any existing housing, as no existing residents or businesses would be displaced by the Proposed Project.

As discussed above, the Proposed Project would result in a total demand for approximately 2,203 new housing units. This figure includes growth in the 12 study areas and at the six project sites. ABAG 2009 Projections estimate housing growth in the City at 26,070 additional households by 2020. The additional 2,203 households as a result of project-related population increase would represent approximately 8.5 percent of the anticipated households by 2020.

Therefore, when considered in combination with the other projects anticipated in the Proposed Project vicinity, the Proposed Project's contribution to any potentially significant cumulative impact related to housing demand would be cumulatively considerable, and this impact would be considered significant and unavoidable.

[101] City and County of San Francisco Controller's Office, http://sfbarometer.weebly.com/ accessed (June 17, 2014).
[102] ABAG, MTC, Plan Bay Area, Final Forecast of Jobs, Population, and Housing (July 2013).

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4.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section describes the potential for the Academy of Art University (AAU) Project (Proposed Project) to affect cultural resources. Cultural resources include prehistoric and historic-period archeological resources (archeological resources), built environment resources (architectural resources), human remains, and paleontological resources. For the purposes of analysis throughout this section, these resources are defined as follows:

- *Historical resources* include buildings, structures, districts, objects, or sites eligible for listing in the California Register of Historical Resources (CRHR), listed in an adopted local historic register, resources identified as significant in a historical resource survey meeting certain criteria, and properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence.[103]
- *Architectural resources* include built environment resources such as buildings, structures, objects, or landscape features.
- *Archeological resources* include any material remains (i.e., artifact, object or site) of human life or activities that are of archaeological interest, meaning they may be capable of providing scientific or humanistic understandings of past human behavior, cultural adaptation, and related topics. Archeological resources may qualify as unique archeological resources and historical resources.
- *Paleontological resources* are fossilized remains of plants and animals (including vertebrates and invertebrates) and fossils of microscopic plants and animals (microfossils), and differ from archeological resources in that they record past plant and animal life, and not human history.
- *Human remains* refer to Native American human remains and associated burial items that are significant to descendant communities for patrimonial, cultural, lineage, and religious reasons, or are important to the scientific community, such as archaeologists, historians, epidemiologists, and physical anthropologists.

[103] San Francisco Preservation Bulletin No. 16, *City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources*, generally defines properties that would be considered a "historical resource" to include historic buildings, structures, districts, objects or sites. For the purposes of CEQA Review, the Planning Department uses the term "historical resource" to refer to properties meeting the terms of the definitions in CEQA Section 21084.1 and CEQA Guidelines Section 15064.5. "Historical Resources" include properties listed in or formally determined eligible for listing in the California Register of Historical Resources, or listed in an adopted local historic register. The term "local historic register" or "local register of historical resources" refers to a list of resources that are officially designated or recognized as historically significant by a local government pursuant to resolution or ordinance. "Historical resources" also include resources identified as significant in a historical resource survey meeting certain criteria. Additionally, properties, which are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered "historical resources" http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5339 (accessed November 2014).

This section presents a brief prehistoric and historic context for the study areas and project sites, as well as information on known cultural resources in the 12 study areas and at the six project sites. This section also provides an assessment of the potential environmental impacts on cultural resources associated with the implementation of the Proposed Project, as well as mitigation measures to reduce impacts.

Some cultural and paleontological resources issues were raised during the NOP scoping period. Specifically, comments were made regarding historical resources that requested that surveys of historical resources in the study areas be conducted. In response to these comments, a search of City records was conducted to determine which properties in the study areas are old enough to be eligible for consideration as historical resources.[104] A reconnaissance level windshield survey[105] was also conducted to determine the current condition of historic buildings and to identify potential historical resources that were previously unidentified. Additionally, as discussed in greater detail below, Historic Resource Evaluation Responses (HRERs) were prepared for Project Site 1 (PS-1), 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; and PS-3, 625 Polk Street, and were utilized to provide context and to assess potential impacts to historical resources. A Preliminary Archeological Review (PAR) was conducted for each of the six project sites by Environmental Planning in February 2013. Additionally, a program-level HRER was prepared for the AAU program-level growth through 2020. Full documentation supporting the HRERs and PARs is on file at the City.[106] These areas of concern are addressed in this section.

Other sources of information utilized in developing the context, setting and regulatory framework discussions in this section include the following: *San Francisco General Plan* (*General Plan*),[107] San Francisco Preservation Bulletin No. 04,[108] San Francisco Preservation Bulletin No. 09, San Francisco Preservation Bulletin No. 10,[109] San Francisco Preservation Bulletin No. 11,[110] and San Francisco

[104] Information regarding the status of properties in the study areas was obtained from the City's Property Information Map, accessible on the City's website at http://ec2-50-17-237-182.compute-1.amazonaws.com/pim/.
[105] The windshield survey was conducted in 2012 by architectural historian Richard Brandi. The survey examined buildings and structures in the study areas that were not otherwise identified as known historical resources. These surveys were conducted in SA-1 through SA-6, but not in the other study areas because in each of the latter study areas, SA-7 through SA-12, parcels were in historic districts, or had been previously inventoried in a historic resources survey and the historic status of properties in those areas had been identified.
[106] Case Number 2008.0586E_
[107] San Francisco Planning Department, *San Francisco General Plan*, Eastern South of Market Area Plan (adopted by Planning Commission Motion No. 17585 on April 17, 2008, and Board of Supervisors Ordinance No. 297-08 on December 19, 2008).
[108] San Francisco Planning Department, San Francisco Preservation Bulletin No. 04: Certificate of Appropriateness Procedures, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5336 (accessed July 2013).
[109] San Francisco Planning Department, San Francisco Preservation Bulletin No. 10: Historic and Conservation Districts in San Francisco, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5083 (accessed July 2013).
[110] San Francisco Planning Department, San Francisco Preservation Bulletin No. 11: Historic Resource Surveys, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5085 (accessed July 2013).

Preservation Bulletin No. 16.[111] Surveys of historical resources and background technical reports on archaeological resources and archeological sensitivity that were conducted for the Area Plans with which the study areas intersect also were utilized in this analysis. These surveys and their results are discussed in greater detail below.

4.5.1 Environmental Setting

Natural Setting

The 12 study areas and six project sites are located on the northeast and southeast portions of the San Francisco peninsula. Elevations range from approximately two to 55 feet above mean sea level. San Francisco, including the study areas and project sites, is primarily underlain by Franciscan Complex bedrock and surficial deposits, such as dune sand and artificial fill. Surficial sedimentary deposits found in the city are primarily Holocene and Pleistocene artificial fill, dune sand, slope and ravine fill, and undifferentiated Quaternary sedimentary deposits.

Paleontological Resources

Paleontological resources are fossilized remains of plants and animals (including vertebrates and invertebrates) and fossils of microscopic plants and animals (microfossils). Paleontological resources differ from archeological resources in that they record past plant and animal life, and not human history. Fossil discoveries provide paleontologists with valuable evidence to help them reconstruct biological and geological histories. In order for an organism to be preserved, it must be buried and mineralized, which requires a specific set of favorable geologic conditions and a significant amount of time. When fossils are discovered at the earth's surface, it is because the material in which the organism was fossilized has been eroded away by natural processes or exhumed by humans.[112]

Fossils are typically found in river, lake, and bog deposits, although they may occur in nearly any type of sedimentary sequence. Although uncommon in the low-grade metamorphic Franciscan rocks, fossils from widely scattered localities have been important in sorting out the depositional history of the Franciscan Complex. A Cretaceous ammonite was found in Franciscan shale in northeastern San Francisco, as were fossil plant remains (usually reported as carbonaceous matter or carbonaceous particles and layers), and thin shells resembling parts of arthropods. Tiny shark's teeth are the only known vertebrate fossils reported from the Franciscan Complex. Undifferentiated surficial deposits found in the city include beach sand, marine deposits, artificial fill, alluvium, landslides, and, in the South San Francisco quadrangle, some Colma Formation. Colma Formation contains marine and terrestrial fossils including bones and teeth of mammoth and extinct bison and

[111] San Francisco Planning Department, San Francisco Preservation Bulletin No. 16: CEQA and Historical Resources, http://www.sf-lanning.org/Modules/ShowDocument.aspx?documentid=5339 (accessed July 2013).
[112] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.

ground sloth, juniper, and red cedar. Holocene pollen, plant, and shell fossils have been reported in the Bay mud. Remains of land mammals (extinct mammoth, bison, and horse) have been reported from localities in younger alluvium along the bay margin south of the Bay Bridge San Francisco anchorage.[113]

Archaeological Resources

Prehistoric Context

The prehistory of the area is discussed below in sequences of distinct cultural patterns separated by time and distinguished by physical differences between artifact types, artifact assemblages, settlement patterns and other observations in the archeological record.

Terminal Pleistocene (11,500–9600 B.C.)

At present, the Terminal Pleistocene is not represented in the San Francisco Bay Area as no prehistoric sites dating from this period have been discovered as of yet. Populations were likely small and highly mobile during this period and the archeological record of such groups would be faint, geographically sparse, and easily disturbed by geological processes such as erosion, rising sea level, and alluvial burial.[114]

Early Holocene (9600–5700 B.C.)

The Early Holocene period is marked by semi-mobile hunter-gatherers who, in addition to stone tools, are known to have employed manos[115] and milling slabs. No sites from this period have been discovered in San Francisco; however, several Early Holocene sites in the Bay Area such as Los Vaqueros Reservoir (CA-CCO-696) and Santa Clara Valley (CA-SCL-178) have been documented.[116]

Middle Holocene (5700–1800 B.C.)

The Middle Holocene is better represented in the San Francisco Bay Area than previous time periods, likely due to increased populations in the area. Sites from this period are evidenced by substantial settlements, isolated burials and distinct cemeteries, milling slabs, mortars and pestles, and the fabrication and use of ornamentations. Differences in burial treatment such as differential distribution of shell beads and ornaments are interpreted as evidence of possible social stratification. The expansion of San Francisco Bay's estuaries and tidal wetlands appears to have resulted in a shift

[113] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.
[114] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.
[115] Manos are the upper or hand-held stone used when grinding maize or other grains on a metate.
[116] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.

toward coastal and maritime resource exploitation. At present only one Middle Holocene site (CA-SFR-28), a single burial, has been documented in San Francisco.[117]

Late Holocene (1800 B.C.–A.D. 1780)

The most prolific archeological record of prehistoric populations in San Francisco dates to the Late Holocene. This period is marked by the establishment of large shellmounds, which appear to have been planned and constructed on sites of ancestral and/or mortuary importance. Artifact assemblages are characterized by bone awls, net sinkers, mortars, arrowpoints, and diverse ornaments, such as Olivella shell beads and incised bird bone tubes. There is some indication of a greater exploitation of deer, sea otter, mussels, and clams.[118]

San Francisco Archaeological Context

A sizable archeological literature exists for San Francisco and there has been a considerable amount of archeological field investigation. Most of this documentation has been more descriptive than analytic in its treatment of archeological resources and most field projects have been initiated as salvage archeological efforts rather than the implementation of research or area-wide preservation plans. Until recent years, archeologists in San Francisco have primarily concentrated on a small range of archeological resources, specifically prehistoric sites, Gold Rush period structural remains and deposits, buried Gold Rush period storeships, structural remains associated with the Spanish/Mexican Presidio, the foundations of the former City Hall complex, and deposits associated with Chinese households or merchants. A number of archeological data recovery projects have also been conducted in former cemetery sites involving the removal of a large number of burials. However, in most cases little archeological analysis of cemetery features, human remains, or of the burials themselves has resulted, in part because of inconsistencies in State laws regarding the status and appropriate treatment of discovered human remains and the failure to coordinate a plan of action among interested City departments.

A significant research focus in recent archeological work in San Francisco and in Oakland, across the Bay, has been comparative studies of domestic and commercial deposits after 1860 and before the 1906 earthquake and fire. Freeway projects conducted by Caltrans, stimulated by the damage caused during the 1989 Loma Prieta earthquake, made possible several in-depth archeological studies of this period. Such studies have shown that archeological deposits of the late 19th century or early 20th century may have significant research value independent of the existence of a good associated historical record. These studies have shown that the archeological record of the past 150 years has the potential to fill in the gaps and misrepresentations that characterize the written record, despite

[117] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.
[118] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.

having been subject to differential preservation over time, subsequent disturbances, and the biases of the archeologists in choosing what is retrieved, recorded, and investigated.

South of Market

Area Plans have been developed by the San Francisco Planning Department for several areas within South of Market (SoMa), including Western SoMa, Eastern Neighborhoods, and Rincon Hill. Most of the AAU study areas are located in the SoMa area (SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12, Ninth Street/Folsom Street). This area has been evaluated in several Area Plan EIRs, such as the Eastern Neighborhoods Area Plan EIR, Western SoMa Area Plan EIR, the Market and Octavia Plan EIR, and the San Francisco General Plan Housing EIR, which have determined these areas to be archaeologically sensitive. Therefore, the following section summarizes the prehistoric and historic-period resources in the SoMa area, specifically.

Archeological Resources from the Prehistoric Period in the SoMa Area

The majority of prehistoric sites in San Francisco and in the SoMa area are shell middens that formed in coastal or estuarine habitats. Middens are accumulations or concentrations of objects crafted by people, as well as objects left behind by human activities and most commonly include some combination of flaked stone objects and debris from their manufacture, groundstone implements and fragments, burned and unburned faunal bone, ash, charcoal, and fire-affected rocks. Middens in San Francisco and the surrounding Bay Area are typically characterized by a relatively high concentration of shells and shell fragments. Shell middens resulted from long-term or frequent occupation by people carrying out daily activities such as food preparation, eating, and tool-making, as well as the gathering and processing of massive quantities of shellfish. Extended occupation by large groups of people led to the accumulation of mounded shell midden, or shellmounds.

San Francisco prehistoric-period archeological research has identified two general categories of archeological resources: residential and nonresidential sites. Residential sites contain evidence of permanent or semipermanent occupation. In addition to the midden, or soil containing concentrated debris from food processing, preparation, and eating, a residential site typically contains fire pits or hearths with ash, charcoal, and/or fire-affected rocks, circular or oval depressions of house floors, and often human graves. San Francisco archeologists further distinguish residential sites to indicate the apparent length and intensity of occupation. Large sites with very thick middens and multiple features such as hearths, house floors, and burials are inferred to have been villages.

Nonresidential sites are varied but all lack indications of long-term occupation. They represent activities that were carried out away from the residential base, such as temporary hunting or shellfish gathering camps, or isolated burials, and are also referred to as special purpose sites. These

sites typically contain a concentration of artifacts and materials gathered or produced by indigenous peoples in pursuit of a limited range of activities or a single activity, such as deer hunting, shellfish gathering, butchering, or flaked stone implement or shell bead manufacture.

Summary of Plan Area Resources

The SoMa area, as a whole, is assumed to contain legally significant prehistoric (residential) archeological resources; one of the distinguishing characteristics of many of the shell midden sites that have been found in SoMa is the fact that they have remarkable integrity having been buried under later sand dune deposits. Thus it is likely that archeological deposits could remain present with no significant loss of integrity. Furthermore, several of the study areas within SoMa contain previously identified prehistoric archeological resources.

Potential NRHP-Eligible Archaeological District

In the eastern portion of SoMa, seven sites have recently been recognized by the State Historic Preservation Officer (SHPO) as comprising an archeological district eligible for listing in the National Register of Historic Places (NRHP).[119] The district's theme is "Prehistoric Native American Shellmiddens on Mission Bay, San Francisco." Shellmounds, some representing residential and others nonresidential sites, are typical of the bay shore and have been interpreted not only as locations of occupation, ritual, and burial but also as symbolic landscapes. The NRHP defines a district as a category of property that "possesses a significant concentration, linkage, or continuity of sites … united historically …"[120] To be eligible for the NRHP as a contributing element of a district an archaeological site must: have been present during the district's period of significance; relate to the significance of the district; and have the potential to yield important information that is relevant to the district.[121] The archaeological district is eligible under Criterion A and D and the boundaries are still being defined. As such, impacts to any prehistoric site that contributes to this district cannot be mitigated by data recovery alone, but would require consultation with the Native American community, as well as interpretation. Contributing sites have been identified within the study areas within SoMa, and this district could include all remaining study areas within SoMa, including SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12, Ninth Street/Folsom Street.

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[119] Anthropological Studies Center, Sonoma State University, Technical Memorandum Contract CS-155.1 Task 16.20-C1 Design Team Support – Archaeology: Site Specific Archaeological Research Design, Evaluation, and Data Recovery and Treatment Plan for Prehistoric Midden Deposits at Fourth and Howard Streets, San Francisco (September 29, 2010).

[120] National Park Service, *Cultural Resource Management Guidelines*, Release N. 5. (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1997), 5.

[121] Barbara J. Little and Donald L. Hardesty, *Assessing Site Significance: A Guide for Archaeologists and Historians* (2000), p. 45.

Archeological Resources from the Historic Period

SoMa Area

Based on previous research, analysis of historic maps (including, but not limited to, U.S. Coast Survey maps and Sanborn fire insurance maps), as well as the location and constituents of other historic-period archeological sites in the greater SoMa vicinity, there exists a high potential for significant historic-period archeological resources within the study areas within SoMa. Historic-period archeological resources include individual objects, features consisting of spatially and historically associated objects, and sites – historically and spatially meaningful associations of objects, features, structural remains, and elements of landscape. General categories of resources include domestic occupation sites, domestic architecture, commercial sites, institutional sites, industrial sites, storage yards and warehouses, landfills, as well as maritime resources, such as wharves and shipbuilding or shipbreaking yards. Resources from either the Gold Rush era or the Spanish/Mexican period could have relevance to some of the general resource categories; however, archeological resources from these periods are rare and supporting documentary evidence is sparse; therefore, the potential significance of such resources to San Francisco history is great and merits individual treatment.

Rincon Hill

Within the Rincon Hill area, archeological resources associated with certain elite San Francisco families (1850s–1900), cottages occupied by domestic servants of elite families, workers at St. Mary's Hospital, dockworkers (1850s–1906), and Sisters of Mercy Convent are expected to be present. Historic-period archeological resources that the Transbay archeological study identified as potentially present include shoreline structures, wharves, commercial buildings, and domestic deposits. The archeological assessment report for the formerly proposed Rincon Sports Center (Holman & Associates 1996) concluded that although part of the study area had been intensely disturbed by grading for existing buildings, including the site of the U.S. Marine Hospital/Sailors' Home (1853–1920s), part of the area potentially contains deposits associated with immigrant foundry men/longshoremen occupying small single-family dwellings and deposits associated with small commercial establishments of the period 1850s–1880s.

Marina

Within the Marina area, historic-period archeological resources associated with the development of the Laguna Survey tract are expected. Specifically, intact domestic artifact deposits from the 1840s to the 1890s may exist within portions of SA-2 Lombard Street/Van Ness Avenue.[122]

[122] Far Western Anthropological Research Group, Inc. *Addendum, Archaeological and Native American Cultural Resources Sensitivity Assessment for the Van Ness Avenue Bus Rapid Transit Project* (San Francisco, California, June 2014).

Historic Period Resources

Historic Period (1776–1970)

European Settlement

Spanish Period (1776–1821)

The earliest Spanish explorations of the San Francisco Bay occurred in 1769 when the expedition of Juan Bautista de Anza sought a site for a permanent Spanish colony in Alta California. In 1776, de Anza led the first overland expedition into what is present day San Francisco, to scout locations for a mission and a military post. That same year, Mission San Francisco de Asís (later called Mission Dolores) and the Presidio of San Francisco were established by Father Francisco Palou and Lieutenant Joaquín Moraga, respectively.[123] The Mission Dolores chapel, located near 16th and Dolores streets, is the oldest extant building in San Francisco.[124]

Missions controlled thousands of acres of agricultural lands and were extensive operations containing churches; church housing, Indian neophyte, and military personnel; workshops; and storehouses, becoming the backbone of Spanish occupation in what was known as Alta California. Their Native American work force, domestic servants, field workers, and skilled craftsmen, supplied the majority of the food and material goods needed for the Spanish. Resources owned by the missions that helped support Spanish occupation included livestock, especially cattle and sheep, gardens, orchards, and vineyards. By the end of the 18th century, Spain established four presidios, two pueblos, at least 10 ranchos, and 21 missions in Alta California. By the early 1820s, however, the growth of Spanish California had come to a halt.[125]

Mexican Period (1821–1848)

After Mexico gained independence from Spain in 1821 and inherited the remote frontier territory of Alta California, it opened and encouraged Mexican and foreign trade and settlement in the territory. In 1833, the Mexican government secularized the Franciscan missions including Mission Dolores, and the vast mission lands were subdivided into large land grants and sold to favored individuals who established large cattle ranches.[126] Although wheat was cultivated and sheep and horses were raised, the rancho economy was based primarily on stock raising for the lucrative hide and tallow

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[123] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.
[124] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).
[125] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.; PBS&J, *California High-Speed Train Project EIR/EIS, San Francisco to San Jose Section Historic Architectural Survey Report, Technical Report*, Prepared for the California High Speed Rail Authority (March 2011).
[126] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).

started by the Spanish and continued by Mexican inhabitants until the early years of the Gold Rush.[127]

With an open trading market, foreign traders established a small community at Yerba Buena Cove in San Francisco by the mid-1830s. Present day Mission Street approximates the route of a wagon road that skirted marshlands and ran between Mission Dolores and the new village.[128] In 1837, the first survey of Yerba Buena Cove laid out streets and property lines in the present-day area bounded by Pacific and Grant avenues and Montgomery and Sacramento streets. By 1845, the settlement was enlarged to include Sutter, Stockton, and Green streets.[129] An American survey two years later expanded Yerba Buena, renamed San Francisco by the survey, south to O'Farrell Street, west to Leavenworth Street, north to San Francisco Street, and eastward towards Yerba Buena Cove. That same year, Market Street was laid diagonal to the orthogonal street grid running from the shoreline of Yerba Buena Cove (present day intersection of Battery and Market streets) toward Mission Dolores. With the end of the Mexican-American War in 1848, Mexico ceded its northern territory (including California) to the United States, and, in the early 1850s, the South of Market grid was extended to the southwest.[130]

The Early American Period (1848–1869)

In January 1848, gold was discovered at Sutter's Mill in Coloma. The subsequent Gold Rush in 1849 lured migrants (dubbed "49ers") to the west coast from across the United States and around the world, resulting in a population explosion in San Francisco from 1,000 in 1846 to almost 35,000 in 1852. California became a state in 1850 and with statehood came new legislation, taxes, and squatters, which ultimately dismantled the rancho system.[131]

With an increasing population, development quickly expanded; however, initially settlement was hampered by physical barriers that included the shallow mud flats of Yerba Buena Cove to the east, the steep hills of Telegraph and Nob hills to the north, and the large sand dunes south of Market Street. During the 1850s, the sand dunes south of Market Street were removed and the gravel and

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[127] PBS&J, *California High-Speed Train Project EIR/EIS, San Francisco to San Jose Section Historic Architectural Survey Report, Technical Report*, Prepared for the California High Speed Rail Authority (March 2011).
[128] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).
[129] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.
[130] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E; San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).
[131] PBS&J, *California High-Speed Train Project EIR/EIS, San Francisco to San Jose Section Historic Architectural Survey Report, Technical Report*, Prepared for the California High Speed Rail Authority (March 2011).

sand was used to fill the mud flats of Yerba Buena Cove.[132] The boundary of the city was once again expanded southward and westward, ultimately reaching its current location (merger with the county line) in 1856 through the Van Ness Consolidation Act. The expansion of the city allowed for new construction to support housing, commerce, and industry. Though most of the commercial development remained concentrated near the port, industrial activities were located primarily in the South of Market area with rail spurs providing connections from warehouses to manufacturing plants.[133]

Locations for housing were primarily along Spanish-Mexican-era transportation corridors and centered on the new industrial area south of Market Street. However, this began to change with construction of the Transcontinental Railroad in 1869, development in Northern California's economy, and advances in transportation technologies that allowed settlement of previously uninhabited areas of the San Francisco Peninsula.

Late 19th and Early Century Development (1869–1906)

Throughout the 1860s and 1870s, San Francisco's population and geographic breadth pushed outward as advances in transportation technologies and expansion of transportation routes through the city were central in new settlement patterns. The Transcontinental Railroad brought in people and goods and trade to the booming city and other modes of travel, such as the introduction of the cable car in 1873 allowed transport to, and residential development within, the steeply sloped areas of the city. The cable car routes gave way to residential street car suburbs to the north, west and south, most notably within Nob Hill, Russian Hill, Western Addition, and the Mission District.[134]

By the 1880s, First Street, the original shoreline, marked the dividing line between industrial on the east and commercial and residential on the west. On the industrial side and concentrated south of Mission Street and west of Main Street were iron, copper, and other metallurgical foundries. Surrounding the foundries were factories and light manufacturers, warehouses, the gas works, and lumber mills, the latter being located primarily between Main Street and the Embarcadero (Front Street). West of First Street, on the south side of Mission Street to Folsom Street, was the residential sector. The blocks north of Mission Street and fronting on Market Street formed a commercial district comprised primarily of hotels, retail shops, and wholesalers.[135]

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[132] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.
[133] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).
[134] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).
[135] JRP Historical Consulting, LLC, *San Francisco Transit Center: Land Use Study, City and County of San Francisco, California* (April 2009); JRP Historical Consulting, LLC, *Historic Resources Inventory and Evaluation Report, Geary Corridor Bus Rapid Transit (BRT) Project, San Francisco, California* (March 2014).

With a population of 149,000 in 1870 and 300,000 in 1890, San Francisco rapidly outgrew the downtown core and a pressing need for additional housing drove residential demand into the Western Addition. Speculative builders constructed middle and upper class residences, primarily of wood frame construction with prominent bays, cornices, and elaborate molded detailing in the popular Italianate and Queen Anne styles. As the core of the city became increasingly urban, the corresponding sanitation and social concerns led many to seek housing at a remove from the central city. Much of this urban expansion was driven by the private sector, with private horse car and cable car interests servicing adjacent streets, private residential developers constructing the flats, and the city's wealthiest building urban enclaves. Civic sponsored improvements largely focused upon grading, paving, cisterns, sewers, and gas lamps, all of which occurred in a largely piecemeal manner into the turn of the 20th century.[136]

Early 20th Century (1906–1929)

The city was struck by a massive earthquake on April 18, 1906. Though the quake did little structural damage to areas of San Francisco not located on filled land, ruptured gas lines, damaged furnaces, and toppled chimneys gave way to multiple fires that quickly spread throughout the city. Damaged water mains made quelling the fires extremely difficult. The industrial and downtown districts were entirely destroyed and the fires then consumed the wood frame structures of the residential districts. The aftermath of three days of fire left 28,000 buildings destroyed, including almost every structure east of Van Ness Avenue and Dolores Street and north of 20th and Townsend streets. The disaster left approximately 250,000 of the city's residents without homes.[137]

The city began to rebuild within months after the fire and was first focused on the downtown commercial district, which was completed within three years. The previously mixed industrial and residential district within the south of Market area gave way to a dense concentration of industrial and large-scale commercial buildings. Post-disaster fire codes in both of the areas dictated fire-resistant brick and concrete construction. Residential development within the rebuilt areas generally included high-income housing to the west and low-income housing to the south.[138]

The rebuilding boom continued at an accelerated pace and the city's recovery was symbolically celebrated at the 1915 Panama Pacific International Exposition. While the majority of downtown's reconstruction was completed by the mid-1910s, full recovery in outlying San Francisco neighborhoods continued into the mid-1920s. At the same time, a second building boom ensued, which correlated with a nationwide post-World War I economic upsurge. It was during this period

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[136] San Francisco Planning Department, *San Francisco General Plan*, Van Ness Avenue Area Plan (adopted by Planning Commission Resolution 13907, July 6, 1995); Anne Bloomfield, The Real Estate Associates: A Land and Housing Developer of the 1870s in San Francisco, *Journal of the Society of Architectural Historians* (March 1978): 17.
[137] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).
[138] San Francisco Planning Department, *Sunset District Residential Builders, 1925–1950, Historic Context Statement*, http://www.sf-planning.org/index.aspx?page=3192 (accessed July 2013).

that the City enacted its first planning code in 1921 to mandate the geographic separation of incompatible land uses. New commercial and industrial buildings constructed during the 1920s continued to use fireproof and earthquake-resistant materials; however, reinforced concrete became the predominant building material as it allowed large open interior spaces and was easily adapted to popular architectural styles of the time, like Art Deco, Spanish Colonial Revival, and Art Moderne. The city's increasing dependency on the automobile altered city neighborhoods and streets as well. Geary Street (west of Van Ness), which was once dominated by residences and apartment buildings, became a primary commercial corridor in the Western Addition with an array of commercial, light industrial, and institutional buildings and Van Ness Avenue transformed from a mixed-use neighborhood to an auto row, with auto manufacturing, services, and sales facilities lining the road north from Market Street. The opening of streetcar tunnels and mass use of automobiles gave rise to suburban residential development to the west and south of downtown.[139]

Middle 20th Century (1930–1970)

Major growth in San Francisco was interrupted again when the 1929 crash of the stock market launched a nationwide economic depression. Virtually all new residential and commercial development in the city was halted and businesses reduced their workforce or closed. Working-class neighborhoods, like that of San Francisco's South of Market area, were hit the hardest. Plagued by joblessness and poverty, gambling halls and bars became magnets for the underemployed. Like so many other cities nationwide, the exodus of the middleclass residents from the city's downtown led to urban decay and the once vibrant mixed-use neighborhoods like the Upper Tenderloin lost luster as poverty became more visible.

To stabilize the economy and ease unemployment, the federal government funded a series of public works project throughout the nation during the mid-1930s. Public works projects constructed in San Francisco included schools, parks, firehouses, and police stations, but also large infrastructural projects like the widening and extension of Van Ness Avenue (already part of the state highway system) and the completion of the San Francisco-Oakland Bay Bridge. Although buildings in the path or adjacent to these projects were demolished or condemned for the bridge and roadway construction, these projects spurred new commercial and industrial construction. At the same time, a low-interest loan program backed by the federal government helped commercial and industrial property owners to modernize their buildings, often resulting in rehabilitated storefronts. The completion of the Bay Bridge in 1936, along with the Golden Gate Bridge in 1937, signaled the beginning of a new era for the city, as these increased transportation opportunities made it possible for workers to live further from their downtown workplaces. As a result, the outlying areas of San

[139] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.

Francisco, including the Richmond and Sunset districts, experienced significant growth as new residences were constructed on previously vacant lands during the mid to late 1930s.[140]

The onset of World War II had a profound effect on San Francisco. With the internment of thousands of the city's Japanese-American population, the Western Addition's Japantown was emptied in a period of months. At the same time, the city was inundated with thousands of workers drawn to the city by its war industry. This new culturally diverse population, comprised of Dust Bowl refugees, African Americans, Latin American and Filipino immigrants, among others, settled in working-class neighborhoods like South of Market and the Western Addition, and in Japantown, where a large community of African Americans found housing in the buildings left vacant by those interned. Overcrowding soon became a significant issue in these areas and coupled by the lack of maintenance resulted in what City officials deemed blighted. The lack of housing increased significantly after the war when the city's population boomed as wartime veterans returned.[141]

In the years immediately following the war, many buildings throughout Downtown and other areas like South of Market, Western Addition, and Yerba Buena, were razed in the name of redevelopment or blight removal and replaced with modern, multistory residential and commercial complexes as well as public educational, recreational and civic facilities. San Francisco's clearance plans were part of a spate of postwar "urban renewal" projects across the state and the nation. Enabled in California by the Community Redevelopment Act of 1945 and nationally by the National Housing Act of 1949, such redevelopment was promoted and undertaken in nearly every major American city during the period. The first, and perhaps the most ambitious, of San Francisco's redevelopment projects occurred in the Western Addition, which, when completed, dislocated 4,729 households and demolished 2,500 structures, mostly 19th- and early-20th-century residential and commercial construction. By the mid-1960s, however, public sentiment quickly turned against the blank-slate aims of the San Francisco Redevelopment Agency's wholesale destruction of neighborhoods as well as its failure to adequately provide new housing for dislocated citizens. Grass-root protests successfully stymied major top-down planning efforts shaping the city, with the

[140] Michael R. Corbett, *Splendid Survivors* (San Francisco: California Living Books, 1979), 40, 234; Corbett and Bloomfield, National Register of Historic Places Registration Form, Uptown Tenderloin Historic District, 8: 21–22; Page & Turnbull, Inc., *Historic Context Statement, South of Market Area, San Francisco, California* (June 30, 2009); JRP Historical Consulting, LLC, *Historic Resources Inventory and Evaluation Report, Van Ness Avenue Bus Rapid Transit (BRT) Project, San Francisco, California* (December 2009); City of San Francisco, *San Francisco General Plan*, Draft Preservation Element (2009); Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935–1970, Historic Context Statement* (September 30, 2010).

[141] JRP Historical Consulting, LLC, *Historic Resources Inventory and Evaluation Report, Geary Corridor Bus Rapid Transit (BRT) Project, San Francisco, California* (March 2014); Page & Turnbull, Inc., *Historic Context Market and Octavia Neighborhood Plan Area, San Francisco, California* (December 20, 2007); Donna Graves and Page & Turnbull, Inc., *Japantown Historic Context Statement* (May 2011).

San Francisco "Freeway Revolt" of the 1950s serving as another successful campaign against wholesale neighborhood renewal.[142]

During the 1950s and 1960s, San Francisco led the nation in residential construction. Although residential development occurred throughout the city, large housing tracts and (most) public housing complexes were generally completed on vacant lands in the city's outlying areas, like Bernal Heights, Twin Peaks, the Sunset District, and Visitation Valley. The economic upsurge also spurred a flurry of new commercial and industrial construction in San Francisco. Commercial and industrial development was further intensified by the improvement of the regional mass transit system, which supported a suburban workforce in downtown San Francisco. With tunnels under Market and Mission streets, Bay Area Rapid Transit (BART) was completed in 1974. Over the 1970s and 1980s, the city's downtown changed dramatically as new high-rise structures were completed. Late 19th- and early-20th-century industrial buildings, like The Cannery building (PS-1, 2801 Leavenworth Street [The Cannery]), once thought to be outdated, were adapted for new commercial uses, and the Embarcadero Freeway, which once segregated the city's waterfront, was removed, thus opening up new development opportunities.[143]

History of Selected Neighborhood Districts Specific to the AAU Study Areas and Project Sites

The following section presents brief historical backgrounds for larger neighborhoods where one or more of the study areas are located. Included herein are overviews of the built environment within these areas, including the general themes associated with properties in the study areas. See Figure 4.1-1, Area Plans in the AAU Study Areas and Project Sites, which shows the location of the study areas and project sites relative to the City's Area Plans and neighborhoods.

Marina District

Located on the northernmost border of the city, the Marina District/Pacific Heights neighborhood includes two project study areas: SA-1, Lombard Street/Divisadero Street, and SA-2, Lombard Street/Van Ness Avenue. The neighborhood generally extends west from Van Ness Avenue to the Presidio of San Francisco and north of Green Street. The majority of the land within this large neighborhood was limited to tidal pools, sand dunes, and marshland during the 19th century. The only development and habitation within the district was the sandwall/seawall constructed in the late 1800s and a road from the nearby Presidio to Fort Mason. By the end of the century, the sand dunes were leveled, and several wharves and industrial plants extending from Laguna to Steiner

[142] JRP Historical Consulting, LLC, *Historic Resources Inventory and Evaluation Report, Geary Corridor Bus Rapid Transit (BRT) Project, San Francisco, California* (March 2014); Page & Turnbull, Inc., *Historic Context Market and Octavia Neighborhood Plan Area, San Francisco, California* (December 20, 2007); Donna Graves and Page & Turnbull, Inc., *Japantown Historic Context Statement* (May 2011); Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935–1970, Historic Context Statement* (September 30, 2010).

[143] Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935–1970, Historic Context Statement* (September 30, 2010); City of San Francisco, *San Francisco General Plan*, Draft Preservation Element (2009).

Street were built; however, these were all destroyed in the 1906 earthquake and fire. Some of the debris and rubble from the earthquake, in addition to mud and sand from dredging the Bay, was used for fill.

During the post-earthquake reconstruction of the city, the area was chosen as the site of the Panama-Pacific International Exposition. The exhibition included the Palace of Fine Arts and a residential area meant to symbolize the rebirth of the city after the 1906 catastrophe. The land was subsequently purchased by the Marina Development Corporation which tore down the majority of the fair's temporary buildings (except for the Palace of Fine Arts) and developed the area into a residential neighborhood by the 1920s. The nearby Golden Gate Bridge was completed in 1938 and Lombard Street, as part of the state highway system, was widened, and quickly populated with roadside facilities (restaurants, motels, service stations, etc.) that catered to the automobile traveler. Due to the instability of the fill upon which the neighborhood was built, the area suffered the greatest amount of damage during the 1989 Loma Prieta earthquake.

SA-1, Lombard Street /Divisadero Street, as shown in Figure 3-7, Study Area 1 (Lombard Street/Divisadero Street) Location, is located near the western boundary of the Marina District, along the north side of Lombard Street, the neighborhood's main east/west arterial. The vast majority of the historic fabric of the area dates between 1906 and 1932, and consistent with the residential development of the neighborhood, was originally constructed as multifamily residences, apartment buildings, and/or mixed-use residential/commercial buildings generally ranging between two and four stories in height.

SA-2, Lombard Street/Van Ness Avenue, shown in Figure 3-8, Study Area 2 (Lombard Street/Van Ness Avenue) Location, is sited near the south easternmost boundary of the district, along the south side of Lombard Street and straddling Van Ness Avenue. While the area includes the Blackstone Court Historic District, which contains residences dating to the early 1850s, the majority of the building stock in this study area was constructed between 1900 and 1930; a number of buildings were built as part of the city's reconstruction in the 10 years after the 1906 earthquake and fire and a large portion was completed during the 1920s building boom. The study area still includes a few examples of early-20th-century single-family dwellings; however, the vast majority of the buildings within this study area were constructed as multifamily apartments ranging in size from three to eight stories. Those buildings fronting the primary thoroughfares, including Van Ness Avenue, Union Street, and Lombard Street were generally constructed as mixed-use. A few lots fronting Lombard Street include mid- to late-20th-century motels and hotels. Relatively few examples of buildings associated with early-20th-century automobile services, which once dominated Van Ness Avenue, are extant within SA-2 today.

Van Ness Corridor District

The Van Ness Corridor District extends northward from Howard Street and includes SA-3, Mid Van Ness Avenue (Figure 3-9, Study Area 3 [Mid Van Ness Avenue] Location), and portions of SA-5,

Mid Market Street (Figure 3-11, Study Area 5 [Mid Market Street] Location) and PS-3, 625 Polk Street, and PS-4, 150 Hayes Street. In 1849, William Eddy extended the land division of the Downtown to Larkin Street and replicated street and block dimensions created earlier by the Jean Vioget and Jasper O'Farrell surveys. The Western Addition, as the sand dunes and chaparral west of Larkin Street were called, was surveyed by the City-sponsored Van Ness Survey in the mid-1850s. The centerpiece of this survey was originally called Marlette Street, but was re-named in honor of Mayor James Van Ness. Van Ness Avenue was intended to function as the city's central north/south spine and consequently, the survey shaved off parts of the blocks on both sides of Van Ness Avenue to create a 125-foot-wide avenue. Development of properties along Van Ness was slow, and, as of 1869, only scattered structures were located along the avenue. Since principal growth corridors radiated out from the Downtown, it was awhile before cross-town streets such as Van Ness Avenue could become important arteries. By 1884 buildings were concentrated along intersecting streets with cable car lines such as Fulton, McAllister, Ellis, and Geary streets. Throughout this period, Polk Street, rather than Van Ness Avenue, functioned as the principal commercial street of the mid-city, serving people living on Nob and Russian Hills.[144]

Lower Van Ness Avenue was soon occupied by dense, wood-framed working-class housing. The middle and upper reaches of the avenue became characterized by wealthy residences due to the industrialization of Rincon Hill, the shortage of available land on Nob Hill, and the proximity to downtown. Italianate homes were constructed during the 1870s and 1880s, and were followed by large Queen Anne residences in the 1890s. By the turn of century, the avenue was mostly residential aside from several large buildings like churches, hotels, and community buildings. This land use pattern continued until the earthquake and fire of 1906. The great width of Van Ness Avenue served as a fire break, which, along with dynamiting every building on its east side south of Filbert Street, saved the majority of the Western Addition. Many burned out Downtown business subsequently relocated to Van Ness Avenue, but the revitalization of Downtown a few years later led to an exodus of businesses from the corridor.[145]

While the lower section, where a portion of SA-5, Mid-Market Street, is located, developed into a mixed-used area of business, industrial, and residential, the upper reaches of Van Ness continued to develop its high-income residential character. By the 1920s, auto-related business, especially show rooms, had emerged as the most prominent use between Civic Center and Jackson Street. The designation of Van Ness as U.S. Highway 101 after the Second World War led to its use as a primary thoroughfare and re-orientation of businesses towards citywide and regional markets.[146]

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[144] San Francisco Planning Department, *San Francisco General Plan*, Van Ness Avenue Area Plan (adopted by Planning Commission Resolution 13907, July 6, 1995).
[145] San Francisco Planning Department, *San Francisco General Plan*, Van Ness Avenue Area Plan (adopted by Planning Commission Resolution 13907, July 6, 1995).
[146] San Francisco Planning Department, *San Francisco General Plan*, Van Ness Avenue Area Plan (adopted by Planning Commission Resolution 13907, July 6, 1995).

Approximately half of the properties in SA-3, Mid Van Ness Avenue, were constructed in the first three decades of the 20th century. Buildings developed during this period include churches, like the First Unitarian Church (1889), theaters, social halls, hotels, auto-related buildings (1920s Don Lee Automobile and Earle C. Anthony Packard showrooms), and other civic and commercial buildings like a 1932 post office. Several of these buildings were designed by notable architects like Julia Morgan, Bernard Maybeck, as well as the architectural firm of Weeks and Day. Only a handful of structures in SA-3 were built between 1945 and 1970, some of which were constructed as part of the city's postwar redevelopment of the Western Addition. Buildings associated with this theme consist of high-rise apartments complexes like the Cathedral Hill and Carillon apartments (completed in 1966 and 1964, respectively) as well as Cathedral of Saint Mary of the Assumption, completed in 1971.

South of Market District

The South of Market District (SoMa) includes a large area south of Market Street, extending northeast from U.S. 101 (Central Freeway) to the waterfront (excluding the Financial District and Transit Center). The neighborhood is generally bounded by Market Street, U.S. 101, King and Folsom streets and the Embarcadero. It includes a number of smaller subareas including Rincon Hill, Yerba Buena, and South Park. Eight of the Project study areas (or portions thereof) are located within this larger neighborhood: SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12 Ninth Street/Folsom Street. These study areas are shown in Figure 3-11, Study Area 5 (Mid Market Street) Location, to Figure 3-18, Study Area 12 (Ninth Street/Folsom Street) Location.

In 1847, Jasper O'Farrell extended the boundaries of San Francisco to the southwest and created a new subdivision that is now known as SoMa. While the existing streets were on a north/south and east/west grid, O'Farrell aligned the new subdivision on a southwest/northwest axis. Blocks were laid out twice as long and twice as wide as their northern counterparts and Market Street was created as a "grand promenade" linking the new subdivision to the old pueblo. By the mid-1800s, SoMa had developed into a low-density residential area with a small business district along Second and Third Streets and an emerging industrial area near the waterfront. Rincon Hill to the west became home to a cluster of wealthy residents, while the upper middle class was situated in nearby South Park. By the early 20thcentury, however, continued development of the industrial area along the waterfront coupled with the new cable car system drove the wealthy residents to the north and west of SoMa. The neighborhood then shifted to a mostly working-class community comprised of European immigrants, factories, sweatshops, and flophouses.[147]

[147] Page and Turnbull, *Historic Context Statement: South of Market Area,* prepared for San Francisco Planning Department (June 30, 2009), http://www.sf-planning.org/modules/ShowDocument.aspx?documentid=372 (accessed July 2013).

The area was completely destroyed during the 1906 earthquake and fire and many SoMa residents lost their lives. Reconstruction of the area led to even wider streets and a heavy focus on light industry with pockets of residential areas. Beginning in the early 1920s, numerous concrete industrial buildings were constructed on lots left empty by the earthquake. In the 1930s, the San Francisco-Oakland Bay Bridge was constructed as was U.S. Route 101; both resulted in the demolition of large areas of the original Rincon Hill. During the Depression and into the 1940s, the area, which was long home to maritime workers and seamen, also become a destination for migrant farm laborers and other itinerant laborers. In comparison to earlier generations, many of the newcomers were African-American, Latino, or Asian. Additionally, some were white and Native American refugees from the Dust Bowl southwest. The mostly male, working-class population crammed into residential hotels and flats in the area and SoMa soon became a hotbed for union activism.[148]

The areas also took on a skid row-like reputation due to the dense, low-income population, and many of these residents faced job loss after the post-war period. Worsening poverty led to the redevelopment of SoMa, including the demolition of many residential hotels and displacement of thousands of residents. The 1950s removal of a large amount of building stock and former residents resulted in SoMa being an area in transition. By the 1960s, the area began to attract new populations who at the time were on the margins of mainstream America, including San Francisco's incipient gay community, artists, immigrants, and radicals. Plans for the redevelopment of SoMa were finally realized during the 1970s and 1980s.[149]

The vast majority of resources located within the eight study areas in this district were constructed in the first three decades of the 20th century during the city's reconstruction after the 1906 earthquake and fire or within the building boom of the 1920s. As the most notable thoroughfare in the city, Market Street (within SA-5, Mid Market Street) and the buildings fronting it reflect the importance of the commercial corridor for the economy of San Francisco during the late 19th and early 20th century, and include a mixture of commercial, recreational, and residential uses. Original uses of extant structures along Market Street included banks, theaters, offices, hotels, and department stores, which ranged from one to 16 stories in height. The remaining study areas (including the remaining areas of SA-5) include similar resource types, given the history of the neighborhood. Building uses included single and multifamily dwellings, large multistory industrial buildings, as well as small single-story structures historically used as industrial warehouses and/or commercial spaces. These areas also included original uses that typically supported a working-class neighborhood, such as schools, restaurants, fire station, auto repair facilities, and churches.

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[148] Page and Turnbull, *Historic Context Statement: South of Market Area*, prepared for San Francisco Planning Department (June 30, 2009), http://www.sf-planning.org/modules/ShowDocument.aspx?documentid=372 (accessed July 2013).

[149] Page and Turnbull, *Historic Context Statement: South of Market Area*, prepared for San Francisco Planning Department (June 30, 2009), http://www.sf-planning.org/modules/ShowDocument.aspx?documentid=372 (accessed July 2013).

Downtown

San Francisco's Downtown neighborhood generally extends east from Van Ness Avenue to the piers along The Embarcadero. Bordered by the Western Addition, Nob Hill, Chinatown, North Beach, and South of Market districts, the Downtown area is divided into smaller neighborhoods generally identified by historical use. SA-4, Sutter Street/Mason Street, shown in Figure 3-10, Study Area 4 (Sutter Street/Mason Street) Location, is located within the larger Downtown neighborhood, but more specifically takes in portions of the three smaller neighborhoods: the primary retail district that surrounds iconic Union Square, and the historically residential neighborhoods known today as the Uptown Tenderloin, and Lower Nob Hill.

Growing from a small Mexican-era settlement at Yerba Buena Cove, the Gold Rush was a turning point of rapid construction as permanent buildings and street improvements spurred emergence of the Downtown area as the young city spread westward from the wharves north of Market Street. In the 1860s, Geary Street, the southern edge of the Downtown, was quickly enveloped by the burgeoning commercial district. The commercial nature of the area was assisted by the construction of the transportation routes that brought customers to the area. Geary Street accommodated the Park & Ocean Railroad with its turntable at the heart of the retail district at Geary and Kearny Streets and nearby Powell Street included the famous cable cars. By the late 19th century, the first skyscrapers and monumental buildings in San Francisco were erected at the intersection of Third and Market Streets. Those buildings anchored the retail district which grew to the north and west. A mixed commercial and residential neighborhood, later divided and known as the Uptown Tenderloin and Lower Nob Hill, developed west of and along the southern edge of the city's commercial hub. West from its intersection with Market Street, Geary Street became less tied to the commercial heart of downtown and more defined by its mixed use. The mixed commercial and residential areas featured a blend of hotels, restaurants, and theaters bridging the workday aspect of retail areas with evenings of entertainment. The mix of buildings also resulted in a wildly varying social structure. The area was both a residential area for downtown workers and a neighborhood with vice, gambling, and prostitution covered by the veneer of respectable restaurants and entertainment venues.[150]

The 1906 earthquake and subsequent four-day fire obliterated all of the Downtown area. The retail district rebuilt quickly, fueled by insurance payments and anticipation of an assured financial future. The reconstruction of the retail district was heavily influenced by the City Beautiful Movement, the École des Beaux Arts, and the practical Chicago School of Architecture, thus the result was a district with a cohesive architectural tableau. The reconstruction of the Uptown Tenderloin and Lower Nob Hill, however, took a slower pace as the structure of the neighborhood shifted to accommodate more comprehensive fire codes and changing modes of living. Generally

[150] JRP Historical Consulting, LLC, *Historic Resources Inventory and Evaluation Report, Geary Corridor Bus Rapid Transit (BRT) Project, San Francisco, California* (March 2014).

following the same architectural aesthetic, but in a more diverse application, these areas also developed a cohesive identity. Rebuilding of these smaller downtown districts was nearly complete when the Great Depression of the 1930s halted further real estate development. Since World War II alterations to these areas have been largely cosmetic with little infill or redevelopment.[151]

The vast majority of resources located within SA-4, Sutter Street/Mason Street, were constructed during the first three decades of the 20th century during the city's reconstruction after the 1906 earthquake and fire or within the building boom of the 1920s. Original uses of the buildings are consistent with the smaller neighborhood's overall function. Given that a relatively small portion of SA-4 is located within the Union Square retail district, extant buildings in the study area were predominately built as residential and commercial hotels and apartment buildings. Others were built for uses typical to the support of early-20th-century residential neighborhoods, such as groceries and other retail establishments, private social clubs, garages, churches, as well as some commercial office and/or medical buildings. Building heights are varied, from one-story commercial buildings to hotels and apartment buildings up to seventeen stories in height.

Known Historic Architectural Resources

Historical resources include historic buildings, structures, districts, objects, or sites eligible for listing in the CRHR, listed in an adopted local historic register, resources identified as significant in a historical resource survey meeting certain criteria, and properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence. Historic architectural resources, also referred to as built environment resources (including individual buildings/structures and historic districts), within the study areas and project sites include properties listed in the NRHP, CRHR, and local registers/surveys, as well as Article 10 Landmarks/Districts. There are also other resources that have been found eligible for, but not listed in local registries, and other properties the City considers historically significant, as outlined in San Francisco Preservation Bulletin No. 16. Collectively, these properties are historical resources under CEQA. The historic resource designations and the Federal, state, and local regulations that apply to them are defined in detail in Section 4.5.2, Regulatory Framework, p. 4.5-40.

The Proposed Project consists of four general components: program-level growth, project-level growth, legalization of 28 of AAU's 34 existing properties, and an associated expansion of AAU shuttle service to serve existing and new sites. The legalization of AAU's existing properties is not discussed below and will be evaluated in the Existing Sites Technical Memo. The following subsections provide setting information specific to each program-level study area (SA-1, Lombard Street/Divisadero Street, through SA-12, Ninth Street/Folsom Street) and project-level sites (PS-1, 2801 Leavenworth Street [The Cannery], through PS-6, 2225 Jerrold Avenue). Refer to Figure 4.5-1, Historic Resources in Study Areas 1 and 2, p. 4.5-23, through Figure 4.5-7, Historic Resources in

[151] JRP Historical Consulting, LLC, *Historic Resources Inventory and Evaluation Report, Geary Corridor Bus Rapid Transit (BRT) Project, San Francisco, California* (March 2014).

Study Area 12, p. 4.5-29, which show the known historical architectural resources located within each of the study areas.

This section also addresses the Area Plans within which the study areas and project sites are located, including Western SoMa, Eastern Neighborhoods, and Rincon Hill. Additionally, as part of many of the Area Plan EIR's, architectural resource surveys have been conducted to identify important individual resources and historic districts. A typical survey associated with a San Francisco Planning Department Area Plan or Area Plan EIR includes the development of a Historic Context Statement, documentation and evaluation of buildings on DPR 523 forms, and identification of historic districts and individually significant properties.

Archaeological resources can also be considered historical resources under CEQA. Archeological resources from the historic period are discussed above. The following subsections address historic architectural / built environment resources.

Study Areas

To determine the location of known historical resources in the study areas, a review of the City's Parcel Information Database was conducted. Additionally, reconnaissance level surveys, referred to as "windshield surveys" were conducted in 2012 in study areas to examine buildings and structures not otherwise identified as known historical resources.[152] These surveys were conducted in SA-1 through SA-6, but not in the other study areas because in each of the latter study areas, SA-7 through SA-12, parcels were in historic districts, or had been previously inventoried in a historic resources survey. Windshield survey efforts included field photography of buildings and structures, review of previous documentation such as historic resource surveys, national, state, and local registers. Data from the windshield surveys was assembled to include a current photograph of each property, the address and parcel number, and date of construction. Additionally, each study area was photographed from four different locations to provide generalized views of the building types within each area (refer to Section 4.2, Aesthetics, Figure 4.3-1, Study Area Photo Locations, through Figure 4.3-13, Views of Study Area 12 – Ninth Street/Folsom Street to see generalized views of each study area). The Planning Department reviewed the results of the windshield survey to assess potential significance as it pertains to the architecture of the buildings surveyed and requested one property be surveyed on a DPR 523 form. This form was prepared for the property at 750 Eddy Street in SA-3.[153]

The following provides a description of the historic context specific to each of the 12 study areas, including a summary of known historical resources in each study area.

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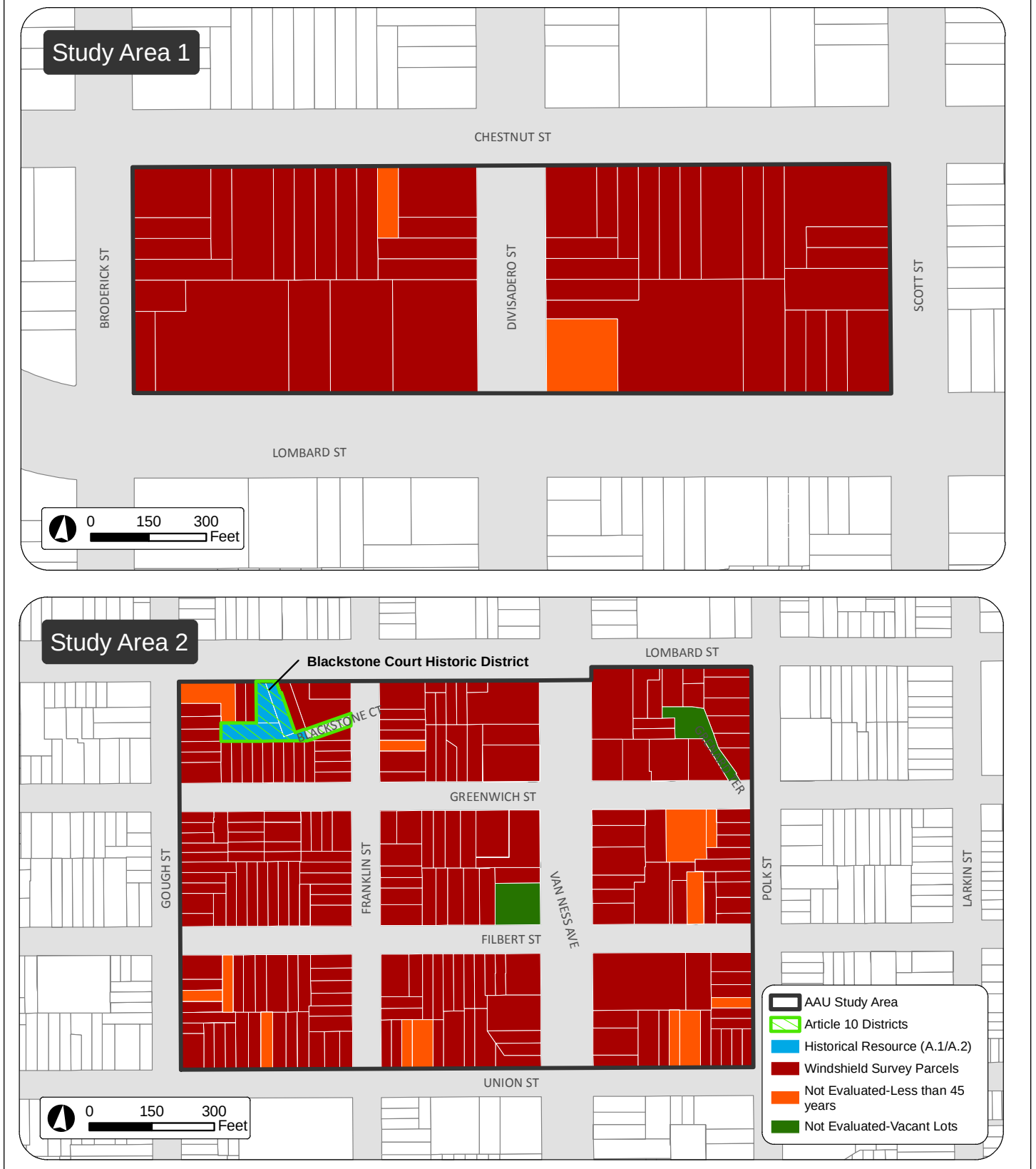
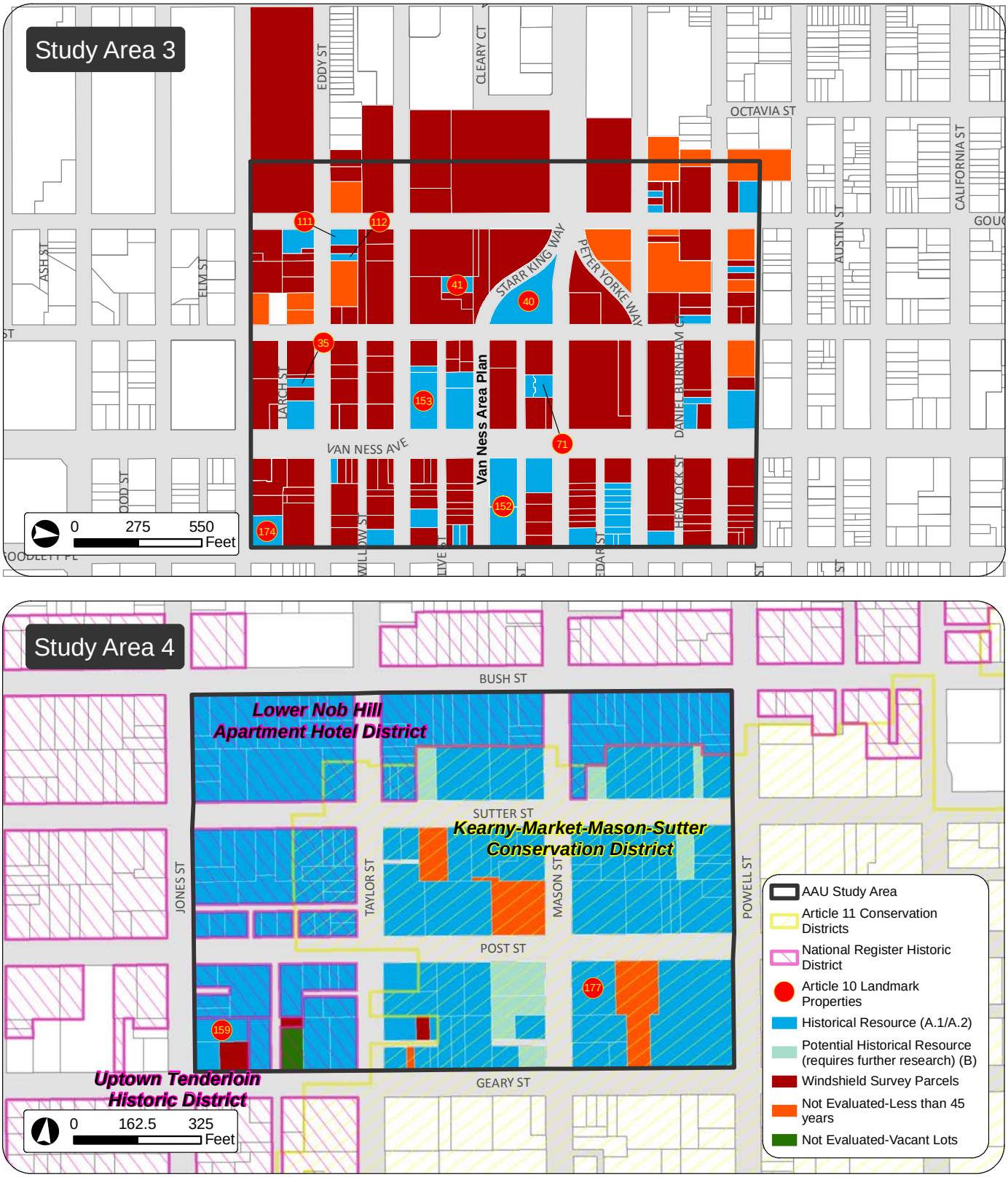
[152] San Francisco Planning Department, San Francisco Preservation Bulletin No. 11: Historic Resource Surveys, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5085 (accessed November 2014).
[153] The Windshield Surveys are included in the "Academy of Art University Cultural Resources Background Report" (February 2015).



SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

ACADEMY OF ART UNIVERSITY EIR

FIGURE 4.5-1: HISTORIC RESOURCES IN STUDY AREAS 1 AND 2

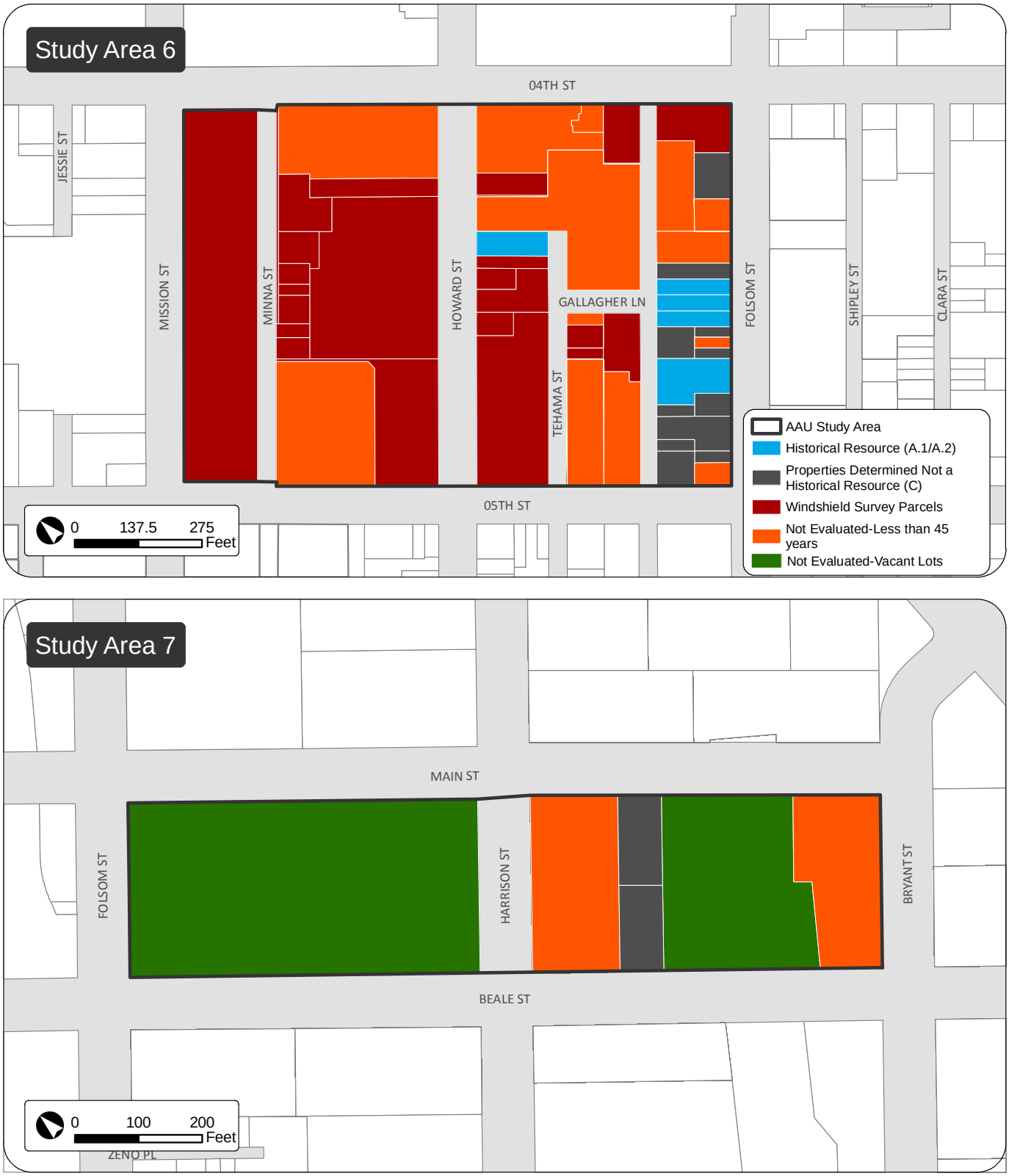


SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

FIGURE 4.5-2: HISTORIC RESOURCES IN STUDY AREAS 3 AND 4

SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

FIGURE 4.5-3: HISTORIC RESOURCES IN STUDY AREA 5



SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

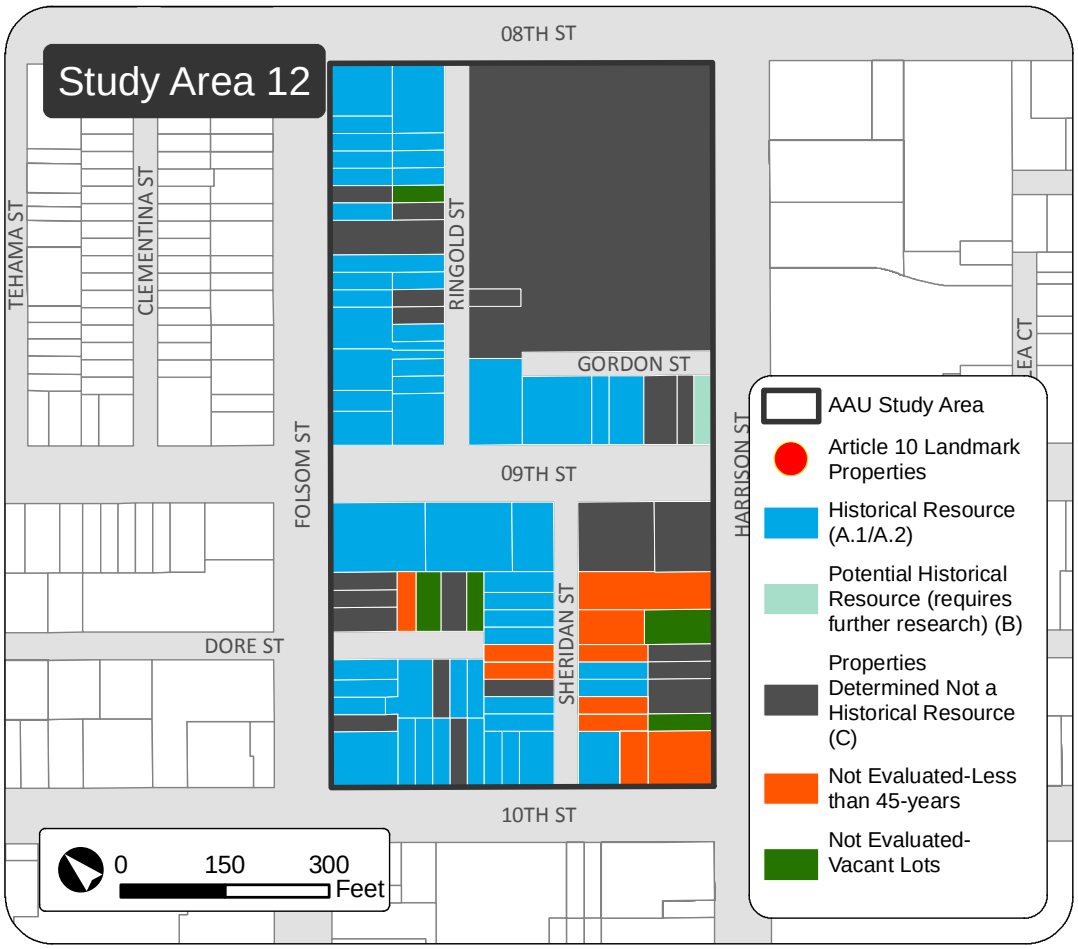
FIGURE 4.5-4: HISTORIC RESOURCES IN STUDY AREAS 6 AND 7

SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

FIGURE 4.5-5: HISTORIC RESOURCES IN STUDY AREAS 8 AND 9

SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

FIGURE 4.5-6: HISTORIC RESOURCES IN STUDY AREAS 10 AND 11



SOURCE: San Francisco Planning Dept, July 2011; AAU 2013, Atkins, 2014; Date Revised: January 22, 2015.

FIGURE 4.5-7: HISTORIC RESOURCES IN STUDY AREA 12

SA-1, Lombard Street/Divisadero Street

SA-1 is bounded by Chestnut Street to the north, Scott Street to the east, U.S. 101/Lombard Street to the south, and Broderick Street to the west in the Marina District. There is a mixture of retail, restaurants, and multifamily residential units along Scott and Chestnut streets in SA-1. Lombard Street has a mixture of various commercial, motels, and parking lots. Along Broderick and Divisadero streets are largely multifamily residential buildings of three to four stories tall. Divisadero Street also contains driveway access points to a few of the parking lots located on Lombard Street. Most buildings in SA-1 are two to four stories tall.

SA-1 consists of buildings constructed largely in the 1920s. There are no NRHP Districts, Article 11 Conservation Districts, Article 10 Districts, or Article 10 Landmark Properties in SA-1. Further, this study area is not located within any San Francisco Area Plan with an identified historic district. Refer to Figure 4.5-1, Historic Resources in Study Areas 1 and 2, p. 4.5-23, which shows the known historical resources within these study areas.

SA-2, Lombard Street/Van Ness Avenue

SA-2 is bounded by Lombard Street to the north, Polk Street to the east, Union Street to the south, and Gough Street to the west in the Marina/Russian Hill Districts. There is a mixture of retail, commercial, hotels, restaurants, and multifamily residential units along Lombard Street, Van Ness Avenue, Polk Street, and Union Street in SA-2. Gough Street, Franklin Street, Greenwich Street, and Filbert Street are mainly multifamily residential. Union Street also consists of institutional uses. The majority of buildings within this study area are buildings that are three to seven stories tall.

SA-2 consists of buildings constructed largely during the 1920s through the 1940s. Portions of SA-2 are located within the Van Ness Avenue Area Plan. As shown in Figure 4.5-1, Historic Resources in Study Areas 1 and 2, p. 4.5-23, this study area includes the Blackstone Court Article 10 District. There are no Article 11 Districts, NRHP Historic Districts, or Article 10 Landmark Properties in SA-2.

SA-3, Mid Van Ness Avenue

SA-3 is bounded by Fern Street to the north, Polk Street to the east, Turk Street to the south, and just past Gough Street (to the west) in the Van Ness Corridor and Civic Center Districts, as shown in Figure 4.5-2, Historic Resources in Study Areas 3 and 4, p. 4.5-24. There is a mixture of retail, commercial, restaurants, and multifamily residential units along Polk Street, Post Street, Geary Boulevard, O'Farrell Street, Ellis Street, and Eddy Street in SA-3. Franklin Street primarily consists of multifamily residential units and institutional uses. Van Ness Avenue consists of various commercial uses, such as car sales centers, hotels, a movie theater, and services. The Harvey Milk Children's Center is located on Ellis Street. Ellis Street contains two hotels and Eddy Street has three hotels. Eddy Street also contains two above-ground surface parking lots and a branch of San Francisco City College. Turk Street is a mixture of retail and multifamily residential units. The

Tenderloin Community School is located on the south side of Turk Street, just outside SA-3. Most buildings are two to ten stories tall.

Residential buildings range from one-story single-family to high-rise multifamily buildings. Multiple-story commercial buildings are intermixed with one- or two-story commercial buildings along Van Ness Avenue. One- and two-story commercial buildings are distributed broadly throughout this study area. The buildings date from pre-1906 to the 1950s and later. SA-3 is included in the Van Ness Avenue Area Plan, which did not identify any individual or historic districts within the study area boundaries. There are no NRHP Historic Districts, Article 11 Conservation Districts, or Article 10 districts in SA-3. SA-3 includes nine Article 10 Landmark Properties and previously identified historical resources. Refer to Figure 4.5-2, Historic Resources in Study Areas 3 and 4, p. 4.5-24, which shows the known historical resources within this study area.

SA-4, Sutter Street/Mason Street

SA-4 is bounded by Bush Street to the north, Powell Street to the east, Geary Street to the south, and Jones Street to the west in the Union Square/Nob Hill/Tenderloin Districts, as shown in Figure 4.5-2, Historic Resources in Study Areas 3 and 4, p. 4.5-24. In SA-4, Powell Street is primarily a mixture of hotels, retail shops, restaurants, and public uses. Mason, Sutter, Post, Geary, Bush, Taylor, and Jones streets are a mixture of restaurants, commercial uses, and multifamily residential units. Mason, Sutter, Post, and Geary streets also contain retail shops and hotels. Most buildings are three to seven stories tall, with taller buildings located in the southern portion of SA-4 along Post and Geary streets.

Buildings in SA-4 generally date from after the 1906 earthquake and fire through the 1930s. SA-4 is included in the Downtown Area Plan, but there have been no Area Plan historic surveys conducted in this study area. Portions of this study area are within the boundaries of the Kearny-Market-Mason-Sutter Article 11 Conservation District and the Uptown Tenderloin and Lower Nob Hill Apartment Hotel NRHP historic districts. There are two Article 10 Landmark Properties and other known historical resources. Refer to Figure 4.5-2, which shows the known historical resources within this study area.

SA-5, Mid Market Street

SA-5 is generally bounded by Fifth Street to the east and Gough Street to the west. The northern and southern borders of the study area are varied, but are generally represented by Market Street to the north and Natoma Street to the south. SA-5 is made up of diverse and disparate neighborhoods or districts as they intersect with Market and Mission streets, between Seventh and 12th Streets. The building types reflect the wide range of neighborhoods or districts in the study area and include residential, commercial, and institutional uses with buildings dating from pre-1906 to the present.

Portions of SA-5 are within the Market & Octavia Area Plan Historic Survey, Central Market Area Plan Historic Survey, and SoMa Area Plan Historic Surveys and are also within the Downtown,

Civic Center, South of Market, Western SoMa, and the East SoMa Area Plans. Portions of SA-5 are within the West SoMa Light Industrial and Residential historic district and the Sixth Street Lodging House historic district, which were identified in the SoMa Area Plan Historic Survey.[154] Portions of this study area are within the boundaries of the Uptown Tenderloin NRHP historic district, the Market Street Theater and Loft NRHP historic district, the San Francisco Civic Center Landmark NRHP historic district, the Civic Center Article 10 District, and the Kearny-Market-Mason-Sutter Article 11 Conservation District. Additionally, there are three Article 10 Landmarks Properties and other known historical resources are located in this study area. Refer to Figure 4.5-3, Historic Resources in Study Area 5, p. 4.5-25, which shows the known historical resources within this study area.

SA-6, Fourth Street/Howard Street

SA-6 is bounded by Mission Street to the north, Fourth Street to the east, Folsom Street to the south, and Fifth Street to the west in the SoMa District. The area generally includes Moscone Center West and an adjacent mix of one or two story commercial buildings and warehouses. There are also some single-family and multiple-story residential buildings dating from the 1920s and 1930s.

Portions of SA-6 are within the Downtown Area Plan, Western SoMa Plan, and SoMa Area Plan Historic Survey, although none of the Area Plan historic surveys identified a historic district within the boundaries of this study area. As shown in Figure 4.5-4, Historic Resources in Study Areas 6 and 7, p. 4.5-26, there are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, or Article 10 Landmark Properties in SA-6; however, there are previously identified known historical resources within this study area.

SA-7, Rincon Hill East

SA-7 is bounded by Folsom Street to the north, Main Street to the east, Bryant Street to the south, and Beale Street to the west in the SoMa District. The north side of SA-7 is comprised of the former Embarcadero Postal Center structure and associated parking lots bordered by Beale, Folsom, Main, and Harrison streets. To the south are multifamily residential units, a commercial building, the Caltrans Bridge Maintenance Center, and the Bay Bridge Pump Station. Interstate 80 (I-80) traverses SA-7.

There are two buildings over the age of 45 years within SA-7 and both have been determined not to be historical resources. As shown in Figure 4.5-4, Historic Resources in Study Areas 6 and 7, p. 4.5-26, there are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, Article 10 Landmark Properties, or known historical resources within SA-7. SA-7 is within the Rincon Hill Area Plan; however, no historic resource survey was conducted as part of the area plan's EIR.

[154] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).

SA-8, Third Street/Bryant Street

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

Portions of SA-8 are within the SoMa Area Plan Historic Survey and East SoMa Area Plan; however, there are no historic districts within the boundaries of this study area. There are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, or Article 10 Landmark Properties; however, there are other known historical resources within SA-8. Refer to Figure 4.5-5, Historic Resources in Study Areas 8 and 9, p. 4.5-27, which shows the known historical resources within this study area.

SA-9, Second Street/Brannan Street

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

Portions of SA-9 are within the SoMa Area Plan Historic Survey and the East SoMa Area Plan. There are no Article 11 Conservation Districts, or NRHP Historic Districts. SA-9 is included within a portion of the Article 10 South End Historic District and includes one Article 10 Landmark Property and other known historical resources. Refer to Figure 4.5-5, Historic Resources in Study Areas 8 and 9, p. 4.5-27, which shows the known historical resources within this study area.

SA-10, Fifth Street/Brannan Street

SA-10 is bounded by Bryant Street to the north, Fifth Street to the east, Townsend Street to the south, and Sixth Street and I-280 to the west in the SoMa District. There is a mixture of commercial uses and multifamily residential units along Fifth, Bryant, Brannan, Sixth, and Bluxome Streets in SA-10. The San Francisco Flower Mart is located on the north side of Brannan Street between Fifth and Sixth streets. Existing AAU facilities are located on the west side of Fifth Street between Brannan and Bluxome streets. The Caltrain Station and train tracks are located on the south side of Townsend

Street. The entrance and exit to I-280 are located on Sixth Street at Brannan Street. Most buildings are two to four stories in height.

Building dates in SA-10 range from the 1910s to 2000s. This study area is within the Western SoMa Plan and SoMa Area Plan Historic Survey. A portion of SA-10 is within the Bluxome and Townsend historic district identified in the SoMa Area Plan Historic Survey.[155] There are no Article 11 Conservation Districts, NRHP Historic Districts, Article 10 Districts or Article 10 Landmark Properties within this study area; however, there are other known historical resources. Refer to Figure 4.5-6, Historic Resources in Study Areas 10 and 11, p. 4.5-28, which shows the known historical resources within this study area.

SA-11, Sixth Street/Folsom Street

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

Building dates range from the early 1900s to 2000s with the majority constructed between the 1920s and 1950s. Portions of this study area are within the SoMa Area Plan Historic Survey and the East SoMa Area Plan. A portion of SA-11 is within the West SoMa Light Industrial and Residential historic district identified in the SoMa Area Plan Historic Survey.[156]

There are no Article 11 Conservation Districts, Article 10 Districts, NRHP Historic Districts, or Article 10 Landmark Properties; however, there are other known historical resources. Refer to Figure 4.5-6, Historic Resources in Study Areas 10 and 11, p. 4.5-28, which shows the known historical resources within this study area.

SA-12, Ninth Street/Folsom Street

SA-12 is bounded by Folsom Street to the north, Eighth Street to the east, Harrison Street to the south, and 10th Street to the west in the SoMa District. There is a mixture of retail, restaurants, commercial uses, and multifamily residential units along Folsom, Harrison, and 10th Streets in SA-12. Dore Street is mainly multifamily residential. Ninth Street consists of various commercial uses, including two motels. Eighth Street is composed of various commercial uses. The Golden Gate

[155] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).
[156] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).

Transit bus yard is located at the corner of Eighth and Harrison streets. Most buildings are two to four stories tall.

Many buildings in SA-12 were constructed in the decade after the 1906 earthquake and fire and a large proportion of the remaining buildings date to the 1920s. SA-12 is in the Western SoMa Plan and a portion of this study area is within the West SoMa Light Industrial and Residential historic district identified in the SoMa Area Plan Historic Survey.[157] There are no Article 11 Conservation Districts, Article 10 Districts, or NRHP Historic Districts within SA-12. However, there are known historical resources within this study area. Refer to Figure 4.5-7, Historic Resources in Study Area 12, p. 4.5-29, which shows the known historical resources within this study area.

Project Sites: Historic Context and Historical Resources Status

The following includes a discussion of historic architectural / built environment resources at the six project sites. Per City policy, all existing buildings 45 years or older should be taken into consideration as potential historical resources during the planning process. The discussions for PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; and PS-3, 625 Polk Street, were adapted from the Supplemental Information Forms (SIFs) prepared by Atkins and submitted to the Planning Department for each project site containing buildings or structures 45 years or older, per the Planning Department's policy for review of cultural resources. As noted below, the Planning Department responded to the submittal of the SIFs with HRERs, which consisted of a determination regarding the historical resource status of each building and potential impacts to these buildings. PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue, are also discussed; however, these project sites do not contain buildings over 45 years of age or were previously determined to not be a historical resource and were therefore not reviewed for historic resources impacts.

PS-1, 2801 Leavenworth Street (The Cannery)

Building History

As originally designed, The Cannery was a two-story brick industrial building constructed in 1907–1909 by builder Philip L. Bush and architect William Mooser III, which served as a fruit canning facility for the California Fruit Canners Association. At its peak, The Cannery was reputed to have been the most productive peach-canning facility in the world. It continued in operation until 1936. The Cannery was subsequently used for warehouse and storage space until the early 1960s, after which it was redesigned for use as an urban marketplace. The adjacent building today known as the Haslett Warehouse (or Argonaut Hotel) was also part of the original complex, but was separated from The Cannery by a railroad siding.

[157] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).

Building Description

The Cannery complex occupies a rectangular lot at the eastern half of the block bounded by Beach, Leavenworth, Hyde, and Jefferson Streets. Currently, The Cannery complex includes two wings totaling 133,675 sf on a 66,124 sf site: the North Building fronting on Jefferson Street and the South Building fronting on Beach Street. Both are three-story structures without basements. There is also a nonpublic mezzanine level in each wing. These two wings are separated by an east/west open-air walkway known as Cannery Walk. A landscaped courtyard known as Cannery Street, with entrances from Beach and Jefferson Streets, is situated on the west side of the complex.

Description of Past Alterations

The first major alterations to the building occurred in 1965–1967 for conversion of the building for retail use. When The Cannery reopened in 1967, it featured a three-level labyrinth of balconies, arcades, bridges, and walkways with nearly 135,000 sf of retail space. The 1965–1967 renovations also included the installation of select European historic interiors purchased from the collection of the William Randolph Hearst Estate. The Cannery is now considered one of the earliest examples of historic building adaptive reuse in the United States and remains an integral part of the commercial development at Fisherman's Wharf. Subsequent minor alterations made post-1970s include new doors, new windows, corrugated metal awnings, new glazing, brick planters, and new signage. No exterior alterations have been made since AAU occupancy, and there are no exterior AAU signs on the building; however, there is signage in the interior courtyard (in a window display). In terms of interior improvements the building has been painted, ceiling tiles have been replaced, and there were limited concrete repairs in the interior courtyard. AAU upgraded the fire alarm system and installed a security system in 2013.[158]

Current Historic Status

The Cannery was recognized in 1968 as a Structure of Merit under *Planning Code* Article 10, Section 1011. Structures of Merit encourage the protection, enhancement, perpetuation, and use of resources that are not officially designated as landmarks and are not situated in designated historic districts. Further, Article 10 does not regulate the review of alterations to Structures of Merit. There are nine Structures of Merit in the city, of which The Cannery (2801 Leavenworth Street) is one.

The property is also listed in the *Here Today Survey*, the Unreinforced Masonry Building Survey and the 1976 Planning Department Architectural Survey. The Building is considered a "Category A" property (a known historical resource) for the purposes of the Planning Department's CEQA review procedures. Additionally the building is eligible for the CRHR under Criterion 1 (Events – early example of adaptive reuse), and Criterion 3 (Design/Construction – work of a master, Joseph Esherick, for the adaptive reuse; integration of historic and modern architectural elements). Because the resource has been recommended eligible for inclusion in the CRHR, PS-1 is considered a

[158] San Francisco Building Permit #201312043366.

historical resource under CEQA. In addition, this project site is located within the Northeastern Waterfront Area Plan and, specifically, within the Fisherman's Wharf Subarea.

PS-2, 700 Montgomery Street

Building History

Built in 1904–1905, the Columbus Savings Bank was the first of four banking institutions in San Francisco that were founded by Italians to serve the Italian community. PS-2 was designed by the short-lived San Francisco firm of Frederick H. Meyer and Smith O'Brien and is one of the very few buildings designed by this firm that pre-date the 1906 earthquake and fire.

The building was saved from destruction during the 1906 earthquake and fire. The Columbus Savings and Loan Society remained at 700 Montgomery Street until 1923 when it merged with Sbarboro's Italian-American Bank. This, in turn, merged with Giannini's Bank of Italy in 1927. From 1939 to 1953, the ground floor was occupied by the Pisani Printing and Publishing Company. The upper floor was occupied by a variety of attorneys, importers, accountants, engineers, and organizations, including the Italian consulate (1948–1951). Later the main floor was occupied by the Indonesian consulate (1954–1956), the City and County Public Defender Office (1957–1958), and the Mutual Fund Associates (1959–1971).[159]

Building Description

The Columbus Savings Bank was designed in the Classical Revival style: the building is a three-story, 11,455 sf brick masonry structure that is clad in elaborately carved grey Colusa sandstone. The building is divided into twelve bays: six on Washington Street, five on Montgomery Street, and a corner bay at the intersection.

In the second story, each bay is defined by rectangular windows set in a molded casing with a deep reveal. There is a volute in the keystone position of each window, except in the corner bay, where there is an elaborate shield instead. The second-story cornice consists of a simple molding and dentils, with lions' heads in the molding marking the division between bays. A parapet with punched openings surmounts the building.

At the main entrance, paired bronze doors with glazing and ornamental pulls appear to be early, though not original. All windows but one in the building are set in original wood frames. Doorway openings in the Washington Street side are original, but the doors themselves are modern metal replacements. The original entrance lobby of 1905 survives to a large degree, with moldings in the classical style.

[159] R.L. Polk & Co, *Polk's San Francisco (San Francisco County, California) City Directory* (San Francisco, CA: R.L. Polk & Co, various years).

Description of Past Alterations

No exterior alterations have taken place since AAU occupation at PS-2 other than painting and installation of a new security system. Other alterations to the exterior of 700 Montgomery Street are minimal and took place prior to AAU occupancy. Both doors in the Washington Street side of the building have modern metal frames, and one wood-framed window has been replaced by a window with a metal frame. Some of the sandstone ornament has eroded, but most of it is in good condition.

Current Historic Status

700 Montgomery Street is City Landmark 212, is listed in the CRHR, and is listed as a contributor to the Jackson Square NRHP District. It is also located in the Article 10 Jackson Square Historic District. The building has a Planning Department Historic Resource Status of "A", meaning that this building is considered a historical resource pursuant to CEQA.

PS-3, 625 Polk Street

Building History

PS-3 was built in 1912 by San Francisco architect Frederick H. Meyer and was originally known as the Deustches Haus (German Haus) and is now known as California Hall. When built, it opened with an elaborate celebration with a message from Kaiser Wilhelm. The California Hall is significant as a finely detailed example of a rarely seen architectural style in San Francisco and as one of a limited number of structures associated with the city's German community. The building was associated with the German community until the early 1980s.

Description

The design of the five-story, 93,103 sf building reflects the German Renaissance or Teutonic Baroque style. The building is a steel- and concrete-frame structure with elaborate terracotta exterior details. The grand glass and iron marquee facing Polk Street is original to the building. The interior features an ornate skylighted auditorium and a central grand ballroom with a balcony. The lower level includes a restaurant with wooden booths and a long Bavarian style bar, all in dark wood paneling.

Description of Alterations

The exterior modifications to this building include painting and the installation of new, short-armed lighting that was installed flush to the building. The new lighting replaced the long-armed lighting that existed when AAU occupied the building. In addition, in terms of interior improvements, the building was painted and a new security system was installed. A Certificate of Appropriateness application for this site was filed in January 2013 (Case #2013.0011A).

Current Historic Status

PS-3 is designated as City Landmark 174 under Article 10. The building has a Planning Department Historic Resource Status of "A," meaning that this resource is considered a historical resource pursuant to CEQA. In addition, this project site is located in the Van Ness Avenue Area Plan.

PS-4, 150 Hayes Street

PS-4 is the 80,330 sf former American Automobile Association building at 150 Hayes Street. The building was constructed in 1959. The six-story, rectangular-plan, concrete-framed building features glass and metal spandrel curtain walls on the front façade and metal curtain walls on the remainder.

The building at 150 Hayes Street is not a historical resource. A recent evaluation of the property concluded that it was not eligible for listing in the NRHP and CRHR. This evaluation was conducted in compliance with National Historic Preservation Act of 1966 (NHPA) Section 106 for the project at 101 Polk Street, adjacent to the building at 150 Hayes Street. The HPC held a public hearing on December 4, 2013, to review and comment on the documentation regarding the evaluation of 150 Hayes Street. The HPC concurred with the Section 106 findings. Furthermore, on January 31, 2014, SHPO concurred with the findings that the property is not eligible for listing in the NRHP.[160] For these reasons, substantial evidence would not support a conclusion that 150 Hayes Street is a historical resource pursuant to CEQA.

PS-5, 121 Wisconsin Street

PS-5 is currently used by AAU as a bus parking lot. Two trailers and a small shed, all less than 50 years old, are at this location and none hold, or merit, local, state, or federal designation as a historical resource. Therefore, PS-5 is not a historical resource under CEQA.

PS-6, 2225 Jerrold Avenue

PS-6 is located at 2225 Jerrold Avenue. The 91,367 sf building was constructed in 1982. The two-story, rectangular-plan, concrete-framed building features solid concrete walls punctuated by large overhead garage doors on the north and south and west façades. The west façade also includes clerestory windows and side-hinged metal doors. It is not locally, state, or federally designated as a historical resource, nor is it eligible for listing on any local, state, or federal registry. Therefore, it is not a historical resource under CEQA.

[160] John Rahaim, Director, San Francisco Planning Department, Letter to Carol Roland-Nawi, State Historic Preservation Officer, Comments on Historic Preservation Commission, Case No. 2011.0702F, Project: 101 Polk Street Residential Project (December 9, 2013); Carol Roland-Nawi, State Historic Preservation Officer, Letter to Angela Corcoran, Director of Operations, US Department of Housing and Urban Development, San Francisco Regional Office, Re: Mortgage Insurance for the Multifamily Housing Development Located at 101 Polk Street, San Francisco, CA, Ref.: HUC_2014_013_001 (January 31, 2014).

4.5.2 Regulatory Framework

Applicable federal, state, and local regulations are discussed below. In addition, Section 4.1, Plans and Policies, provides information on plans, including objectives and policies of the *General Plan* and other applicable local and regional plans. This section also discusses the Proposed Project's compliance with the *Planning Code*, which implements the *General Plan*.

Federal

Federal regulations for cultural resources are primarily governed by NHPA Section 106, which requires federal agencies to take into consideration the potential effects of proposed federal undertakings on significant cultural resources, referred to as "historic properties." Historic properties include any prehistoric or historic buildings, structures, objects, site or districts listed in or eligible for listing in the NRHP. Section 106 affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in Title 36 Code of Federal Regulations Part 800 (36 CFR Sections 800.1 et seq.).

The NRHP criteria, codified in 36 CFR Part 60, are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and must meet at least one of the following criteria:

(a) That they are associated with events that have made a significant contribution to the broad patterns of our history

(b) That they are associated with the lives of persons significant in our past

(c) That they embody the distinctive characteristics of a type, period, or method of construction, or possess high artistic values, or represent a significant distinguishable entity whose components may lack individual distinction

(d) That they have yielded or may be likely to yield, information important to history or prehistory

Certain property types are usually excluded from consideration for listing in the NRHP, but can be considered if they meet special requirements in addition to meeting the regular criteria. The following are the seven Criteria Considerations that deal with properties usually excluded from listing in the NRHP: religious or moved properties, birthplaces and graves, cemeteries, reconstructed or commemorative properties, and properties that have achieved significance within the past 50 years. In order to be eligible for listing in the NRHP, properties must possess historic significance under one or more of the criteria and retain sufficient historic integrity to convey that significance. Historic districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related

properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant if it was either present during the period of significance or relates to the significance of the district, and if it retains its integrity; or if it independently meets the criteria for listing in the NRHP.

Archeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence at each site location, information gathered during the literature and record searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by NHPA Section 106.

State

CEQA requires that state and local public agencies identify the significant environmental impact of their actions and either avoid or mitigate those impacts to historical resources, "unique archaeological" resources, Native American human remains, and paleontological resources. Under CEQA "historical resources" can include buildings, structures, objects, sites, districts, and archaeological resources that are historically or culturally significant. CEQA Guidelines Section 15064.5(a) and Public Resources Code (PRC) Section 21084.1 define historical resources as those listed or eligible for listing in the CRHR. "Unique archaeological," Native American, and paleontological resources are defined and discussed in other sections of the CEQA guidelines and PRC, as presented below. The California Historic Building Code (CHBC) also offers an alternative regulation and standards that can help avoid significant impacts on historical resources, as discussed herein. Furthermore, the Planning Department's *Environmental Review Guidelines* (October 2012) provides standards and practices for CEQA review of historical resources.

Historical Resources

The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain California State Landmarks and Points of Historical Interest. Properties that are eligible for the NRHP are automatically eligible for the CRHR (PRC Section 5024.1 and

California Code of Regulations (CCR) Title 14, Section 4850). Furthermore, properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a qualified local historical resources survey may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (CEQA Guidelines Section 15064.5(a)(2)). A lead agency should consider the resource to be potentially eligible for the CRHR unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing. (CEQA Guidelines Section 15064.5(a)(2))

Even if potential resources that might be impacted by a proposed project have not been listed or identified as significant in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1, CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

(a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and

(b) Meets any of the following criteria for listing in the CRHR:

    1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    2) Is associated with the lives of persons important in our past;

    3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

    4) Has yielded, or may be likely to yield, information important in prehistory or history.

CRHR criteria are similar to NHRP criteria, and are tied to CEQA, as any resource that meets the above criteria and retains sufficient historic integrity, is considered a historical resource under CEQA. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource. Integrity is an essential criterion in determining if a potential resource, including an archeological resource, is a historical resource. In terms of CEQA, "integrity" can, in part, be expressed in the requirement that a historical resource must retain "the physical characteristics that convey its historical significance" (CEQA Guidelines Section 15064.5(b)).

In addition to meeting one or more of the above criteria and retaining integrity, the CRHR requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource.[161] The Office of Historic Preservation (OHP) recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older.[162] Furthermore, the CRHR gives special considerations for moved buildings, structures, or objects; historical resources achieving significance within the past 50 years; and reconstructed buildings.

For an archeological resource that is evaluated for CRHR-eligibility under Evaluation Criterion 4 ("has yielded or may be likely to yield information important to prehistory or history"), integrity is conceptually different than how it is usually applied to the built environment. For a historic building, possessing integrity means that the building retains the defining physical characteristics from the period of significance of the building. In archeology, an archeological deposit or feature may have undergone substantial physical change from the time of its deposition, but it may still have sufficient integrity to qualify as a historical resource. The integrity test for an archeological resource is whether the resource can yield sufficient data (in type, quantity, quality, diagnosticity) to address significant research questions. Thus, in archeology "integrity" is often closely associated with the development of a research design that identifies the types of physical characteristics ("data needs") that must be present in the archeological resource and its physical context to adequately address research questions appropriate to the archeological resource.

For historic buildings and structures, CEQA Guidelines Section 15064.5(b)(3) provides that a project that follows the Secretary of the Interior (SOI) *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the SOI *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (collectively called the Secretary's Standards) generally shall be considered as mitigated to a level of less than a significant impact on the historical resource.

Unique Archaeological Resources

CEQA mentions two types of archeological resources: those that qualify as historic resources, and those that are considered unique archeological resources. For a project that may have an adverse effect on a unique archeological resource, CEQA requires preparation of an environmental impact report (CEQA Section 21083.2, CEQA Guidelines Section 15065).

[161] CCR 14(11.5) Section 4852(d)(2).
[162] California Office of Historic Preservation, *Instructions for Recording Historical Resources* (Sacramento: Office of Historic Preservation, 1995), 2.

A "unique archeological resource" is a category of archeological resources created by the CEQA statutes (CEQA Section 21083.2(g)). An archeological resource is a unique archeological resource if it meets any of one of three criteria:

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

Under CEQA, evaluation of an archeological resource as an "historical resource" is privileged over the evaluation of the resource as a "unique archaeological resource" in that CEQA requires that "when a project will impact an archaeological site, a lead agency shall first determine whether the site is a historical resource" (CEQA Guidelines Section 15064.5(c)(1)).

Human Remains

Under state law, Native American human remains and associated burial items may be considered significant resources in two ways: they may be significant to descendant communities for patrimonial, cultural, lineage, and religious reasons; and they may be important to the scientific community, such as archaeologists, historians, epidemiologists, and physical anthropologists. The specific stake of some descendant groups in ancestral burials is a matter of law for some groups, such as Native Americans (CEQA Guidelines Section 15064.5(d), PRC Section 5097.98). In other cases, the concerns of the associated descendent group regarding appropriate treatment and disposition of discovered human burials may become known only through outreach from the local agency towards descendent communities. Beliefs concerning appropriate treatment, study, and disposition of human remains and associated burial items may be inconsistent between descendent and scientific communities. CEQA and other state regulations concerning Native American human remains provide the following procedural requirements to assist in avoiding potential adverse effects to human remains within the contexts of their value to both descendants' communities and the scientific community:

- When an initial study identifies the existence or probable likelihood that a project would impact Native American human remains, the lead agency is to contact and work with the appropriate Native American representatives identified through the Native American Heritage Commission (NAHC) to develop an agreement for the treatment and disposal of the human remains and any associated burial items (CEQA Guidelines Section 15064.5(d), PRC Section 5097.98).
- If human remains are accidentally discovered, the county coroner must be contacted. If the county coroner determines that the human remains are Native American, the coroner must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC

must identify the most likely descendant (MLD) to provide for the opportunity to make recommendations for the treatment and disposal of the human remains and associated burial items. If the MLD fails to make recommendations within 24 hours of notification or the project applicant rejects the recommendations of the MLD, the Native American human remains and associated burial items must be reburied in a location not subject to future disturbance within the project site (PRC Section 5097.98).

Paleontological Resources

Under California law, fossil localities are protected by CEQA, California Administrative Code, Title 14, Sections 4306 et seq., and PRC Section 5097.5. CEQA requires that public agencies not approve projects as proposed unless there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects (Chapter 1, Section 21002). California PRC Section 5097.5 protects vertebrate fossil localities, including fossilized footprints or any other paleontological feature, situated on public land.

Paleontological resources, including fossil localities and remains and associated specimen data and corresponding geological and geographic locality data, are protected under various federal statutes including the Antiquities Act of 1906 (16 USC Sections 431–35, 36 CFR Part 296) and the National Historic Preservation Act of 1966 (16 USC Sections 470 et seq.). Typical federal requirements regarding paleontological resource management and compliance with the Antiquities Act are outlined in the 1998 Bureau of Land Management Manual (Section 8270) Paleontological Resource Management; Handbook H-8270-1, General Procedural Guidance for Paleontological Resources Management). Additional protection of paleontological resources management is afforded by the National Environmental Policy Act of 1969.

California Historical Building Code

The California Building Standards Code (CBSC), as specified in CCR Title 24, provides regulations for how buildings are designed and constructed to ensure the maximum structural integrity and safety of private and public buildings. The CBSC also includes specific building regulations within other CCR titles, including Title 8 (for elevator construction), Title 19 (for fire-suppression equipment), Title 21 (for architectural standards), and Title 25 (for public housing).

With respect to historical resources, Title 24 includes Part 8, the California Historical Building Code, provides alternative regulations and standards for the preservation, restoration, rehabilitation, relocation, associated construction, and change or continued use of qualified historic buildings and structures. Qualified buildings and structures include "any structure or property, collection of structures, and their related sites deemed of importance to the history, architecture, or culture of an area by an appropriate local or state governmental jurisdiction" including those eligible for or listed in the NRHP, CRHR, local historical registers or inventories (Section 18955). In addition, Part 10 of Title 24 is the Existing Buildings Code, controls all work done on buildings that predate the current building standards.

Local

The City of San Francisco maintains a list of locally designated City Landmarks and Historic Districts similar to the NRHP, but at the local level. Landmarks can be buildings, sites, or landscape features. Districts are defined generally as areas of multiple historic resources that are contextually united. The regulations governing Landmarks, as well as the list of individual Landmarks and descriptions of each Historic District, are found in *Planning Code* Articles 10 and 11. Owners of Landmark properties, or of contributors to Historic Districts, may be eligible for property tax relief and other incentives. Preservation Bulletins Nos. 5, 9, and 10 provide additional information about Article 10 and 11 Landmarks, Historic Districts, and the landmark designation process.[163] San Francisco Preservation Bulletin No. 5 states that the San Francisco Historic Preservation Commission (HPC) (formerly the Landmarks Preservation Advisory Board) and the Planning Commission use the NRHP criteria for evaluating potential historic properties.

San Francisco General Plan, Planning Code, and Planning Department Procedures

San Francisco General Plan

The Urban Design Element of the *General Plan* acknowledges the importance of historic structures within the city, and emphasizes the importance of older buildings for the "richness of character, texture, and human scale that is unlikely to be repeated often in new development." These structures help to characterize many neighborhoods and serve as landmarks and focal points. *General Plan* policies regarding historic architectural / built environment resources are discussed in Objective 2 of the Urban Design Element:[164]

Objective 2 Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding.

Policy 2.4 Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Policy 2.5 Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

Policy 2.6 Respect the character of older development nearby in the design of new buildings.

[163] San Francisco Planning Department, Preservation Bulletins Numbers 1-21, *Historic Preservation Bulletins*, http://www.sf-planning.org/index.aspx?page=1827 (accessed June 26, 2014).
[164] San Francisco Planning Department, *San Francisco General Plan*, Urban Design Element (adopted by Planning Commission Resolution No. 12040 (September 27, 1990, as amended through 2010).

San Francisco Planning Code

San Francisco Planning Code Article 10

Adopted in 1967, *Planning Code* Article 10 provides for the identification, designation, and protection of historical resources and establishes an adopted local register of historic resources that includes designated city landmarks and historic districts. San Francisco City Landmarks are buildings, properties, structures, sites, districts, and objects of "special character or special historical, architectural or aesthetic interest or value and are an important part of the City's historical and architectural heritage."[165] Historic districts are defined generally as areas of multiple historic resources that are contextually united. Designated landmarks and historic districts are important to the city's history and help to provide significant and unique examples of the past that are irreplaceable. Landmarks and historic districts help to protect the surrounding neighborhood development and enhance the educational and cultural dimension of the city. The San Francisco landmarks and historic district designation process utilizes the NRHP criteria as the basis of evaluation for historic buildings.

Article 10 protects city landmarks and historic districts from inappropriate alterations and demolitions through review by the San Francisco Historic Preservation Commission (HPC). Pursuant to *Planning Code* Section 1006, a Certificate of Appropriateness (COA) is required to be filed by the property owner or certified agent of the owner prior to most exterior alterations and all demolitions of structures that are designated City Landmarks and for most exterior alterations, demolitions and new construction of a site or structure within a designated historic district when a City permit is required. The purpose of a COA is to ensure that designated landmark sites and historic districts are preserved and that alterations, demolitions, and new construction are compatible with historical resources. Any work involving a sign, awning, marquee, canopy, or other appendage for which a City permit is required on a landmark site or in a historic district also requires a COA.[166]

The COA will be reviewed by the HPC, which, as a policy, uses the Secretary's Standards as the review criteria. In general, the proposed work shall preserve, enhance, or restore, and shall not damage or destroy, the exterior architectural features of the landmark. The HPC will conclude its review by making a finding that the proposal does or does not result in a significant impact upon, or is potentially detrimental to, the designated landmark or historic district in the form of approval, disapproval, or approval with conditions.

Three Article 10 historic districts (entirely or portions thereof) are found within the AAU study areas. SA-2, Lombard Street/Van Ness Avenue, includes the Blackstone Court Historic District; SA-5,

[165] San Francisco Planning Department, San Francisco Preservation Bulletin No. 9: San Francisco Landmarks, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5081 (accessed June 26, 2014).
[166] San Francisco Planning Department, San Francisco Preservation Bulletin No. 04: Certificate of Appropriateness Procedures, http://www.sfplanning.org/Modules/ShowDocument.aspx?documentid=5336 (accessed July 2013).

Mid Market Street, contains contributing buildings of the Civic Center Historic District; and SA-9, Second Street/Brannan Street, includes buildings within the South End Historic District. There are also multiple Article 10 Landmark Buildings within five of the study areas. Additionally, two of the project sites are Article 10 Landmark Buildings: PS-2, 700 Montgomery Street, and PS-3, 625 Polk Street. PS-2 is also a contributory building to an Article 10 district, the Jackson Square Historic District. PS-1, 2801 Leavenworth Street (The Cannery), is a one of nine Structures of Merit under Article 10, which have been designated by the Planning Department as historical, architectural or aesthetic resources. While these properties are not officially designated as landmarks and not within historic district boundaries, they have been recognized as resources that should be encouraged for protection, enhancement, and perpetuation and use.[167]

San Francisco Planning Code Article 11

Adopted in 1985 as part of the Downtown Plan, *Planning Code* Article 11 identifies buildings with special architectural, historical, and aesthetic importance in the Downtown (C-3) zoning district. Areas within the C-3 District that include a concentration of these buildings are designated as Conservation Districts. The regulations governing properties in these districts, and descriptions of each, are found in Article 11. Similar to traditional historic districts, which recognize historic and cultural significance, Conservation Districts seek to designate and protect buildings based on architectural quality and contribution to the character of Downtown. These downtown districts contain concentrations of buildings that together create geographic areas of unique quality and thus facilitate preservation of the quality and character of the area as a whole.

Article 11 defines the Permit to Alter or Demolish requirements for any Article 11 significant or contributory building or buildings located within a designated Conservation District, as well as any new or replacement construction within a Conservation District. In general, a Permit to Alter is required for the "Major" exterior alteration of a building for which a permit is required pursuant to the Building Code unless the proposed work is deemed "Minor" because it does not substantially change, obscure or destroy exterior character-defining spaces, materials, features, or finishes. The HPC reviews all permits and determines whether alterations are major or minor. The HPC may delegate approval for minor alterations to the Planning Department. The Department will approve, approve with conditions, or disapprove Permits for Minor Alterations without a HPC hearing. This administrative approval of a Building Permit by the Planning Department conforms to City Building Code requirements. Typically, signage and the exterior alteration of ground floor display areas within the architectural frame (pier and lintels) of the building to meet the needs of first-floor commercial uses qualify as minor alterations provided original historic finishes, features, and materials of the structure are not altered or removed.[168]

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[167] San Francisco Planning Department, San Francisco Preservation Bulletin No. 13: Structures of Merit, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5089 (accessed January 2015).
[168] San Francisco Planning Department, San Francisco Preservation Bulletin No. 10: Historic and Conservation Districts, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5083 (accessed July 2013).

The HPC reviews and approves, approves with conditions, or disapproves all permits for major alterations or demolitions of Article 11 significant or contributory buildings, or buildings located within a designated Conservation District, as well as any new or replacement construction within a Conservation District after an HPC hearing. The HPC uses the Secretary's Standards as the review criteria for alterations to Article 11 significant and contributory buildings. In general, the proposed work shall preserve, enhance, or restore, and shall not damage or destroy, the exterior architectural features of the significant and contributory buildings. All major exterior alterations to noncontributory buildings located within a Conservation District should be compatible in design and scale as specified for each district within Article 11. Standards and requirements for review of demolition permits for the demolition of significant, contributory, or noncontributory buildings within Conservation Districts, and for new or replacement construction in a Conservation District are outlined in Sections 1111.7 and 1113 of Article 11.

Portions of one Article 11 Conservation District, the Kearny-Market-Mason-Sutter District, are located within two AAU study areas: SA-4, Sutter Street/Mason Street, and SA-5, Mid Market Street.

Van Ness Special Sign District

SA-3, Mid Van Ness Avenue, and PS-3, 625 Polk Street, are located within the Van Ness Special Sign District, *Planning Code* Article 6, Section 607.3. While most signs are regulated under Article 6, Section 604, which requires compliance with Articles 10 and 11, Section 607.3 lists specific restrictions for signs on Landmarks buildings (as designated under Section 1004). These restrictions guide the size and location of signs within the district, and the section specifically prohibits signs from flashing, covering windows, and being located on a roof. Signs must also be installed at the same location as a sign being replaced. Specifically, Section 607.3 requires that signs on Landmarks within the Van Ness Special Sign District follow the procedures for a Certificate of Appropriateness under Section 1006.

City and County of San Francisco Planning Department CEQA Review Procedures for Historical Resources

San Francisco Preservation Bulletin No. 16 "CEQA Review Procedures for Historical Resources" provides guidance for the CEQA review process with regard to historical resources. As a certified local government and the lead agency in CEQA determinations, the City and County of San Francisco has instituted guidelines and a system for initiating CEQA review of historical resources. While resources that are eligible for listing in the NRHP and CRHR are generally at least 50 years old, the Planning Department's policy is to review cultural resources 45 years or older. San Francisco Preservation Bulletin No. 16 incorporates the state's CEQA Guidelines into the City's existing regulatory framework. To facilitate the review process, the Planning Department has established categories that classify resources based on their evaluation and/or inclusion in specific

registers or cultural resource surveys. As outlined in San Francisco Preservation Bulletin No. 16, these categories include:[169]

Category A.1 Resources listed on or formally determined to be eligible for the California Register. These properties are considered historical resources under CEQA.

Category A.2 Resources listed on adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register. These properties are considered historical resources under CEQA.

Category B Properties requiring further consultation and review.

Category C Properties determined not to be historical resources or properties for which the City has no information indicating that the property is a Historical Resource. These properties are not considered historical resources under CEQA.

Any future project related to the implementation of the Proposed Project that includes alteration or demolition of a Category A or B property would be subject to project-specific environmental review that evaluates potential impacts to historical resources prior to any discretionary City approval. For those properties that are known historical resources and for any buildings that are determined to be historical resources through further evaluation, Planning Department CEQA Review Procedures generally require that future projects be designed in accordance with the Secretary's Standards in order to avoid a significant impact.

Historic Resource Surveys

The City of San Francisco's long history in historic preservation has produced numerous historic resource surveys completed by the City and/or County, or by private and nonprofit organizations. The majority of the early efforts to recognize historic resources are reconnaissance level surveys that primarily identified built dates and architectural design. Some properties included in older surveys are re-surveyed and evaluated for their historical significance, by subsequent survey efforts (including Area Plan historic resource surveys, discussed further below), for NRHP historic districts, or in response to specific development projects or for other CEQA compliance purposes. Following is a description of historic resource surveys relevant to the AAU study areas and project sites. Some properties within the AAU study areas were inventoried during one or more of these surveys, as were some of the project sites.

Junior League of San Francisco Architectural Survey, 1968

The Junior League of San Francisco conducted a reconnaissance level survey that it published in *Here Today: San Francisco's Architectural Heritage* (*Here Today*) in 1968. The survey provides brief

[169] San Francisco Planning Department, San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department, CEQA Review Procedures for Historic Resources, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5339 (accessed July 2013).

historical and biographical information about what the authors believed to be significant buildings at that time. Adopted by the Board of Supervisors on May 11, 1970 (Resolution No. 268-70), *Here Today* is a local register as defined under CEQA and the resources listed therein are considered to be historical resources for purposes of CEQA review.[170] *Here Today* identified PS-1, 2801 Leavenworth Street (The Cannery), as a local resource.

San Francisco Department of City Planning Architectural Survey, 1976

The 1976 Citywide Architectural Survey was conducted as a reconnaissance survey. The survey reviewed the entire City and County of San Francisco and identified and rated what were thought to be the top 10 percent of architecturally significant buildings and structures. Over 10,000 buildings were evaluated on a scale of –2 (detrimental) to +5 (extraordinary), with a summary rating of 0 to 5 assigned to the building as a whole. The properties in this survey were assessed only for architectural merit. Inclusion in the 1976 survey rating is an indication that the San Francisco Planning Department has additional information on the building but not that the building is a "historical resource" under CEQA.

Unreinforced Masonry Building Survey, 1990

In response to the 1989 Loma Prieta earthquake, the San Francisco Landmarks Preservation Advisory Board (Landmarks Board), predecessor to the HPC, initiated a survey of all known unreinforced masonry buildings in San Francisco. Anticipating that earthquake damage and risk remediation would likely result in the demolition or extensive alteration of many older masonry buildings, the Landmarks Board sought to establish the relative significance of all unreinforced masonry buildings in San Francisco. The final report, *A Context Statement and Architectural/Historical Survey of Unreinforced Masonry Building (UMB) Construction in San Francisco from 1850 to 1940*, was completed in 1990.[171]

San Francisco Architectural Heritage Surveys

San Francisco Architectural Heritage (Heritage) conducted or sponsored various historic resource surveys in the city. Heritage completed the earliest of these surveys, the Downtown Survey, in 1977-78, which was published in *Splendid Survivors* in 1979. Heritage identified the significance of more than 800 buildings based on a set criteria and assessment of integrity. The findings of the Downtown Survey led to the establishment of the Downtown Plan and *Planning Code* Article 11.

Van Ness Automotive Support Structures

The City commissioned the *Van Ness Auto Row Support Structures* historic survey as part of its on-going efforts in the survey of historic-era structure in San Francisco. Completed in 2010, the study

[170] San Francisco Planning Department, San Francisco Preservation Bulletin No. 11: Historic Resource Surveys, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5085 (accessed July 2013).
[171] San Francisco Planning Department, San Francisco Preservation Bulletin No. 11: Historic Resource Surveys, http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5085 (accessed July 2013).

area was generally bounded by Pacific Avenue and Larkin, Gough and Market streets, in addition to an area in SoMa bounded by Market, Mission, Eleventh and Gough streets. This survey consisted of 112 building associated with San Francisco's early automobile industry, which were inventoried on DPR 523 forms and evaluated using CRHR criteria. The survey identified one historic district and 59 buildings were found to meet CRHR criteria. In addition 47 structures were concluded to be ineligible for the CRHR.

South of Market (SoMa) Area Plan Historic Resources Survey

The City Planning Department conducted a single survey for the area south of Market Street (SoMa) to identify buildings and structures that appear to be eligible for listing in the CRHR (including those that appear eligible for listing in the NRHP). The survey area was roughly Market Street to Townsend Street between First and 13th Streets and also included the separate planning areas of East SoMa and Western SoMa. Between 2007 and 2010, the SoMa survey resulted in the documentation and/or assessment of 2,142 individual properties of which 1,467 were constructed before 1962. SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12, Ninth Street/Folsom Street, are located in the SoMa Area Plan Historic Resource Survey.

Other Surveys and Historic Context Statements

The AAU study areas also intersect with other historic resource surveys that have either been superseded by subsequent inventory efforts or are being completed for plans that have not yet been adopted. These surveys include:

- Central Freeway Area Plan
- Japantown Better Neighborhood Plan
- Market Street Theater and Loft
- Tenderloin

Furthermore, there are ongoing City-wide efforts to address the histories of specific groups or resource types. These efforts have led to the development of historic context statements and are intended to support the process of identifying historically significant properties that illustrate and are important within these contexts. The following are three current efforts underway that may need to be taken into account in future identification of historical resources for within the AAU study areas:

- African American Historic Context Statement
- LGBT Historic Context Statement
- San Francisco Modern Architecture and Landscape Design, 1935–1970, Historic Context Statement

Area Plans That Include the AAU Study Areas and Project Sites

The *General Plan* does not include a separate Land Use Element; rather, land use policies are dispersed throughout the other elements of the *General Plan*, as well as in various Area Plans. The Area Plans identify specific localized goals and objectives for a neighborhood or district that cover their respective geographic areas of the city. Figure 4.1-1, Area Plans in the AAU Study Areas and Project Sites, shows the location of the study areas and project sites in relation to the city's Area Plans.

Each of the following Area Plans contains historic resource objectives; some also include historic resource surveys that identify historical resources and historic districts pursuant to CEQA. Identified historic districts including the NHRP, Article 10, and Article 11, within AAU study areas are illustrated in Figure 4.5-1, Historic Resources in Study Areas 1 and 2, p. 4.5-23, through Figure 4.5-7, Historic Resources in Study Area 12, p. 4.5-29.

Most of the Area Plan EIRs that overlap AAU study areas and project sites include mitigation measures that address potential impacts to historical resources (architectural / built environment resources). These measures are listed (and quoted from the Area Plan EIRs) in Table 4.5-1, Area Plan EIR Historical Resources (Built Environment) Mitigation Measures, p. 4.5-54.

Van Ness Avenue Area Plan (Van Ness Plan)

Portions of SA-2, Lombard Street/Van Ness Avenue; SA-3, Mid Van Ness Avenue; and PS-3, 625 Polk Street, are located within the Van Ness Avenue Area Plan (Van Ness Plan). One of the objectives of the Van Ness Plan is to guide development in a manner that is sensitive to architectural resources in the area and avoid demolition or inappropriate alteration of historically and architecturally significant buildings. A historic resources survey was conducted for the Van Ness Plan.[172]

Downtown Area Plan (Downtown Plan)

Portions of SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; SA-6, and Fourth Street/Howard Street, are located within the Downtown Area Plan (Downtown Plan), but there have been no Area Plan historic surveys conducted for the Downtown Plan that cover the AAU study areas.[173] The Downtown Plan strongly supports conservation of buildings' historic, architectural, or aesthetic value, including limitations on demolition of significant resources and guidance for appropriate alteration of architectural resources to retain or enhance their character.

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[172] San Francisco Planning Department, *San Francisco General Plan*, Van Ness Avenue Area Plan (adopted by Planning Commission Resolution 13907, July 6, 1995); San Francisco Planning Department, "Past Surveys," *Historic Resources Survey Program*, http://www.sf-planning.org/index.aspx?page=1826#oldSurveys (accessed January 22, 2015)

[173] San Francisco Planning Department, *San Francisco General Plan*, Downtown Plan (adopted by Planning Commission Resolution No. 11769 on October 12, 1989, as amended through 2009).

Table 4.5-1 Area Plan EIR Historical Resources (Built Environment) Mitigation Measures

Plan Area EIR	*Study Area(s)/ Project Site(s)*	*Mitigation Measures*
Market and Octavia Area Plan	SA-5, PS-4	No mitigation measures for built environment historical resources were included because no significant impacts were identified at the program or project level of this area plan.
Rincon Hill Area Plan	SA-7	**I.2d** To partially offset the loss of any other buildings identified during project-specific review as historical resources under CEQA, the project sponsor of the project under review shall, at a minimum, ensure that a complete survey, to the standards of the Historic American Building Survey (HABS), is undertaken prior to demolition, if any. The survey shall include a written description and history, large-format photographic recordation and detailed HABS level drawings to record the building in its present condition.
Western South of Market Community Plan Area (Western SoMa Plan)	SA-5, SA-6, SA-10, SA-12	**M-CP-1a: Documentation of a Historical Resource** Prepare HABS-level documentation to document buildings before they are subjected to an adverse change. **M-CP-1b: Oral Histories** For projects that would demolish a historical resource, should the Planning Department determine it would be effective, the project sponsor shall undertake an oral history project that includes interviews of people such as residents, past owners, or former employees. **M-CP-1c: Interpretive Program** For projects that would demolish a historical resource, should the Planning Department determine it would be effective and feasible; the project sponsor shall work with a historic preservation specialist to institute an interpretive program on-site that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. **M-CP-7a: Protect Historical Resources from Adjacent Construction Activities** Project sponsors of a development project in the Plan Area and on adjacent parcels shall consult with Planning Department staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction generated vibration. **M-CP-7b: Construction Monitoring Program for Historical Resources** For any historical resources identified through M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired.
Eastern Neighborhoods EIR (includes East SoMa Area Plan)	SA-5, SA-8, SA-9, SA-11, PS-5	**MM K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area** Determines actions required by the Planning Department as part of its review of building applications within the Plan area including Landmark Preservation Advisory Board review and comment. **MM K-2:** Amendments to *Planning Code* Article 10 Pertaining to Vertical Additions in the South End Historic District (East SoMa) Proposed amendments to Appendix I to *Planning Code* Article 10 to reduce potential adverse effects to contributory structures within the South End Historic District (located in SA-9 and adjacent to SA-8). While the preceding mitigation measures may reduce some potential impacts to historic resources implementation of these measures would not reduce the significant adverse impacts of the proposed Eastern Neighborhoods Rezoning and Area Plans project to a less-than-significant level. CEQA Guidelines Section 15126.4 states that, "In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur."

Market and Octavia Area Plan (Market and Octavia Plan)

A portion of SA-5, Mid Market Street, is within the Market and Octavia Area Plan (Market and Octavia Plan), and the southwesternmost portion of SA-5 is located within the Market Octavia Mitigation Zone. The Market and Octavia Plan included a historic resources survey. One of the objectives of this plan is to promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past.[174]

Rincon Hill Area Plan (Rincon Hill Plan)

A portion of SA-7, Rincon Hill East, is within the Rincon Hill Area Plan (Rincon Hill Plan). One of the objectives of this plan is to preserve and adaptively reuse those buildings in the area that have particular architectural or historical merit or that provide a scale and character of development consistent with the plan.[175] While no historic resources survey was conducted for this, the plan identified buildings of architectural or historic merit that warrant preservation; however, none of the identified structures are within SA-7.

East South of Market Area Plan (East SoMa Plan)

All of SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan; and SA-11, Sixth Street/Folsom Street, and a portion of SA-5, Mid Market Street, are within the Eastern South of Market Area Plan (East SoMa Plan). The East SoMa Plan contains a policy framework for preserving historical resources, including the adaptive reuse of historic buildings (including preservation incentives) that are consistent with the Secretary's Standards and preservation. The SoMa Area Plan Historic Survey included this plan's portion of the city, discussed above.

Western South of Market Community Plan Area (Western SoMa Plan)

Portions of SA-5, Mid Market Street, and SA-6, Fourth Street/Howard Street, and all of SA-10, Fifth Street/Brannan Street, and SA-12, Ninth Street/Folsom Street, are located within the Western SoMa Community Plan Area (Western SoMa Plan) boundaries that have included historic survey. All of the study areas within the Western SoMa Plan contain historic resources identified in the Western SoMa Plan.

One of the objectives of the plan is to identify and evaluate historical and cultural resources; to preserve and adaptively reuse historical and cultural resources; and protect City landmarks and other designated resources.[176] The Design Standards for Western SoMa Special Use District (Design

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[174] San Francisco Planning Department, *San Francisco General Plan*, Market and Octavia Area Plan (adopted by Planning Commission Resolution No. 17408 on April 5, 2007, and Board of Supervisors Ordinance No. 0246-07 on October 23, 2007).

[175] San Francisco Planning Department, *San Francisco General Plan*, Rincon Hill Plan (adopted by Planning Commission Resolution 13907 adopted July 6, 1995, as amended through 2005).

[176] San Francisco Planning Department, *Draft Environmental Impact Report: Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project*, Case Nos. 2008.877E and 2007.1035E.

Standards) identify specific standards for the adaptive reuse of historic structures within the plan area. With respect to adaptive reuse, the purpose of the Design Standards is to provide guidance for remodeling existing structures; establish a high level of design quality; reinforce the special qualities of the area's visual and aesthetic character; maintain the integrity of the two eligible historic districts (the Western SoMa Light Industrial and Residential historic district and the Bluxome-Townsend Waterhouse historic district); and streamline the development review process by clearly communicating community expectations to property owners and developers. The Design Standards are based on the Secretary's Standards. AAU occupancy and change of use of historical resources would be required to maintain the buildings' character and the integrity of the potential historic district to be consistent with the preservation-orientated objectives and policies identified in the Western SoMa Plan. The SoMa Area Plan Historic Survey included this plan's portion of the city discussed above.

Northeastern Waterfront Area Plan (Northeastern Waterfront Plan)

PS-1, 2801 Leavenworth Street (The Cannery), is located within the Northeastern Waterfront Area Plan (Northeastern Waterfront Plan) and, specifically, within the Fisherman's Wharf Subarea. No historic survey was conducted as part of the area plan's EIR.

The Northeastern Waterfront Plan identifies objectives and policies designed to contribute to the waterfront's environmental quality, enhance the economic vitality of the Port and the City, preserve the area's unique maritime character, and provide for maximum feasible visual and physical access to and along the Bay. More specifically, this Plan encourages the use of materials and the design of new and existing buildings and public improvements that enhance the area's historic maritime character by requiring that signs are subdued and harmonious with this character.

Showplace Square/Potrero Area Plan

PS-5, 121 Wisconsin Street, is located within the Showplace Square/Potrero Area Plan (Showplace Square/Potrero Plan) that included a historic survey; however, this project site is not considered a historical resource. The Showplace Square/Potrero Plan seeks to build on the existing character of the area and stabilize it as a place for living and working; retain the area's role as an important location for production, distribution, and repair (PDR) activities; strengthen and expand the area as a residential, mixed-use neighborhood; and ensure the provision of a comprehensive package of public benefits as part of rezoning. The Showplace Square/Potrero Plan identified historic preservation objectives and policies for this area plan.

Proposed Area Plans with Proposed Historical Resource Objectives

Proposed Central SoMa Plan (Central SoMa Plan)

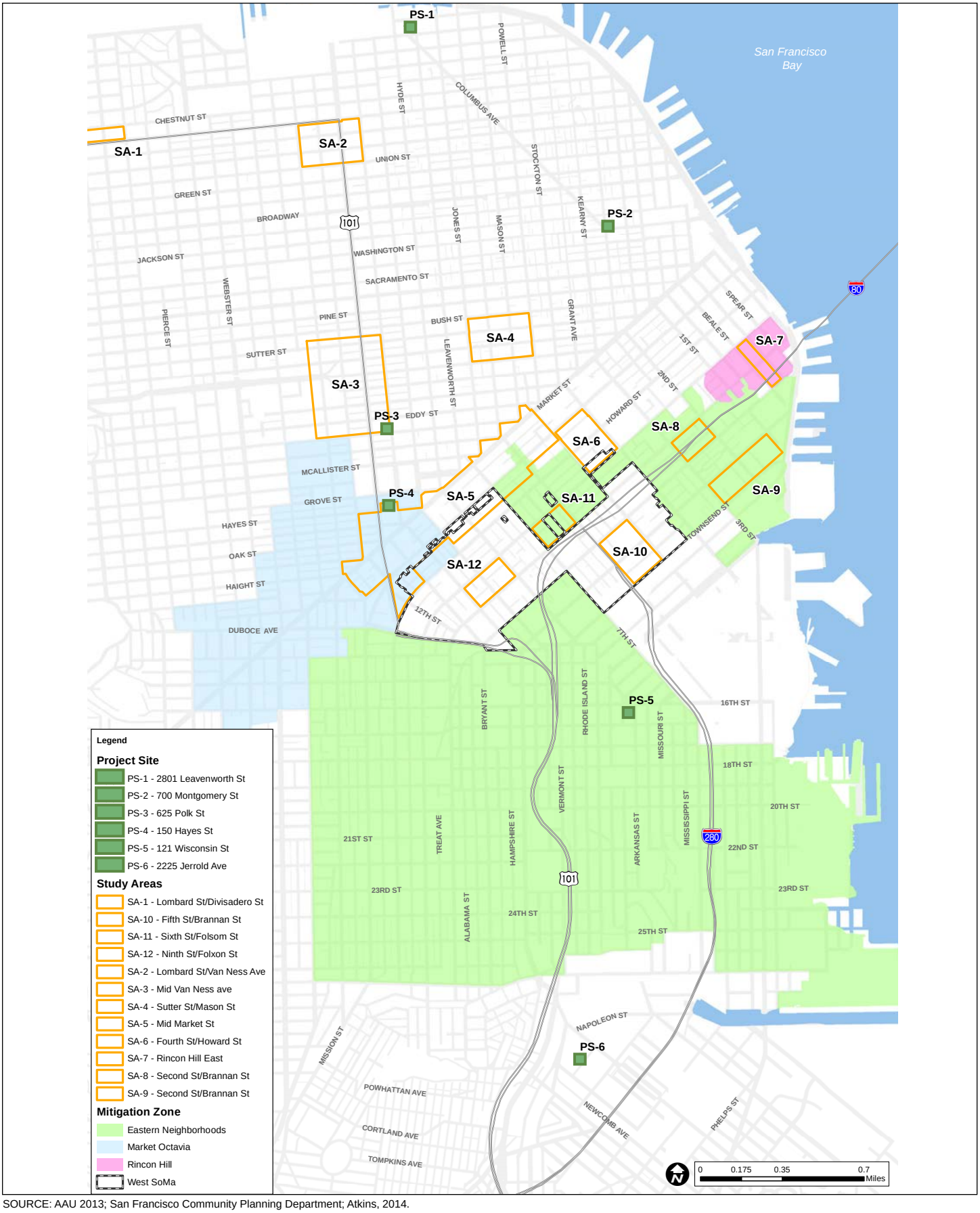
Portions of SA-5, Mid Market Street, and all of SA-6, Fourth Street/Howard Street; SA-8, Third Street/Bryant Street; and SA-10, Fifth Street/Brannan Street, are located within the boundaries of the proposed Central SoMa Plan (former Central Corridor Area Plan), which was released for public

review in April 2013. One of the principles of the plan is to give historical resources the appropriate amount of protection.[177] For most of the proposed Central SoMa Plan Area, historic survey has already occurred as part of the Transit Center Historic Resource Survey, South of Market Historic Resource Survey, and other past historic resource evaluations. The small, unsurveyed remainder of the plan area will be surveyed and evaluated to determine the historic status of each resource.

Area Plan EIR Archeological Mitigation Zones That Include the AAU Study Areas and Project Sites

Area Plan EIRs have led to the establishment of archeological mitigation zones, which are based on the potential for significant archeological resources to be present and/or the adequacy of previous archeological documentation to assess for this potential. Where such mitigation zones have been identified and intersect with AAU study areas and project sites, it has been noted below. Figure 4.5-8, Archeological Mitigation Zones in Relation to AAU Study Areas and Project Sites, p. 4.5-58, shows the location of established mitigation zones relative to the study areas and project sites and Table 4.5-2, Area Plan EIR Archeological Resources Mitigation Measures, p. 4.5-59, lists the mitigation measures applicable to the Area Plans in the study areas.

[177] San Francisco Planning Department, *Draft Central Corridor Plan*, http://www.sf-planning.org/ftp/files/Citywide/Central_Corridor/Central-Corridor-Plan-DRAFT-FINAL-web.pdf (accessed July 2013).



SOURCE: AAU 2013; San Francisco Community Planning Department; Atkins, 2014.

FIGURE 4.5-8: ARCHAEOLOGICAL MITIGATION ZONES IN RELATION TO AAU STUDY AREAS AND PROJECT SITES

Table 4.5-2 Area Plan EIR Archeological Resources Mitigation Measures

Plan Area EIR	*Study Area(s)/ Project Site(s)*	*Mitigation Measures*
Market and Octavia Area Plan	SA-5, PS-4	**5.6.A1** For any project that includes ground disturbance within project sites that have an Archaeological Research Design/Treatment Plan on file at the NWIC an addendum ARD/TP will be prepared with project specific data. This report will be submitted for review by the Environmental Review Officer for the project. **5.6.A2** For any project involving any soil-disturbing activities beyond a depth of four feet and located within those properties within the project area for which no archaeological assessment report has been prepared must have a Preliminary Archaeological Sensitivity Study prepared by a qualified archaeological consultant. **5.6.A4** Any project within the Mission Dolores Archaeological District involving substantial soil disturbance shall have a qualified archaeological consultant retained to undertake an archaeological testing program. Archaeological monitoring and/or data recovery programs may also be required. The archaeologist shall work under the direction of the ERO.
Rincon Hill Area Plan	SA-7	**I.1a** Any soils disturbing project proposed within the AMZ-1 shall be required to submit an addendum to the respective Archaeological Research Design/Treatment Plan to the ERO for review and approval. **I.1b** For projects proposed in AMZ-2, a Preliminary Archaeological Sensitivity Study must be prepared by an archaeological consultant with expertise in California prehistoric and urban historical archaeology. **I.1c** For projects in the AMZ-3 zone the project sponsor shall distribute the Planning Department archaeological resource "Alert" sheet to the project prime contractor, and subcontractors or utilities involved in soils disturbing activities within the project site. The "Alert" sheet is to be circulated to al field personnel. Should any archaeological deposits be encountered, work in the area must stop in the area of the find and the ERO notified.
Western South of Market Community Plan Area (Western SoMa Plan)	SA-5, SA-6, SA-10, SA-12	**M-CP-4a: Project-Specific Preliminary Archeological Assessment** All projects requiring building permits from the City are required to evaluate the potential archaeological effects of a proposed individual project. **M-CP-4b: Procedures for Accidental Discovery of Archeological Resources** Project sponsors are required to distribute the San Francisco Planning Department archaeological resource "ALERT" sheet to the prime contractor, subcontractors and utilities involved in soil disturbing activities within the project site. Should any archaeological deposits be encountered during any soil disturbing activity work in that area shall stop and the ERO notified.
Eastern Neighborhoods EIR includes: 1. Showplace Square/ Potrero Area Plan 2. East SoMa 3. Mission District	SA-5, SA-7, PS-5	**MM J1 Pertaining to Mitigation Zone A** Any project disturbing soils deeper than 2.5 feet needs to be reviewed by City ERO **MM J2** For all Plan Areas not in Mitigation Zone A or B an Archaeological Sensitivity Determination must be prepared for review by the City ERO. The ERO will determine if a research design and treatment plan will be required. **MM J3** Preparation of Archaeological Research Design and Testing Plan is required for projects located within Mitigation Zone B with ground disturbance greater than 2.5 feet of depth. Archaeological testing and monitoring will be required of these projects.

4.5.3 Impacts and Mitigation Measures

Significance Thresholds

For purposes of this EIR, the Proposed Project would result in a significant impact related to cultural resources, if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, including those resources listed in Article 10 or Article 11 of the *Planning Code*
- Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

Approach to Analysis

This section identifies program level, project level, and combined program level and project level impacts. Unlike the project sites, where specific buildings have been identified, the program-level analysis assumes that within the designated study areas, AAU could occupy any building to accommodate future growth. However, beyond the project sites, no specific buildings within these areas have been identified. Effects on cultural resources are highly dependent on both the individual project site conditions and the characteristics of the proposed activities; therefore, specific effects are only knowable with certainty once a specific project has been proposed. A reconnaissance level windshield survey was conducted within designated study areas to identify potential historical resources that were previously unidentified, and may be potentially impacted at the program or project level. One property warranted further research because of its architectural quality; therefore, 750 Eddy Street (Block 0739 Lot 004) was documented with a DPR 523A form.[178]

The Proposed Project's potential contributions to cumulative cultural and paleontological resource impacts are evaluated in the context of existing, proposed, and reasonably foreseeable future development expected in the Proposed Project vicinity.

This analysis evaluates the Proposed Project's effects related to cultural and paleontological resources in a qualitative manner and assumes the Proposed Project would be limited to occupancy and change of use in existing buildings in already developed areas of the City. As described in Chapter 3, Project Description, it is assumed that, upon occupation of existing buildings, AAU would implement typical tenant improvements, such as interior construction (e.g., drywall, paint,

[178] The Windshield Surveys are included in the "Academy of Art University Cultural Resources Background Report" (February 2015).

and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting.

If seismic upgrades are proposed, they would likely be interior (e.g., anchored ties, reinforced mortar joints, braced frames, bond beams, moment-resisting frames, shear walls, and horizontal diaphragms). If limited exterior seismic improvements are required, they could include additional vertical supports in the form of steel or reinforced concrete, post-stressed concrete columns, and/or added bracing. For purposes of the analysis of subsurface cultural resources, it is assumed that any ground disturbance, if it occurs, would be associated with installation of anchors and footings and utility upgrades, and would be minimal in scope.

This section of the EIR does not evaluate the shuttle service expansion because this element of the Proposed Project would have no effect on cultural and paleontological resources. Therefore, no analysis of cultural and paleontological resources is warranted for this element of the Proposed Project.

As presented in Table 3-1, Existing AAU Facilities – EIR Baseline (September 2010), in Chapter 3, Project Description, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. These sites are, therefore, considered part of the EIR baseline conditions. As such, AAU activities at these 34 sites are part of the existing conditions accounted for in Section 4.5.1, Environmental Setting, p. 4.5-3, and in Chapter 3, Project Description. As described in Chapter 3, while these existing sites are part of the baseline conditions, the legalization of previous changes in use and/or appearance at these sites is part of the Proposed Project. However, because implementation of the Proposed Project would not change existing uses at these sites, the continued occupancy of the 34 existing sites would result in no physical impacts to cultural resources. Further, while no further analysis of impacts related to changes in use at the 34 existing sites is included in this section, any potential effects on cultural resources that resulted from pre-NOP changes at the 34 existing sites would be addressed in the Existing Sites Technical Memorandum.

Impact Evaluation

The following analysis consists of three general parts:

- **Program-Level Analysis**—This includes an analysis of AAU growth, which consists of potential occupancy and renovations in 12 study areas, where specific buildings or locations are not currently known.
- **Project-Level Analysis**—This includes an analysis of the six project sites (i.e., 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin Street, and 2225 Jerrold Avenue).

- **Combined Program-Level and Project-Level Analysis**—This represents an analysis of the Proposed Project, which includes both the 12 program-level study areas and the six project sites.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact CP-1.1 **The Proposed Project, including growth in the 12 study areas would not cause a substantial adverse change in the significance of a historical architectural resources. (Less than Significant)**

The Proposed Project would include the AAU occupation of existing buildings in the study areas and would not construct new buildings. Growth in the 12 study areas would include residential and institutional uses, as reflected in Table 3-10, EIR Program-Level Growth Assumptions, 2011–2020—Study Areas, and Figure 3-4, Study Areas and Project Sites. While the specific locations of future buildings are not known at this time, it is expected that AAU would occupy properties, including tourist motels/hotels and other nonresidential occupancies to accommodate AAU's residential uses, while offices, churches, commercial buildings, and/or other institutional uses could accommodate AAU's proposed institutional uses. Under current law AAU cannot, and is not proposing to, convert dwelling units, group housing, or SRO units to student housing.

A reconnaissance-level windshield survey was conducted in 2012 to examine buildings and structures in the study areas that were not otherwise identified as known historical resources. These windshield surveys were conducted in SA-1 through SA-6, but not in the other study areas because SA-7 through SA-12 parcels are in historic districts, or had been previously inventoried in a historic resources survey. The Planning Department reviewed the results of the windshield survey to assess potential significance as it pertains to the architecture of the buildings surveyed and requested one property in SA-3, 750 Eddy Street, be surveyed on a DPR 523A form.[179]

The specific buildings that AAU would occupy in the study areas are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As noted above, AAU occupation and use of existing buildings are likely to require typical tenant improvements such as interior construction (drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting.

These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would

[179] The Windshield Surveys are included in the "Academy of Art University Cultural Resources Background Report" (February 2015).

cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. A program-level HRER was completed by the City in August 2013 for the AAU's program-level growth and found that the Proposed Project within the study areas would not cause a significant adverse impact to historical resources as proposed, nor would it cause a significant adverse impact to a CRHR-eligible historic district or context. The HRER also concluded that no mitigation measures are required since the AAU program-level growth does not identify any projects that would result in significant adverse impacts to historical resources.[180]

Additionally, in the unlikely event that a substantial adverse change may result from a future proposed project requiring discretionary approval, the City's existing CEQA review procedures would ensure that further environmental review would be performed at that time. Therefore, the Proposed Project, including growth in the 12 study areas would not constitute a substantial adverse change to historical resources and this impact would be less than significant.

SA-1, Lombard Street/Divisadero Street

Future AAU growth in SA-1 would include the change of use of up to 82 to 100 beds (or 45 to 55 rooms) for student housing. This study area is not located within any San Francisco Area Plan. There are no known historical resources in SA-1. The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed.

Future occupation by AAU, change of use, and alterations of existing buildings in this study area are therefore unlikely to result in significant impacts on buildings or structures that may qualify as historical resources. As such, AAU growth in SA-1 would not result in a potentially significant impact on historical architectural resources.

SA-2, Lombard Street/Van Ness Avenue

Growth in SA-2 would include the change of use of up to 400 beds (or 220 rooms) for student housing. The Article 10 Blackstone Court Historic District is within SA-2. Compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for certain changes to Article 10

[180] San Francisco Planning Department, Historic Resource Evaluation Response, Case Number 2008.0586E, Academy of Art University Intuitional Master Plan (August 14, 2013).

buildings, would ensure that these buildings would be preserved, enhanced, or restored, and that any proposed alterations to them would not damage or destroy the exterior architectural features of the historic district contributors. Moreover, given the nature of the Blackstone Court Historic District, which is a small, gated, residential development, it is unlikely that AAU would seek to occupy and use one of these buildings because this historic district does not contain the building types that AAU would seek to occupy, such as tourist motels/hotels, offices, or commercial buildings. Additionally, portions of SA-2 are located within the Van Ness Plan, which did not identify any individual or historic districts within the study area boundaries.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. As such, AAU growth in SA-2 would not result in a potentially significant impact on historical architectural resources.

SA-3, Mid Van Ness Avenue

Growth in SA-3 would include the change of use of up to 400 beds (or 220 rooms) for student housing. This study area includes Article 10 Landmark Properties and other known historical resources. In addition, PS-3, 625 Polk Street, which is located in SA-3, is being evaluated as a project site and is further discussed below. Portions of SA-3 are located within the Van Ness Plan, which did not identify any historic districts within the study area boundaries.

Compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for certain changes to Article 10 buildings, would ensure that these buildings would be preserved, enhanced, or restored, and that any proposed alterations to them would not damage or destroy the exterior architectural features of the landmark.

The specific buildings that AAU would occupy in the study area not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-

defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-3 would not result in a potentially significant impact on historical architectural resources.

SA-4, Sutter Street/Mason Street

Growth in SA-4 would include up to 400 beds (or 220 rooms) for student housing and up to 15,000 sf to 30,000 sf of institutional uses. Portions of SA-4 are located within the Article 11 Kearny-Market-Mason-Sutter Conservation District, the NRHP- and CRHR-listed Lower Nob Hill Apartment Hotel Historic District, and the NRHP- and CRHR-listed Uptown Tenderloin Historic District. As known historical resources, contributors to any of these districts would be subject to the Planning Department's CEQA Review Procedures. In addition, SA-4 includes Article 10 Landmark Properties and other previously identified known historical resources. The study area is located in the Downtown Plan Area, but there have been no Area Plan historic surveys conducted in this study area.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. Alterations to cultural resources within Conservation Districts are subject to review under *Planning Code* Article 11 and generally require a Major or Minor Permit to Alter approval. Additionally, compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for certain changes to Article 10 buildings, would ensure that these buildings would be preserved, enhanced or restored, and that any proposed alterations to these buildings would not damage or destroy the exterior architectural features of the landmark.

AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Future occupation by AAU, change of use, and alterations of existing buildings in this study area are therefore unlikely to result in significant impacts on buildings or structures that may qualify as historical resources pursuant to CEQA upon evaluation. As such, growth in SA-4 would not result in a potentially significant impact to historical resources architectural resources.

SA-5, Mid Market Street

Growth in SA-5 would include the change of use of up to 400 beds (or 220 rooms) for student housing and up to 200,000 sf to 480,000 sf of institutional uses. Portions of SA-5 are located within the Article 11 Kearny-Market-Mason-Sutter Conservation District, the Article 10 Civic Center

District, and the Market Street Theater and Loft District. Alterations to cultural resources within Article 10 historic districts or Article 11 conservation districts are subject to review under *Planning Code* Article 10 or Article 11. The Market Street Theater and Loft District is listed in the CRHR and the NRHP. This study area also includes Article 10 Landmark Properties and other known historical resources. Portions of the study area are located in the Market and Octavia Plan, the Downtown Plan, the SoMa Plan, the East SoMa Plan, the Western SoMa Plan, and the proposed Central SoMa Plan. As part of the historic resource survey conducted for the Western Soma Plan, parts of SA-5 are within the West SoMa Light Industrial and Residential historic district and the Sixth Street Lodging House historic district. These districts were identified in the Western SoMa EIR and SoMa Area Plan Historic Survey.[181]

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such those listed above. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas.

Any alterations to cultural resources within Conservation Districts are subject to review under *Planning Code* Article 11 and generally require a Major or Minor Permit to Alter approval. Compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for certain changes to Article 10 buildings, would ensure that these buildings would be preserved, enhanced or restored, and that any proposed alterations would not damage or destroy the exterior architectural features of the landmark.

The Department concludes that, based on the nature of the Proposed Project that involves no new construction and the limited improvements made by AAU in occupying other buildings as institutional or residential space, the future occupation by AAU, change of use, and alterations of existing buildings in this study area are therefore unlikely to result in significant impacts on buildings or structures that may qualify as historical resources pursuant to CEQA upon evaluation. As such, growth in SA-5 would not result in a potentially significant impact on historical architectural resources.

[181] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).

SA-6, Fourth Street/Howard Street

Growth in SA-6 would include the change of use of up to 100,000 sf to 190,000 sf of institutional uses. This study area includes known historical resources and portions of SA-6 are located within the SoMa Plan, the Downtown Plan, the Western SoMa Plan, and the proposed Central SoMa Plan, although none of the Area Plan historic surveys identified a historic district within the boundaries of this study area. There are no Article 10 Landmark properties within this study area.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-6 would not result in a potentially significant impact on historical architectural resources.

SA-7, Rincon Hill East

Growth in SA-7 would include the change of use of up to 350,000 sf to 400,000 sf of institutional uses. There are no known historical resources within SA-7. A portion of SA-7 is located within the Rincon Hill Plan; however, no historic resource survey was conducted as part of the area plan's EIR.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to potential historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. Future alterations of existing buildings in this study area

are therefore unlikely to have the potential to result in significant impacts on buildings or structures that may qualify as historical resources pursuant to CEQA upon evaluation, and as such, growth in SA-7 would not result in a potentially significant impact on historical architectural resources.

SA-8, Third Street/Bryant Street

Growth in SA-8 would include the change of use of up to 100,000 sf to 150,000 sf of institutional uses. The study area is located within the SoMa Plan, the East SoMa Plan, and the proposed Central SoMa Plan; however, there are no historic districts within the boundaries of this study area. SA-8 includes known historical resources.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-8 would not result in a significant impact on historical architectural resources.

SA-9, Second Street/Brannan Street

Growth in SA-9 would include the change of use of up to 30,000 sf to 50,000 sf of institutional uses. Portions of SA-9 are located within the Article 10 South End Historic District. Article 10 districts are locally designated historic districts under the *Planning Code* and, as such, any alterations to cultural resources within historic districts are subject to review under *Planning Code* Article 10. SA-9 includes Article 10 Landmark Properties and other known historical resources. The study area is located within the SoMa Plan and the East SoMa Plan.

Compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for certain changes to Article 10 buildings, would ensure that these buildings would be preserved, enhanced or restored, and that any proposed alterations would not damage or destroy the exterior architectural features of the landmark.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing

AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-9 would not result in a significant impact on historical architectural resources.

SA-10, Fifth Street/Brannan Street

Growth in SA-10 would include the change of use of up to 70,000 sf to 160,000 sf of institutional uses. Known historical resources are located in SA-10, and portions of the study area are located within the SoMa Plan, the Western SoMa Plan, and the proposed Central SoMa Plan. A portion of SA-10 is within the Bluxome and Townsend historic district identified in the SoMa Area Plan Historic Survey.[182]

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-10 would not result in a potentially significant impact on historical architectural resources.

SA-11, Sixth Street/Folsom Street

Growth in SA-11 would include the change of use of up to 30,000 sf to 40,000 sf of institutional uses. Known historical resources are located in SA-11, and the study area is located within the SoMa Plan

[182] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).

and the East SoMa Plan. A portion of SA-11 is within the West SoMa Light Industrial and Residential historic district identified in the SoMa Area Plan Historic Survey.[183] As a potential historical resource, any alterations to the district requiring a discretionary approval would be subject the City's CEQA review process.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-11 would not result in a potentially significant impact on historical architectural resources.

SA-12, Ninth Street/Folsom Street

Growth in SA-12 would include the change of use of up to 27 to 45 beds (or 15 to 25 rooms) for student housing. Known historical resources are located in SA-12, including one Article 10 Landmark Property. A portion of SA-12 is within the SoMa Area Plan Historic Survey and is largely within the West SoMa Light Industrial and Residential historic district identified in the SoMa Area Plan Historic Survey.[184] As a potential historical resource, any alterations within this historic district would be subject the City's CEQA review process.

Compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for certain changes to Article 10 buildings, would ensure that these buildings would be preserved, enhanced, or restored, and that any proposed alterations would not damage or destroy the exterior architectural features of the landmark.

The specific buildings that AAU would occupy in the study area are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to

[183] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).
[184] San Francisco Planning Department, "SoMa Historic Evaluations" [map], November 2, 2010, http://www.sf-planning.org/ftp/files/Preservation/soma_survey/SoMa_Survey_Findings_Map.pdf (accessed January 2015).

occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements, such as those listed above. These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in SA-12 would not result in a potentially significant impact on historical architectural resources.

Overall Conclusion

The specific buildings that AAU would occupy in the study areas are not known at this time and thus it cannot be determined what specific impacts to historic architectural resources would occur as a result of potential future changes in use and associated tenant improvements. However, the existing AAU sites provide a reasonable assumption for the tenant improvements that would be expected to occur as part of the Proposed Project. As such, AAU occupation and use of existing buildings are likely to require typical tenant improvements such as interior construction (drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting.

These activities could be proposed at the site of a historical resource or at the site of a potential historical resource that may be identified as such upon evaluation. These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character-defining features of a historical resource, such that the historic significance of the property could no longer be conveyed. This conclusion is supported by an examination of existing buildings occupied by AAU, which as a whole have undergone minor alterations as a result of AAU occupation. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. Additionally, in the unlikely event that a substantial adverse change may result from a future proposed project requiring discretionary approval, the City's existing CEQA review procedures would ensure that further environmental review would be performed at that time. Therefore, the Proposed Project, including growth in the 12 study areas would not constitute a substantial adverse change to historical resources and this impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact CP-1.2 **The Proposed Project, including growth at the six project sites, would not cause a substantial adverse change in the significance of a historical architectural resource. (Less than Significant)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): Less than Significant**
- **PS-2, 700 Montgomery Street: Less than Significant**
- **PS-3, 625 Polk Street: Less than Significant**
- **PS-4, 150 Hayes Street: No Impact**
- **PS-5, 121 Wisconsin Street: No Impact**
- **PS-6, 2225 Jerrold Avenue: No Impact**

PS-1, 2801 Leavenworth Street (The Cannery)

PS-1 is designated as a Structure of Merit under *Planning Code* Article 10. The property is also listed in the *Here Today Survey*, the Unreinforced Masonry Building Survey, and the 1976 Planning Department Architectural Survey. Additionally, PS-1 is eligible for listing in the CRHR under Criterion 1 (Events – early example of adaptive reuse), and Criterion 3 (Design/Construction – work of a master, Joseph Esherick, for the adaptive reuse; integration of historic and modern architectural elements) and is considered a "Category A" property (Known Historical Resource) for the purposes of the Planning Department's CEQA review procedures. For these reasons, PS-1 is considered a historical resource under CEQA.

The Proposed Project would convert the building to AAU occupancy with a mixture of classroom, office, restaurant, and multi-use event space. The Proposed Project would involve installation of one large sign on the Leavenworth Street side of the building (in place of the existing "Charley Brown's" sign), as well as smaller signs above doorways on the Leavenworth, Jefferson, and Beach Streets sides of the building and in the interior and exterior courtyards (as shown on Figure 3-24, 2801 Leavenworth Street—Proposed Leavenworth Street Elevation, through Figure 3-27, 2801 Leavenworth Street—Proposed Exterior Courtyard Elevation). The Proposed Project at PS-1 also would include painting, replacement of ceiling tiles, limited concrete repairs in the interior courtyard, upgrades to the fire alarm system, installation of a security system, and interior construction associated with the conversion of space to AAU use.

The HRER prepared for PS-1 by the Planning Department found that the Proposed Project at PS-1 would be consistent with the Secretary's Standards. In accordance with Standard 2, the HRER found that the proposed installation of the identification signage would not impair any historic features of the property and that the historic character and all of the building's significant features would be retained and preserved. In accordance with Standard 9, the HRER found that none of the proposed signage at PS-1 would affect any historic materials or features of the existing historic building. Thus, none of the proposed alterations would constitute a substantial adverse change to the significance of

the resource. Therefore, the Proposed Project at PS-1 would not result in a substantial adverse change to historical architectural resources, and this impact would be less than significant.[185]

Mitigation: None required.

PS-2, 700 Montgomery Street

PS-2 is designated in Article 10 as City Landmark No. 212 and is a contributory building to the Jackson Square Historic District and thus is considered a "Category A" property (Known Historical Resource) for the purposes of the Planning Department's CEQA review procedures. Therefore, this building is considered a historical resource pursuant to CEQA.

The Proposed Project would convert the building to AAU occupancy with a mixture of classroom, office, and restaurant uses. AAU also proposes signage above the entry doorways on Washington and Montgomery Streets (as shown on Figure 3-34, 700 Montgomery Street—Proposed Washington and Montgomery Streets Elevation, and Figure 3-35, 700 Montgomery Street—Building Façade). Because the building is an Article 10 City Landmark, it requires a Certificate of Appropriateness prior to making any exterior alterations to the building. A Certificate of Appropriateness would ensure that the project complies with the Secretary's Standards, but it is only issued by the Planning Department if the alterations are determined to have a less-than-significant impact upon, and would not be detrimental to, the landmark site or historic district. An application for a Certificate of Appropriateness for 700 Montgomery Street was submitted on August 19, 2014 (Case No. 2014.1264A). The Proposed Project at PS-2 also would include interior and exterior painting, installation of a security system, and interior construction associated with the conversion of space to AAU use.

The HRER prepared by the Planning Department for PS-2 found that the Proposed Project at PS-2 would be consistent with the Secretary's Standards. In accordance with Standard 2, the HRER found that the proposed installation of the identification signage would not impair any historic character-defining features of the property and that the historic character and all of the building's significant features would be retained and preserved. In accordance with Standard 9, none of the proposed signage at PS-2 would affect any historic materials or features of the existing historic building or the historic district. Thus, none of these alterations would constitute a substantial adverse change to the significance of the historical resources, and the Proposed Project at PS-2 would not result in a substantial adverse change to historical architectural resources; this impact would be less than significant.[186]

Mitigation: None required.

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[185] San Francisco Planning Department, Historic Resource Evaluation Response, 2801 Leavenworth, Case No. 2008.0586E (August 15, 2013).

[186] San Francisco Planning Department, Historic Resource Evaluation Response, 700 Montgomery Street, Case No. 2008.0586E (August 14, 2013).

PS-3, 625 Polk Street

PS-3 is designated in Article 10 as City Landmark No. 174. In addition, it is considered a "Category A" property (Known Historical Resource) for the purposes of the Planning Department's CEQA review procedures.

The Proposed Project at PS-3 would use this site for institutional purposes and include the legalization of light fixtures and associated conduits installed without permits on the Turk and Polk Street façades. The Proposed Project would also include the installation of six identification signs above the entry doorways on Polk and Turk Streets (as shown in Figure 3-44, 625 Polk Street—Proposed Polk Street Elevation, and Figure 3-45, 625 Polk Street—Proposed Turk Street Elevation), painting, partial roof replacement, and installation of a new security system.

Because the building is an Article 10 City Landmark, it requires a Certificate of Appropriateness prior to making any exterior alterations to the building. A Certificate of Appropriateness ensures that the project meets the Secretary's Standards and is only issued by the Planning Department if the alterations are determined to have a less-than-significant impact upon, and will not be detrimental to the landmark site or historic district. AAU submitted a Certificate of Appropriateness application in January 2013 (Case #2013.0011A).

The HRER prepared for PS-3 by the Planning Department found that the Proposed Project at PS-3 would be consistent with the Secretary's Standards.[187] In accordance with Standard 2, the HRER found that installation of the identification signage and lighting would not impair any historic character-defining features of the property, and that the historic character and all of the building's significant features would be retained and preserved. In accordance with Standard 9, none of the proposed signage at PS-3 would physically impact any historic materials or features of the existing historic building.

Conduit has been installed within the reveals of the stone where it runs horizontally along the building and has been painted to match the stone in order to partially conceal the intervention. While the Proposed Project at PS-3 would be improved by installing the conduit through the wall so that it does not detract from the historic façade, as installed it does not cause a significant material impairment of the building's historic significance. Future review of the Proposed Project during the Certificate of Appropriateness process may result in a project that more closely aligns with the Secretary's Standards. Thus, none of these alterations constitute a substantial adverse change to the significance of the resource. Therefore, the Proposed Project at PS-3 would not result in a substantial adverse change to historical architectural resources, and this impact would be less than significant.

Mitigation: None required.

[187] San Francisco Planning Department, Historic Resource Evaluation Response, 625 Polk Street, Case No. 2008.0586E (August 14, 2013).

PS-4, 150 Hayes Street

As a part of Section 106 review of the 101 Polk Street residential development project, PS-4 was evaluated and found not eligible for any local, state, or federal designation as a historical resource. It is, therefore, not considered a historical resource as defined by CEQA.[188]

The Proposed Project at PS-4 would involve the change of use to institutional purposes, and would include identification signage on the entry door along Hayes Street (as shown in Figure 3-55, 150 Hayes Street—Proposed North Elevations). The Proposed Project at PS-4 also would include painting and installation of carpeting and a new security system.

Because PS-4 is not a historical resource for the purposes of CEQA, the Proposed Project at PS-4 has no potential to cause a substantial adverse change on historical resources. Therefore, there would be no impact.

Mitigation: None required.

PS-5, 121 Wisconsin Street

The Proposed Project at PS-5 would include the use of this site for a bus parking lot. This would include parking lot repaving and signage installation. Two trailers and a small shed are at this location. None of them hold local, state or federal designation as a historical resource and substantial evidence does not support such a designation. Therefore, PS-5 is not a historical resource under CEQA.

Because PS-5 is not a historical resource for the purposes of CEQA, the Proposed Project at PS-5 has no potential to cause a substantial adverse change on historical resources, and there would be no impact.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

The Proposed Project at PS-6 would include the change of use of this site to recreational, office, and storage uses. This would include interior construction associated with installation of recreational uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue side of the site. PS-6 holds no local, state, or federal designation as a historical resource and substantial evidence does not support such a designation. Therefore, PS-6 is not considered a historical resource as defined by CEQA.

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[188] Carol Roland-Nawi, Ph.D, State Historic Preservation Officer to Angela Corcoran, US. Department of Housing & Urban Development, SF Regional Office, SHPO Concurrence Letter Re: Mortgage Insurance for the Multifamily Housing Development Located at 101 Polk Street, San Francisco, CA, HUD_2014_0103_001, January 13, 2014.

Because PS-6 is not a historical resource for the purposes of CEQA, the Proposed Project at PS-6 has no potential to cause a substantial adverse change on historical resources, and there would be no impact.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact CP-1.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not cause a substantial adverse change in the significance of a historical architectural resource. (Less than Significant)**

AAU would accommodate its growth through occupation and change of use of existing buildings in the study areas and at the project sites for educational, student residential, or recreational purposes. The specific locations of buildings that AAU would occupy within the 12 study areas (SA-1 through SA-12) in the future are not known at this time and thus it cannot be determined what specific impacts would occur. Several properties within the 12 study areas are Article 10 Landmarks and Historic Districts, dictating compliance with *Planning Code* Section 1004, which requires a Certificate of Appropriateness for Article 10 buildings and would ensure that these buildings would be preserved, enhanced or restored, and that any proposed alterations would not damage or destroy the exterior architectural features of the landmark. The study areas also include other known historical resources, including properties listed in or eligible for the NRHP and CRHR.

SA-2, Lombard Street/Van Ness Avenue; SA-4, Sutter Street/Mason Street; SA-5, Mid Market Street; and SA-9, Second Street/Brannon Street, contain, in whole or part, Article 10 historic districts, Article 11 conservation districts, and/or other state- or federally recognized historic districts. Any future use that could result in an alteration to a historical resource within a recognized district would be subject to *Planning Code* Article 10 or 11 (if the district is an Article 10 historic district or Article 11 conservation district) or CEQA review (if the district is listed in the NRHP or CRHR).

The study areas also include buildings and structures that have not been formally designated but that may qualify as historical resources pursuant to CEQA upon evaluation. However, the Department concludes that, based on the nature of the Proposed Project that involves no new construction and the limited improvements made by AAU in occupying other buildings as institutional or residential space, the improvements would cause minimal impact to the properties. The work would be unlikely to cause the removal of character-defining features of a historical resource such that the historic significance of the property could no longer be conveyed. Therefore, no substantial adverse changes to historical architectural resources would be anticipated to result from the occupancy, change of use, and improvement of existing buildings within any of the proposed study areas. As such, growth in the 12 study areas would be unlikely to result in a significant impact on historical architectural resources.

PS-1, 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; and PS-3, 625 Polk Street, are all historical resources as defined by CEQA. PS-2 and PS-3 are Article 10 City Landmarks and the Proposed Project requires Certificates of Appropriateness from the Planning Department, which would ensure that proposed alterations to these buildings would not damage or destroy the exterior architectural features of the landmark. PS-3 is also located in the Van Ness Plan which, pursuant to the *General Plan*, would require AAU to maintain or enhance the occupied buildings' historic and architectural character. PS-1 would not require a Certificate of Appropriateness, nor is it located within an Area Plan that contains provisions for historical resources. However, AAU's proposed modifications at PS-1, PS-2, and PS-3 have been determined by the Planning Department to be consistent with the Secretary's Standards; thus, the Proposed Project at these project sites would not cause a substantial adverse change to the significance of the resources. Therefore, the Proposed Project, including growth at PS-1, PS-2, and PS-3 would not result in a substantial adverse change to historical architectural resources, and the impacts would be less than significant.

Additionally, PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue, are not historical resources for the purposes of CEQA and thus the Proposed Project has no potential to cause a substantial adverse change on historical resources. Therefore, there would be no impact at PS-4, PS-5, and PS-6.

As such, the combined impacts to historical architectural resources at the project sites and resulting from growth within the 12 study areas would be less than significant.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact CP-2.1 **The Proposed Project, including growth in the 12 study areas, could cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5. (Less than Significant with Mitigation)**

AAU would accommodate its growth in the 12 study areas through occupation and change of use of existing buildings for institutional and student residential uses. The Proposed Project would not include the construction of new buildings; however, some buildings may require seismic retrofits or other renovations or modifications to be compatible with the proposed use.

Construction of external seismic improvements, if required, could include minor excavation. As a result, ground-disturbing activities could affect the significance of archaeological deposits that may be present beneath the surface of the Proposed Project under CRHR Criterion 4 (Information Potential) by impairing the ability of such resources to convey important scientific and historical information. Therefore, the Proposed Project could result in a significant impact on archaeological resources.

Further, any prehistoric site in the SoMa area that is a contributing element to a district whose theme is "Prehistoric Native American shell middens on Mission Bay, San Francisco" cannot be mitigated

by data recovery alone, but would require consultation with the Native American community and an interpretation program. The study areas in the SoMa area include SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12, Ninth Street/Folsom Street.

Implementation of Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment and Treatment, would reduce these impacts to a less-than-significant level.

Mitigation Measure

Mitigation Measure M-CP-2.1 – Project-Specific Preliminary Archaeological Assessment. This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of two feet below ground surface (bgs) or greater within the following study areas: SA-2, Lombard Street/Van Ness Avenue, SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; and SA-12, Ninth Street/Folsom Street; to a depth of four feet bgs or greater and located within properties within the remaining study areas (SA-1, Lombard Street/Divisadero Street; SA-3, Mid Van Ness Avenue; SA-4, Sutter Street/Mason Street; SA-10, Fifth Street/Brannan Street; and SA-11, Sixth Street/Folsom Street); or to the thresholds identified in the Area Plan EIR Archeological Mitigation Zones outlined in Table 4.5-2, Area Plan EIR Archeological Resources Mitigation Measures, p. 4.5-59, for projects covered by those Zones.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) may be required in consultation with the San Francisco Planning Department archeologist. The PASS shall be prepared by an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall contain the following:

- Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps.
- Determine types of archeological resources/properties that may have been located at the project site and whether the archeological resources/property types would potentially be eligible for listing on the California Register.
- Determine if 19th- or 20th-century soils-disturbing activities may have adversely affected the identified potential archeological resources.
- Assess potential project effects in relation to the depth of any identified potential archeological resource.

- Provide a conclusion that assesses whether any California Register-eligible archeological resources could be adversely affected by the Proposed Project and recommends appropriate further action.

Based on the PAR or PASS, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design Treatment Plan (ARDTP) shall be required to more definitively identify the potential for California Register-eligible archeological resources to be present at the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The scope of the ARDTP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP Preservation Planning Bulletin No. 5). If the PAR or PASS adequately identifies the potential for California Register-eligible archeological resources to be present at the project site, the ERO shall determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. Actions may include an archeological testing program, archeological monitoring program, archeological data recovery program, accidental discovery measures/worker training, final reporting, curation, consultation with descendant communities, and interpretation undertaken in consultation with the Planning Department archeologist by an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist.

This measure would reduce the potential impacts to CEQA-significant archaeological resources resulting from implementation of the Proposed Project in the study areas to a less-than-significant level by ensuring that archaeological resources are appropriately handled and documented.

Significance after Mitigation: Less than Significant.

Project-Level Impacts (Growth at the Six Project Sites)

Impact CP-2.2 **The Proposed Project, including growth at the six project sites, would not cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5. (No Impact)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): No Impact**
- **PS-2, 700 Montgomery Street: No Impact**
- **PS-3, 625 Polk Street: No Impact**
- **PS-4, 150 Hayes Street: No Impact**
- **PS-5, 121 Wisconsin Street: No Impact**
- **PS-6, 2225 Jerrold Avenue: No Impact**

PS-1, 2801 Leavenworth Street (The Cannery)

The Proposed Project at PS-1 would change the use from retail to office uses, including classrooms, office space, a restaurant, a multiuse/event space and other office space. Proposed improvements consist of installing new signs on the entrance doorways and in various windows and installing an

awning over the southeast entrance on Beach Street, as well as painting, replacement of ceiling tiles, limited concrete repairs in the interior courtyard, upgrades to the fire alarm system, installation of a security system, and interior construction associated with the conversion of space to AAU use.

According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,[189] the Proposed Project at PS-1 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.

Mitigation: None required.

PS-2, 700 Montgomery Street

PS-2 is a three story building containing office space, storage and a restaurant. The Proposed Project at PS-2 would include AAU's use of the building as institutional space and a restaurant. Proposed improvements include installing signs on the doorways, interior and exterior painting, installation of a security system, and interior construction associated with the conversion of space to AAU use.

According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,[190] the Proposed Project at PS-2 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.

Mitigation: None required.

PS-3, 625 Polk Street

PS-3 contains five stories, a basement and a mezzanine level totaling approximately 93,103 square feet of institutional uses. Proposed Project changes at PS-3 would consist of installing signs on doorways, painting, partial roof replacement, and installation of new lighting and a new security system.

According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,[191] the Proposed Project at PS-3 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.

Mitigation: None required.

PS-4, 150 Hayes Street

The six-story building is composed of 80,330 sf of office space on the upper four floors and 49,482 sf (208 spaces) of parking on the lower two floors and in the basement. The building was built in 1959. Proposed uses include the 80,330 sf of office space for AAU and 49,482 sf of parking, which would

[189] Preliminary Archeological Review (PAR) was conducted for each of the six project sites by Environmental Planning in February 2013. Full documentation supporting the PAR is on file at the City (Case No. 2008.0586E_).
[190] Preliminary Archeological Review (PAR), ibid.
[191] Preliminary Archeological Review (PAR), ibid.

continue to be operated by an independent parking vendor. Proposed Project changes at PS-4 would consist of installing signs on doorways, painting, and installing carpeting and a new security system.

According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,[192] the Proposed Project at PS-4 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.

Mitigation: None required.

PS-5, 121 Wisconsin Street

Under the Proposed Project this site would be used as a bus storage yard. The Proposed Project at PS-5 would include parking area repaving and signage installation. At full use, the site would accommodate approximately two staff in trailers. The parking lot at 121 Wisconsin Street would be the primary storage facility for AAU shuttle buses.

According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,[193] the Proposed Project at PS-5 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

PS-6 is a 91,367 sf building that would be used for storage, offices, and AAU recreational uses. Proposed Project changes at PS-6 would include installing AAU signs on the entrance doorway, interior construction associated with installation of recreational uses, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs and landscaping along McKinnon Avenue side of the site. No substantial ground disturbance would occur.

According to the findings of the Preliminary Archaeological Review conducted for the site in February 2013,[194] the Proposed Project at PS-6 would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur.

Mitigation: None required.

[192] Preliminary Archeological Review (PAR), ibid.
[193] Preliminary Archeological Review (PAR), ibid.
[194] Preliminary Archeological Review (PAR), ibid.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact CP-2.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, could cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5. (Less than Significant with Mitigation)**

According to the findings of the Preliminary Archaeological Reviews conducted for each project site in February 2013,[195] the Proposed Project would not result in any ground disturbance that would affect subsurface archaeological resources; therefore, no impact would occur. Construction of external seismic improvements in the study areas, if required, could include minor excavation. As a result, ground-disturbing activities could affect the significance of archaeological deposits that may be present beneath the surface of a future AAU property in a study area under CRHR Criterion 4 (Information Potential) by impairing the ability of such resources to convey important scientific and historical information. In addition, any prehistoric site in the SoMa area that is a contributing element to a district whose theme is "Prehistoric Native American shell middens on Mission Bay, San Francisco" cannot be mitigated by data recovery alone, but would require consultation with the Native American community, as well as interpretation. Therefore, the Proposed Project could result in a significant impact on archaeological resources in the study areas. Implementation of Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78, would reduce the impact associated with occupancy and use of new buildings in the study areas to a less-than-significant level.

Mitigation: Implement Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78.

Significance after Mitigation: Less than Significant.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact CP-3.1 **The Proposed Project, including growth in the 12 study areas, would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Less than Significant)**

Paleontological resources are the fossilized remains of plants and animals (including vertebrates and invertebrates) and fossils of microscopic plants and animals (microfossils). The depth to sediments that could contain paleontological remains is an important factor since fossils relating to the ancestral San Francisco Bay are considered scientifically significant. According to Dr. Jean DeMouthe, Senior Collections Manager for Geology at the California Academy of Sciences, paleontological resources in the City are typically located well below 10 feet bgs; paleontological resources have been located in the North Beach area at depths of 20 to 30 feet bgs and at depths of approximately 100 feet bgs as part of the Transbay Terminal construction activities. Therefore, the

[195] Preliminary Archeological Review (PAR), ibid.

likelihood of discovering paleontological resources at depths of up to 10 feet bgs is considered highly unlikely.[196]

As previously mentioned, it is assumed that excavation activities associated with seismic improvements, if they occur, would be minor. Because external building seismic improvements, if required, are not expected to affect soils to a depth of greater than 10 feet bgs, the Proposed Project in the 12 study areas is not expected to affect geologic units that might contain paleontological remains or traces of paleontological remains. Further, while it is possible that fossils could have been transported in artificial fill that contains sediments from older formations, because they would lack stratigraphic context, they would be considered of limited value. Therefore, the Proposed Project in the study areas would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature, and this impact would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact CP-3.2 **The Proposed Project, including growth at the six project sites, would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (No Impact)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): No Impact**
- **PS-2, 700 Montgomery Street: No Impact**
- **PS-3, 625 Polk Street: No Impact**
- **PS-4, 150 Hayes Street: No Impact**
- **PS-5, 121 Wisconsin Street: No Impact**
- **PS-6, 2225 Jerrold Avenue: No Impact**

PS-1, 2801 Leavenworth Street (The Cannery)

The Proposed Project at PS-1 would include the change of use of this site to institutional uses and would include installing new signs on the entrance doorways and in various windows, painting, replacement of ceiling tiles, limited concrete repairs in the interior courtyard, upgrades to the fire alarm system, installation of a security system, and interior construction associated with the conversion of space to AAU use. There are no improvements at PS-1 that would result in any ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.

Mitigation: None required.

[196] T. Avila, Atkins, conversation with Dr. Jean DeMouthe, Senior Collections Manager for Geology, California Academy of Sciences (December 2013).

PS-2, 700 Montgomery Street

The Proposed Project at PS-2 would include the change of use of this site to institutional uses. This would include installing signs on the doorways, interior and exterior painting, installation of a security system, and interior construction associated with the conversion of space to AAU use. There are no improvements at PS-2 that would result in any ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.

Mitigation: None required.

PS-3, 625 Polk Street

The Proposed Project at PS-3 would include installing signs on doorways, painting, and installing new lighting, partial roof replacement, and a new security system. There are no improvements at PS-3 that would result in any ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.

Mitigation: None required.

PS-4, 150 Hayes Street

The Proposed Project at PS-4 would include installing signs on doorways, painting, and installing carpeting and a new security system. There are no improvements at PS-4 that would result in any ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.

Mitigation: None required.

PS-5, 121 Wisconsin Street

PS-5 would be used as a bus storage yard. Under the Proposed Project, parking area repaving and signage installation would occur. There are no improvements at PS-5 that would result in any ground disturbance affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

The Proposed Project at PS-6 would include interior construction associated with installation of recreational uses, signage installation, painting (both interior and exterior), addition of a new fire alarm, installation of a security system, and replacement of sidewalk, street curbs, and landscaping along McKinnon Avenue side of the site. No substantial ground disturbance would take place. There are no improvements at PS-6 that would result in any substantial ground disturbance

affecting subsurface paleontological resources or unique geological features; therefore, no impact would occur.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact CP-3.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Less than Significant)**

The Proposed Project would include occupation and change of use at existing buildings in the study areas and at the project sites. Paleontological resources in the City are typically located well below 10 feet bgs; and paleontological resources have been located in the North Beach area at depths of 20 to 30 feet bgs and at depths of approximately 100 feet bgs as part of the Transbay Terminal construction activities. The likelihood of discovering paleontological resources during the minor excavation activities that might be required for seismic retrofits is considered highly unlikely.

Improvements at the project sites would not require any ground disturbance that would affect subsurface paleontological resources. The Proposed Project is not expected to affect geologic units that might contain paleontological remains or traces of paleontological remains. Further, while it is possible that fossils could have been transported in artificial fill that contains sediments from older formations, because they would lack stratigraphic context, they would be considered of limited value. Therefore, the Proposed Project would have a less-than-significant impact with respect to paleontological resources.

Mitigation: None required.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact CP-4.1 **The Proposed Project, including growth in the 12 study areas, could disturb human remains including those interred outside of formal cemeteries. (Less than Significant with Mitigation)**

Given the lack of new construction associated with the Proposed Project and the shallow depth of excavation that would be associated with any ground disturbance related to external seismic improvements, it is unlikely that human remains would be disturbed as a result of the Proposed Project. However, because the possibility of future disturbance of human remains in the study areas exists, this could result in a significant impact. Implementation of Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78, along with compliance with PRC Section 5097.98, would reduce this impact to a less-than-significant level.

Mitigation: Implement Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78.

Significance after Mitigation: Less than Significant.

Project-Level Impacts (Growth at the Six Project Sites)

Impact CP-4.2 **The Proposed Project, including growth at the six project sites would not disturb any human remains, including those interred outside of formal cemeteries. (No Impact)**

Levels of Significance

- **PS-1, 2801 Leavenworth Street (The Cannery): No Impact**
- **PS-2, 700 Montgomery Street: No Impact**
- **PS-3, 625 Polk Street: No Impact**
- **PS-4, 150 Hayes Street: No Impact**
- **PS-5, 121 Wisconsin Street: No Impact**
- **PS-6, 2225 Jerrold Avenue: No Impact**

PS-1, 2801 Leavenworth Street (The Cannery)

Given the finding of the Preliminary Archaeological Assessment that no ground disturbance resulting in effects to archaeological resources would occur at PS-1, the Proposed Project at PS-1 would not result in any ground disturbance affecting subsurface human remains. Therefore, no impact would occur.

Mitigation: None required.

PS-2, 700 Montgomery Street

Given the finding of the Preliminary Archaeological Assessment that no ground disturbance resulting in effects to archaeological resources would occur at PS-2, the Proposed Project at PS-2 would not result in any ground disturbance affecting subsurface human remains. Therefore, no impact would occur.

Mitigation: None required.

PS-3, 625 Polk Street

Given the finding of the Preliminary Archaeological Assessment that no ground disturbance resulting in effects to archaeological resources would occur at PS-3, the Proposed Project at PS-3 would not result in any ground disturbance affecting subsurface human remains. Therefore, no impact would occur.

Mitigation: None required.

PS-4, 150 Hayes Street

Given the finding of the Preliminary Archaeological Assessment that no ground disturbance resulting in effects to archaeological resources would occur at PS-4, the Proposed Project at PS-4

would not result in any ground disturbance affecting subsurface human remains. Therefore, no impact would occur.

Mitigation: None required.

PS-5, 121 Wisconsin Street

Given the finding of the Preliminary Archaeological Assessment that no ground disturbance resulting in effects to archaeological resources would occur at PS-5, the Proposed Project at PS-5 would not result in any ground disturbance affecting subsurface human remains. Therefore, no impact would occur.

Mitigation: None required.

PS-6, 2225 Jerrold Avenue

Given the finding of the Preliminary Archaeological Assessment that no ground disturbance resulting in effects to archaeological resources would occur at PS-6, the Proposed Project at PS-6 would not result in any ground disturbance affecting subsurface human remains. Therefore, no impact would occur.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact CP-4.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, could disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation)**

Improvements at the project sites would not require any ground disturbance that would affect subsurface human remains. It is unlikely that ground-disturbing activities in the study areas associated with implementation of external seismic improvements would disturb human remains, given the lack of new construction associated with the Proposed Project and the shallow depth of excavation that would be associated with any ground disturbance related to external seismic improvements. However, because the possibility of future disturbance of human remains in the study areas exists, this would be a significant impact. Implementation of Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78, along with compliance with PRC Section 5097.98, would reduce this impact to a less-than-significant level.

Mitigation: Implement Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78.

Significance after Mitigation: Less than Significant.

Cumulative Impacts

The cumulative context for the Proposed Project is downtown San Francisco, the Van Ness Avenue corridor, the Market Street corridor, the South of Market district, the Lombard Street corridor, the Fisherman's Wharf area, the Showplace Square/Potrero neighborhood, and parts of Bayview Hunters Point. This includes specific proposed development projects such as the 5M Project, the Moscone Center Expansion Project, 598 Brannan, and the 350 Eighth Street Project, as well as implementation of planning efforts for the Western SoMa Plan, the Central SoMa Plan, the Rincon Hill Plan, and the East SoMa Plan. Further detail regarding these and other cumulative projects considered in this analysis is included in Table 4-1, Cumulative Projects.

Impact C-CP-1 **The Proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant cumulative historical, archeological, or paleontological resources impact, or to a significant cumulative disturbance of human remains. (Less than Significant)**

Cumulative projects in the Proposed Project vicinity that could affect historical architectural resources include those noted above and listed in Table 4-1, Cumulative Projects. Alterations to such resources would be required to comply with *Planning Code* Articles 10 and 11, including the Secretary's Standards for the preservation of cultural resources, and any additional City requirements, including applicable Area Plan EIR mitigation measures. However, demolitions could occur, resulting in significant cumulative impacts. The Proposed Project's incremental contribution to any potentially significant cumulative impact would not be cumulatively considerable because the Proposed Project, which includes no new construction and limited tenant improvements, would not demolish or result in substantial alterations to any historical architectural resources and would make only minor exterior changes to such resources. In addition, any changes to Article 10 or 11 resources would be required to comply with the standards listed above. And, other historic resources would, at a minimum, receive further environmental review under the Department's CEQA Review Procedures for Historical Resources. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any significant cumulative impact to historical architectural resources.

Construction projects in the vicinity of Proposed Project activities, and particularly those requiring significant excavation (such as those listed above and included in Table 4-1, Cumulative Projects) could significantly adversely affect archeological and paleontological resources and disturb human remains. Compliance with the applicable mitigation measures would reduce these impacts to less than significant. The Proposed Project would not make a cumulatively considerable contribution to any significant cumulative impact because *(a)* implementation of Mitigation Measure M-CP-2.1, Project-Specific Preliminary Archaeological Assessment, p. 4.5-78, for impacts to archeological resources and human remains would be required and *(b)* impacts to paleontological resources would not be expected to occur. Therefore, any contribution of the Proposed Project to cumulative impacts would not be cumulatively considerable.

4.6 TRANSPORTATION AND CIRCULATION

This section describes the potential for the proposed Academy of Art University (AAU) Project (Proposed Project) to affect transportation and circulation. Transportation-related topics that are addressed include traffic on local streets, demand for transit, shuttles and parking, and pedestrian, bicycle, commercial loading, emergency vehicle access, and construction-period conditions. This section is based on information and analysis contained in the project's Transportation Impact Study (TIS).[197]

Unlike the project sites, where specific buildings have been identified for AAU growth, the program-level analysis assumes that within the designated study areas, AAU could occupy any building or buildings to accommodate future growth. To address the lack of certainty as to where growth would occur within the 12 study areas, the transportation study relied upon conceptual development scenarios (termed options and sub options) that examine potential allocations of program growth among multiple study areas.

The conceptual development options and sub options considered herein were determined for the purposes of the transportation study based on discussions between the SF Planning Department, AAU, and the transportation and environmental review consultant team. These options and sub options were selected to account for an array of potential scenarios for the distribution of AAU growth that collectively address the potential impacts of the Proposed Project. The inclusion of multiple options and sub options in the transportation study should not be confused with the analysis of alternatives to the Proposed Project, which are separately addressed in Chapter 6, Alternatives. Additional detail on the options and sub options and their potential effects on key transportation parameters is provided below in the introduction to the "Approach to Analysis" section, p. 4.6-49.

Comments received on the Notice of Preparation (NOP) regarding transportation and circulation related to AAU shuttles and shuttle service, increases in vehicle traffic, and impacts to other travel modes such as sidewalk crowding from students and shuttles causing disruptions to Muni or traffic operations. These issues are addressed in this section.

4.6.1 Environmental Setting

Existing transportation and circulation conditions near the 12 study areas and six project sites, which are located predominantly in the northeast and southeast quadrants of San Francisco, are described in this section and are shown in Figure 4.6-1, Study Areas and Project Sites, p. 4.6-3. The baseline year for this analysis is 2010; therefore, the setting discussion below focuses primarily on

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

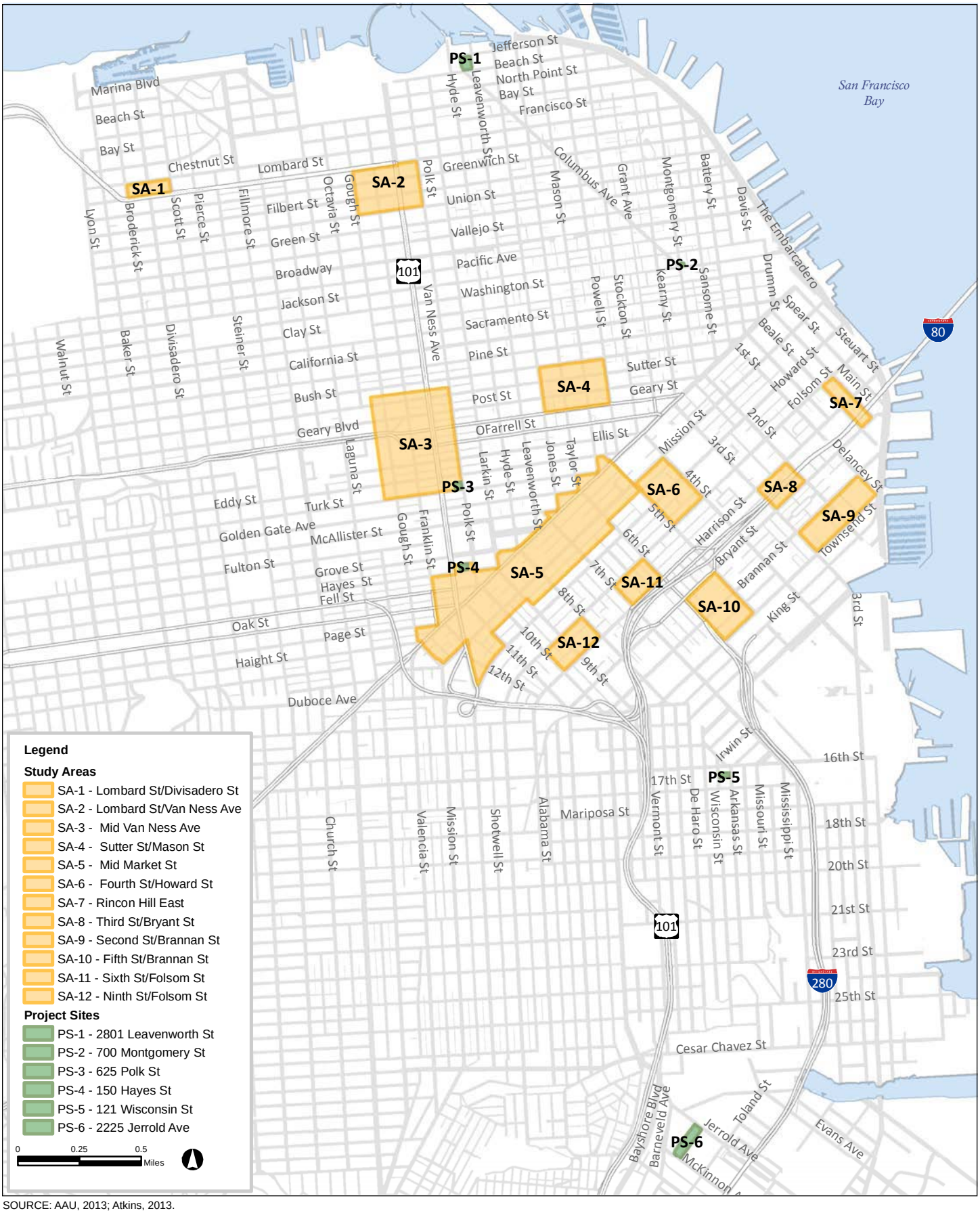
the 2010 environmental setting. However, shuttle service data for subsequent years (e.g., 2013) is also presented for informational purposes.

Regional and Local Roadways

Regional Access

Interstate 80 (I-80) and **U.S. Highway 101 (U.S. 101)** provide regional access to and from the various study areas. U.S. 101 serves San Francisco and the Peninsula/South Bay and extends north via the Golden Gate Bridge to the North Bay. Van Ness Avenue and Lombard Street are arterials that connect U.S. 101 through San Francisco to the Golden Gate Bridge. Near the study areas, U.S. 101 has three to four northbound and southbound lanes. I-80 connects San Francisco to the East Bay via the San Francisco-Oakland Bay Bridge. Near the study areas, I-80 has four to five elevated eastbound and westbound lanes. U.S. 101 merges with I-80 at an elevated structure near Division and 10th Streets. As shown in Figure 4.6-1, Study Areas and Project Sites, p. 4.6-3, Study Area 7 (SA-7), Rincon Hill East; SA-8, Third Street/Bryant Street; SA-10, Fifth Street/Brannan Street; and SA-11, Sixth Street/Folsom Street, are adjacent to I-80 with access to and from the freeway provided via on- and off-ramps at Bryant, Fourth, Fifth, Seventh, and Eighth Streets. SA-1, Lombard Street/Divisadero Street; SA-2, Lombard Street/Van Ness Avenue; SA-3, Mid Van Ness Avenue; Project Site 3 (PS-3), 625 Polk Street; PS-4, 150 Hayes Street; and PS-6, 2225 Jerrold Avenue, are located near to U.S. 101. Freeway ramps to and from U.S. 101 are located at Bayshore Boulevard/Cesar Chavez, and Mission/South Van Ness, where U.S. 101 transitions to surface arterials (Van Ness Avenue and Lombard Street).

Interstate 280 (I-280) provides regional access to the study areas from eastern San Francisco and the South Bay/Peninsula. Near the study areas, I-280 has six lanes. The I-280/U.S. 101 interchange is to the south of all study areas. Nearby access to and from I-280 from PS-5, 121 Wisconsin Street, and PS-6, 2225 Jerrold Avenue, is provided via ramps at Cesar Chavez and Mariposa Streets, with access from the South of Market study areas (SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; SA-10, Fifth Street/Brannan Street; SA-11, Sixth Street/Folsom Street; and SA-12, Ninth Street/Folsom Street) via the Sixth Street and King Street ramps.



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 4.6-1: STUDY AREAS AND PROJECT SITES

Local Street System

Description of Local Streets

The transportation study provides a discussion of the existing local roadway network in the vicinity of the study areas and project sites, including roadway designations, number of travel lanes, and other relevant circulation issues. The following discussion summarizes the characteristics of select major streets near the study areas and/or project sites.

North/South Streets

Gough Street runs between Bay and Market Streets. In SA-2 and SA-3, between Lombard and Turk Streets, Gough Street operates two-ways with one travel lane in each direction. The *General Plan* identifies Gough Street as a Major Arterial in the Congestion Management Program (CMP) Network.

Franklin Street runs between Bay and Market Streets. In SA-2, between Lombard and Union Streets, Franklin Street has three northbound travel lanes and on-street unmetered parking on both sides of the street. In SA-3, between Bush and Turk Streets, Franklin Street also has a tow-away lane (between 4:00 p.m. and 7:00 p.m.) which extends from McAllister Street to Sacramento Street. The *General Plan* classifies Franklin Street as a Major Arterial in the CMP Network and it is also part of the Metropolitan Transportation System (MTS) Network.

Van Ness Avenue runs between North Point and Market Streets, where it becomes South Van Ness Avenue. Within SA-2, SA-3, and SA-5, it is a six-lane roadway (three lanes in each direction). The *General Plan* classifies Van Ness Avenue as a Major Arterial in the CMP Network; it is also part of the MTS Network, a Transit Preferential Street (Primary Transit Street – Transit Important), part of the Citywide Pedestrian Network, and a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Van Ness Avenue (and a portion of Lombard Street), is designated as U.S. 101 through the City. PS-4 is located at Hayes Street and Van Ness Avenue within SA-5.

Polk Street runs between Beach Street and the intersection of Market Street/Fell Street. In SA-2 and SA-3, between Lombard and Turk Streets, Polk Street operates as a two-way street with one travel lane in each direction. Between Beach and Market Streets, Polk Street is designated as part of Bicycle Route 25. The *General Plan* identifies Polk Street as a Local Street and a Neighborhood Pedestrian Street.

Jones Street runs between Market and Jefferson Streets. Through SA-4 between Bush and Geary Streets, Jones Street has three southbound travel lanes with metered parking on both sides of the street. The *General Plan* classifies Jones Street as a Secondary Arterial.

Mason Street runs between Market Street and The Embarcadero. In SA-4, Mason Street has two southbound travel lanes with metered parking on both sides of the street. Mason Street is classified as a Local Street.

Powell Street runs between Market Street and The Embarcadero. In SA-4, Powell Street has one travel lane in both directions and one streetcar lane in either direction. The *General Plan* classifies Powell Street as a Local Street and a Transit Preferential Street (Primary Transit Street – Transit Oriented).

Third Street is a principal north/south arterial in the southeast part of San Francisco, extending from its interchange with U.S. 101 and Bayshore Boulevard to Market Street. It is the main commercial street in the Bayview Hunters Point district and also serves as a through street within the industrial areas north and east of U.S. 101. Third Street generally has two travel lanes in each direction, but north of King Street, in SA-8 and SA-9, it has three northbound traffic lanes and one transit-only lane. In the *General Plan*, Third Street is designated as a Major Arterial in the CMP network, part of the MTS Network, a Transit Preferential Street (Primary Transit Street – Transit Important between Market and Townsend Streets), a Citywide Pedestrian Network, and a Neighborhood Pedestrian Street.

Fourth Street is a principal north/south arterial between Market and Channel Streets. In SA-6, Fourth Street runs southbound and has four travel lanes. In the *General Plan*, it is classified as a Major Arterial in the CMP network, and a part of the MTS Network. Fourth Street is designated as a Transit Preferential Street (Primary Transit Street – Transit Oriented)), a part of the Citywide Pedestrian Network from Market Street to Folsom Street; is part of the Bay Trail between King and Mission Streets; and is designated as a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Fifth Street is a principal north/south arterial between Market and Townsend Streets. In SA-5, SA-6, and SA-10, Fifth Street is a two-way roadway with two travel lanes in each direction. In the *General Plan*, it is classified as a Major Arterial in the CMP network, a part of the MTS Network, and a Neighborhood Pedestrian Street (Neighborhood Commercial Street between Market and Mission Streets).

Eighth Street runs between Market and Townsend/Division Streets. The I-80 westbound off-ramp connects to Eighth Street between Harrison and Bryant Streets. Within SA-5 and SA-12, Eighth Street has four southbound lanes and a bicycle lane. The *General Plan* identifies Eighth Street as a Major Arterial in the CMP Network, an MTS Street, and a Neighborhood Pedestrian Street (Neighborhood Network Connection Street).

10th Street runs between Market and Division Street and forms a couplet with Ninth Street. In SA-5 and SA-12, 10th Street has four southbound travel lanes with metered parking on both sides of the street. 10th Street provides access to southbound U.S. 101 via an on-ramp at the Bryant Street/10th Street intersection. 10th Street is designated in the *General Plan* as a Major Arterial between Market and Brannan Streets in the CMP Network.

East/West Streets

Lombard Street runs discontinuously from the Embarcadero to the Presidio and is part of the U.S. 101 Arterial from Van Ness Avenue to the Golden Gate Bridge. In SA-1 and SA-2, Lombard Street is a six-lane roadway with three travel lanes in each direction. The *General Plan* classifies Lombard Street as a Major Arterial in the CPM Network; it is also part of the MTS Network, a Transit Preferential Street (Primary Transit Street, Transit Important), and a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Post Street runs between Montgomery Street and Presidio Avenue. In SA-3 and SA-4, Post Street operates one-way eastbound with two mixed-flow travel lanes, and one transit-only lane. The *General Plan* identifies Post Street as a Transit Preferential Street (Secondary Transit Street). Post Street is identified as a Neighborhood Pedestrian Street (Neighborhood Commercial Street) between Market and Gough Streets, between Laguna and Fillmore Streets, and between Pierce and Divisadero Streets. Post Street is part of Bicycle Route 16.

Turk Street runs between Market Street and Arguello Boulevard. Turk Street has three westbound travel lanes and metered parking on both sides of the street in SA-3. The *General Plan* classifies Turk Street as a Major Arterial in the CMP Network. PS-3 is located at Turk Street and Polk Street.

Geary Street/Boulevard[198] runs between Market Street, in Downtown San Francisco, and 48th Avenue in the Richmond District. Between Market and Gough Streets (in SA-3 and SA-4), Geary Street is a one-way westbound roadway, with two travel lanes and one transit-only lane. At the western edge of SA-3, Geary Street operates two-way between Laguna and Gough Streets with four lanes in each direction. The *General Plan* identifies the entire length of Geary Street/Geary Boulevard as a Major Arterial in the CMP Network, part of the MTS Network, a Transit Preferential Street (Primary Transit Street – Transit Important), and a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Ellis Street runs between Market and Divisadero Streets. Within SA-3, Ellis Street has two westbound travel lanes and one right-turn lane (between Polk and Franklin Streets). There is metered parking on both sides of Ellis Street between Polk and Franklin Streets and unmetered parking on both sides between Franklin and Gough Streets. Ellis Street is classified as a Local Street.

Hayes Street is an east/west street that runs between Market and Stanyan Streets. Within SA-5, Hayes Street has three westbound travel lanes and metered parking on the south side of the street between Market and Polk Streets and between South Van Ness Avenue and Franklin Street. There is metered parking on both sides of the street between Polk Street and South Van Ness Avenue. The *General Plan* classifies Hayes Street as a Major Arterial in the CMP Network. PS-4 is located on Hayes Street at Van Ness Avenue.

[198] Generally referred to as Geary Street east of Van Ness Avenue and as Geary Boulevard west of Van Ness Avenue.

Market Street bisects downtown San Francisco, running east/west from The Embarcadero to Grand View Avenue. In SA-5, Market Street is a two-way, four-lane roadway with center-running transit only lanes between Gough and Fifth Streets. Market Street is classified in the *General Plan* as a Transit Conflict Street between The Embarcadero and Gough Street and a Major Arterial west of Gough Street in the CMP Network. Between The Embarcadero and 17th Street it is classified as a Transit Preferential Street (Primary Transit Street – Transit Oriented), a Citywide Pedestrian Network Street, and a Neighborhood Pedestrian Street (Neighborhood Commercial Street). It is part of the CMP network. Bicycle Route 5 runs on Market Street between Steuart and Eighth Streets, and Market Street has a bicycle lane between Eighth and 17th Streets.

Mission Street runs between The Embarcadero and East Market Street in Daly City. In SA-5 and SA-6, Mission Street is two-way with one travel lane and one transit-only lane in both directions. The *General Plan* classifies Mission Street as a Transit Conflict Street in the CMP Network, a Transit Preferential Street (Primary Transit Street – Transit Oriented), a Citywide Pedestrian Network Street, and a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Howard Street runs between The Embarcadero and 13th/Division Streets. In SA-5 and SA-6, Howard Street has three westbound lanes. In the *General Plan*, it is a Major Arterial in the CMP network and part of the MTS Network.

Folsom Street runs between The Embarcadero and 11th Street passing through SA-6, SA-7, SA-11, and SA-12. It operates one-way eastbound with four travel lanes for much of its length. In the *General Plan*, Folsom Street is classified as a Major Arterial in the CMP Network and is part of the MTS network in the study area.

Harrison Street runs between The Embarcadero and 13th/Division Streets, passing through SA-7, SA-8, SA-11, and SA-12, operating one-way westbound between Third and 10th Streets. Harrison Street is a primary route to the I-80 freeway, with on-ramps at the First Street and Essex Street intersections, and to U.S. 101 southbound, with an on-ramp at Fourth Street. In the *General Plan*, it is a designated Major Arterial in the CMP network (between The Embarcadero and Division Street), a Transit Preferential Street (Primary Transit Street – Transit Important between Fourth and Seventh Streets and a Secondary Transit Street between Seventh and 11th Streets), and a Neighborhood Pedestrian Street (Neighborhood Commercial Street between Fourth and 16th Streets).

Bryant Street extends from The Embarcadero in the South of Market area to Precita Avenue in Peralta Heights. Between The Embarcadero and Rincon Street, Bryant Street operates two-way in SA-7 with one lane in each direction. East of Second Street, Bryant Street is eastbound, with two to three travel lanes, in SA-8 and SA-10. Bryant Street is designated as a Transit Preferential Street (Primary Transit Street – Transit Important between Fourth and Seventh Streets and a Secondary Transit Street between Seventh and 11th Streets).

Brannan Street runs between The Embarcadero and Division Street. In SA-9 and SA-10, Brannan Street has two travel lanes in each direction, and within SA-10, there is a left-turn lane onto Fifth Street, and two left-turn lanes onto southbound I-280. There is unmetered parking on both sides of the street. Brannan Street is classified as a Major Arterial in the CMP Network.

Existing Intersection Operations

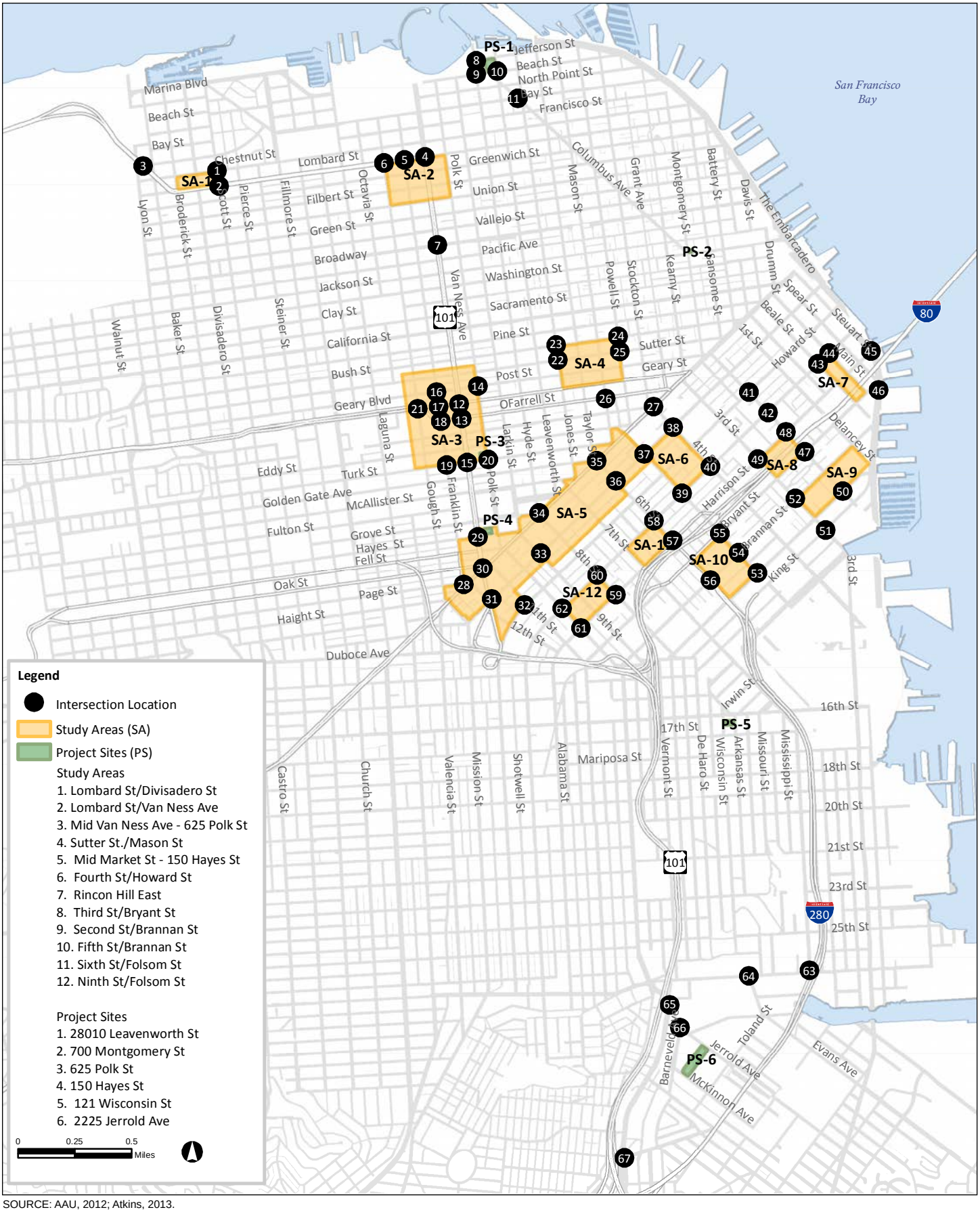
Existing intersection operating conditions were evaluated for 67 study intersections that could be potentially affected by AAU's future growth. The study intersections are depicted in Figure 4.6-2, Project Study Intersections, p. 4.6-9. These intersections were selected because they were located within or adjacent to the study areas or project sites and/or currently experience higher levels of demand and capacity constraints. As a result, some study intersections are located between study areas or project sites.

Traffic conditions at the study intersections are evaluated using level of service (LOS), a qualitative description of operating conditions ranging from LOS A (i.e., free-flow conditions with little or no vehicle delay) to LOS F (i.e., congested conditions with excessive delays). The City of San Francisco considers LOS D or better (e.g., LOS A, B, or C) as "acceptable" for the purposes of a traffic impact analysis, and LOS E or F is considered "unacceptable" intersection operating conditions. The significance criteria used to evaluate project-related LOS impacts are presented in Section 4.6.3, Impacts and Mitigation Measures, p. 4.6-47.

Existing LOS at the study intersections are presented in Table 4.6-1, Existing Intersection Levels of Service, p. 4.6-10.[199] During the AM peak hour all of the eight intersections analyzed, and during the PM peak hour 66 of the 67 study intersections analyzed, operate at LOS D or better, with the exception of the following intersection:

- **Intersection 55, Fifth Street/Bryant Street (located in SA-10).** This intersection operates at LOS E during the PM peak hour.

[199] Study intersections are grouped by Study Area and Project Site. No study intersections were evaluated near project sites PS-2 and PS-5 because the land uses (small office and bus yard) would only generate five to eight PM peak hour vehicle trips, respectively.



SOURCE: AAU, 2012; Atkins, 2013.

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FIGURE 4.6-2: PROJECT STUDY INTERSECTIONS

Table 4.6-1 Existing Intersection Levels of Service

Study Area/Project Site	*Intersection Number*	*Intersection Location*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (seconds)	*LOS*	*Average Delay (seconds)*	*LOS*
SA-1, Lombard St/Divisadero St	1	Scott St / Chestnut St[b]	—	—	NB/EB-11.0	B
	2	Scott St / Lombard St	—	—	11.5	B
	3	Richardson St / Francisco St	—	—	17.4	B
SA-2, Lombard St/Van Ness Ave	4	Van Ness Ave / Lombard St	19.0	B	22.4	C
	5	Franklin St / Lombard St	—	—	22.0	C
	6	Gough St / Lombard St	—	—	8.3	A
	7	Broadway / Van Ness Ave	20.9	C	24.2	C
PS-1, 2801 Leavenworth St (The Cannery)	8	Hyde St/ Jefferson St[b]	—	—	WB-9.3	A
	9	Hyde St/ Beach St	—	—	12.1	B
	10	Leavenworth St/ Beach St[b]	—	—	EB/WB-7.8	A
	11	Bay St/ Columbus Ave	—	—	22.4	C
SA- 3, Mid Van Ness Ave; PS-3, 625 Polk St	12	Van Ness Ave / Geary Blvd	20.1	C	20.7	C
	13	Van Ness Ave / O'Farrell St	20.0	C	21.7	C
	14	Post St / Polk St	—	—	12.4	B
	15	Van Ness Ave / Turk St	16.4	B	19.0	B
	16	Franklin St / Post St	—	—	11.7	B
	17	Franklin St / Geary Blvd	—	—	18.1	B
	18	Franklin St / O'Farrell St	—	—	22.5	C
	19	Franklin St / Turk St	—	—	18.4	B
	20	Polk St / Turk St	—	—	18.4	B
	21	Gough St/ Geary Blvd	24.7	C	21.7	C
SA-4, Sutter St/Mason St	22	Jones St / Sutter St	—	—	12.4	B
	23	Jones St / Bush St	—	—	10.9	B
	24	Powell St / Bush St	—	—	10.9	B
	25	Powell St / Sutter St	—	—	12.0	B
	26	O'Farrell St / Mason St	—	—	14.0	B
	27	Stockton St / Ellis St / Market St/ Fourth St	—	—	17.6	B

Table 4.6-1 Existing Intersection Levels of Service

Study Area/Project Site	*Intersection Number*	*Intersection Location*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (seconds)	*LOS*	*Average Delay (seconds)*	*LOS*
SA-5, Mid-Market St; PS-4, 150 Hayes St	28	Franklin St / Market St	—	—	28.1	C
	29	Van Ness Ave / Hayes St	21.8	C	23.8	C
	30	Van Ness Ave / Market St	30.4	C	39.7	D
	31	S. Van Ness Ave / Mission St	—	—	40.2	D
	32	11th St / Howard St	—	—	21.8	C
	33	Ninth St / Mission St	—	—	12.3	B
	34	Eighth St / Market St	—	—	26.3	C
	35	Sixth St / Market St	—	—	20.1	C
	36	Sixth St / Mission St	—	—	25.9	C
	37	Fifth St / Mission St	—	—	16.4	B
SA-6, Fourth St/Howard St	38	Fourth St / Mission St	—	—	14.1	B
	39	Fifth St / Folsom St	—	—	15.7	B
	40	Fourth St / Folsom St	—	—	32.8	C
	See 37	Fifth St / Mission St	—	—	16.4	B
SA-8, Third St/Bryant St[a]	*41*	Second St/Howard St	—	—	12.0	B
	42	Second St/Folsom St	—	—	15.7	B
SA-7, Rincon Hill East	43	Folsom St / Beale St	—	—	13.7	B
	44	Folsom St / Main St	—	—	11.1	B
	45	Embarcadero / Harrison St	—	—	14.6	B
	46	Bryant St / The Embarcadero	—	—	21.7	C
SA-8, Third St/Bryant St	47	Second St / Bryant St	—	—	11.2	B
	48	Second St / Harrison St	—	—	13.4	B
	49	Third St / Harrison St	—	—	15.9	B
SA-9, Second St/Brannan St	50	Second St / Townsend St	—	—	13.6	B
	51	Third St / King St	—	—	34.4	C
	52	Third St / Brannan St	—	—	16.8	B
SA-10, Fifth St/Brannan St	53	Fifth St / Townsend St[b]	—	—	WB-24.0	C
	54	Fifth St / Brannan St	—	—	20.6	C
	55	Fifth St / Bryant St	—	—	**64.3**	**E**
	56	Sixth St / Brannan St	—	—	36.2	D
SA-11, Sixth St/Folsom St	57	Sixth St / Harrison St	—	—	12.5	B
	58	Sixth St / Folsom St	—	—	17.7	B

Table 4.6-1 Existing Intersection Levels of Service

Study Area/Project Site	*Intersection Number*	*Intersection Location*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (seconds)	*LOS*	*Average Delay (seconds)*	*LOS*
SA-12, Ninth St/Folsom St	59	Eighth St / Harrison St	—	—	21.6	C
	60	Eighth St / Folsom St	—	—	14.5	B
	61	10th St / Harrison St	—	—	18.9	B
	62	10th St / Folsom St	—	—	17.4	B
PS-6, 2225 Jerrold Ave	63	Pennsylvania Ave / Cesar Chavez St / I-280 NB Off-Ramp	—	—	42.1	D
	64	Cesar Chavez St / Evans Ave	—	—	20.2	C
	65	Jerrold Ave / Barneveld Ave[b]	—	—	WB-18.7	C
	66	Bayshore Blvd / Jerrold Ave	—	—	30.5	C
	67	Industrial St / Bayshore Blvd	—	—	36.8	D

SOURCE: Atkins (2014).

a. Intersections #41 and #42 are included because an area near Second St/Howard St was under consideration at one time but is no longer part of the Proposed Project. These intersection analyses were retained because AAU growth in SA-8 would contribute vehicle trips to these intersections.

b. For unsignalized intersections the LOS is reported for highest-delay approach and that movement (for example WB = westbound) is noted. For signalized intersections LOS E or LOS F are reported in **bold**.

Overview of Conditions at Project Sites

PS-1, 2801 Leavenworth Street (The Cannery): PS-1 consists of The Cannery building at 2801 Leavenworth Street. PS-1 is bordered by Leavenworth Street to the east, Jefferson Street to the north, Hyde Street to the west, and Beach Street to the south. No vehicle access or driveways are located on The Cannery building site. In the vicinity of the project site, Leavenworth Street has one travel lane in each direction with metered parking on both sides of the street; and Jefferson Street has two westbound travel lanes with metered parking on both sides of the street. As detailed in the *Fisherman's Wharf Public Realm Plan*, 2010, proposed enhancements to the Jefferson Street corridor (between Powell Street and Hyde Street) include a contra-flow bike lane, on-street loading pockets for passenger and freight loading, and conversion of the semi-exclusive streetcar transit lane to a fully exclusive transit lane.

PS-2, 700 Montgomery Street: PS-2 is bordered by Washington Street to the south, Montgomery Street to the west, Jackson Street to the north, and Hotaling Place to the east. No vehicle access or driveways are located at the project site. In the vicinity of the project site, Montgomery Street has one travel lane in each direction and metered and unmetered parking on both sides of the street; and, Washington Street has three westbound travel lanes and metered parking on both sides of the street.

PS-3, 625 Polk Street: PS-3 is bordered by Turk Street to the south, Eddy Street to the north, Van Ness Avenue to the west, and Polk Street to the east. No vehicle access or driveways are located at the project site. In the project vicinity, Polk Street has one travel lane in each direction with metered

parking on both sides of the street, and Turk Street has three westbound travel lanes and metered parking on both sides of the street.

PS-4, 150 Hayes Street: PS-4 is bordered by Hayes Street to the south, Lech Walesa (Ivy) Street to the north, Van Ness Avenue to the west, and Polk Street to the east. Vehicle access to the on-site parking garage is also provided at the driveway adjacent to the pedestrian entrance midblock on Hayes Street. In the project site vicinity, Hayes Street has three westbound travel lanes and a right-turn-only lane onto Van Ness Avenue with metered parking on the south side of the street between Market Street and Van Ness Avenue.

PS-5, 121 Wisconsin Street: PS-5 is situated mid-block between the properties of Belmont Hardware to the north and Studio D to the south; it is bordered by Wisconsin Street to the east and Arkansas Street to the west. Vehicle access to the on-site shuttle bus lot is provided at the driveway located midblock on Wisconsin Street. In the project vicinity, Wisconsin Street has one travel lane in each direction between 16th and 17th Streets and unmetered parking on both sides of the street.

PS-6, 2225 Jerrold Avenue: PS-6 is bordered by Jerrold Avenue to the north, Upton Street (a private street) to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west. Vehicle access is provided via curb cuts to the front parking lot and the loading dock/area on Jerrold Avenue and through an additional curb cut provided along McKinnon Avenue at the rear of the property. In the project vicinity, Jerrold Avenue has one travel lane in each direction between Toland Street and Barnevald Avenue and unmetered parking on both sides of the street; McKinnon Avenue has one travel lane in each direction between Toland Street and Barnevald Avenue and unmetered parking on both sides of the street.

Transit Service

The 12 study areas and six project sites are well-served by San Francisco Municipal Transportation Agency (Muni) routes with frequent service during the PM peak hour. Muni routes provide access to regional transit operators (including Bay Area Rapid Transit (BART), Alameda-Contra Costa County (AC) Transit, Golden Gate Transit, San Mateo County Transit District (SamTrans), and several ferry companies), which have integrated service with Muni to facilitate regional travel throughout the Bay Area. In addition, AAU operates a shuttle service between AAU facilities. As of fall 2010, the shuttle system consisted of seven weekday, five Saturday, and two Sunday routes. AAU may on an annual basis alter the structure of the shuttle services, such that shuttle service in spring 2013 (included for informational purposes) consisted of six regular shuttle routes and seven express routes for students and staff. AAU shuttle service is further discussed below.

Local Muni Service

Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car and electric streetcar lines, including

fifty-two routes within or adjacent to the study areas and project sites. These routes are summarized in Table 4.6-2, Existing Muni Routes In or Near Study Areas and Project Sites.

Table 4.6-2 Existing Muni Routes In or Near Study Areas and Project Sites

Line	*Route*	*Study Area(s)/Project Site*
1–California	The Richmond to Downtown	PS-2
2–Clement	The Richmond to Downtown	SA-3, SA-4
3–Jackson	The Richmond to Downtown	SA-3, SA-4
5–Fulton	The Richmond to Downtown	SA-5
6–Parnassus	The Inner Sunset to Downtown	SA-5
8X–Bayshore Express	City College to Downtown and Fisherman's Wharf	SA-6, SA-8, SA-10, SA-11
8AX–Bayshore 'A' Express	Visitacion Valley to Downtown and North Beach	SA-6, SA-8, SA-10, SA-11
8BX–Bayshore 'B' Express	Visitacion Valley to Downtown and Fisherman's Wharf	SA-6, SA-8, SA-10, SA-11, PS-2
9/9L–San Bruno/San Bruno Limited	Visitacion Valley to Downtown	SA-5
10–Townsend	San Francisco General Hospital	SA-8, SA-9, SA-10, PS-2, PS-5
12–Folsom	The Mission to Russian Hill via Downtown	SA-6, SA-8, SA-11, SA-12, PS-2
14/14L–Mission/Mission Limited	Daly City to Downtown	SA-5, SA-6
14X–Mission Express	Daly City to Downtown	SA-5, SA-6, SA-10, SA-11
16X–Noriega Express	Outer Sunset to Downtown	SA-3, SA-5, PS-3
19–Polk	Hunter's Point to Fisherman's Wharf via Civic Center	SA-2, SA-3, SA-5, SA-11, SA-12, PS-3
21–Hayes	Hunter's Point to Fisherman's Wharf via Civic Center	SA-5, PS-4
22–Fillmore	The Marina to Potrero Hill via the Mission	PS-5
23–Monterey	The Zoo to Bayview	PS-6
27–Bryant	The Mission to Russian Hill via Downtown	SA-4, SA-5, SA-6, SA-10, SA-11, SA-12
28–19th Ave	Daly City BART to the Richmond	SA-1
30–Stockton	The Marina to Downtown via Chinatown	SA-1, SA-6, SA-8, SA-9, SA-10, PS-1
30X–Marina Express	The Marina to Downtown	SA-1, SA-2, PS-2
31–Balboa	The Richmond to Downtown	SA-3, SA-5, PS-3
38/38L–Geary/Geary Limited	The Richmond to Downtown	SA-3, SA-4
41–Union	The Marina to Downtown	SA-2, PS-2
43–Masonic	The Excelsior to the Marina via the Haight	SA-1
45–Union/Stockton	The Marina to Downtown	SA-2, SA-6, SA-8, SA-9, SA-10
47–Van Ness	Caltrain to Fisherman's Wharf via Civic Center	SA-2, SA-3, SA-5, SA-10, SA-11, SA-12, PS-1, PS-3, PS-4

Table 4.6-2 Existing Muni Routes In or Near Study Areas and Project Sites

Line	*Route*	*Study Area(s)/Project Site*
49–Van Ness/Mission	City College to Fort Mason via Civic Center	SA-2, SA-3, SA-5, PS-3, PS-4
71/71L–Haight-Noriega/ Haight-Noriega Limited	Ocean Beach to Downtown	SA-5
82X–Levi Plaza	Levi Plaza to Caltrain via Financial District	SA-7, SA-9, PS-2
F–Market & Wharves	The Castro to Fisherman's Wharf via Downtown	SA-5, PS-1
J–Church	Balboa Park to Downtown	SA-5
KT–Ingleside/Third St	The Castro to Sunnydale	SA-5, SA-9
L–Taraval	The Zoo to Downtown	SA-5
M–Ocean View	Balboa Park to Downtown	SA-5
N–Judah	Ocean Beach to Downtown	SA-5, SA-9
Powell-Hyde Cable Car	Fisherman's Wharf to Powell and Market	SA-4
Powell-Mason Cable Car	Fisherman's Wharf to Powell and Market	SA-4

SOURCE: SFMTA (2011).

Table 4.6-3, Existing Muni Capacity Utilization at Maximum Load Point – PM Peak Period, presents the Muni ridership and capacity utilization at each line's maximum load point (MLP).[200] The MLP is the location where the route has its highest number of passengers relative to its capacity. Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. The capacity per vehicle includes both seated and standing capacity, where standing capacity is between 30 and 80 percent of seated capacity (depending upon the specific transit vehicle configuration). For example, the capacity of a light rail vehicle is 119 passengers, the capacity of a historic streetcar is 70 passengers, and the capacity of a standard bus is 63 passengers.

Table 4.6-3 Existing Muni Capacity Utilization at Maximum Load Point – PM Peak Period

Route	*Inbound*			*Outbound*		
	MLP Ridership	*Capacity Utilization*	*Maximum Load Point*	*MLP Ridership*	*Capacity Utilization*	*Maximum Load Point*
1–California	600	56%	California St @ Laurel St	909	84%	California St @ Presidio Ave
2–Clement	170	54%	Post St @ Larkin St	260	83%	Sutter St @ Mason St
3–Jackson	125	40%	Post St @ Leavenworth St	210	67%	Sutter St @ Taylor St
5–Fulton	600	71%	McAllister St @ Laguna St	659	83%	McAllister St @ Van Ness Ave
6–Parnassus	156	41%	Haight St @ Buchanan St	252	67%	Haight St @ Gough St

[200] The Muni service analyzed herein is consistent with data obtained from the Transit Effectiveness Project (TEP) in the fall of 2011 and, therefore, representative of service conditions at the time the NOP was filed. It does not represent any TEP-implemented service changes, which are considered under Cumulative conditions.

Table 4.6-3 Existing Muni Capacity Utilization at Maximum Load Point – PM Peak Period

Route	*Inbound*			*Outbound*		
	MLP Ridership	*Capacity Utilization*	*Maximum Load Point*	*MLP Ridership*	*Capacity Utilization*	*Maximum Load Point*
8X–San Bruno Express	408	54%	Kearny St @ Bush St	416	55%	Stockton St @ Sacramento St
8AX–San Bruno 'A' Express	Outbound Only			472	63%	Harrison St @ 6th St
8BX–San Bruno 'B' Express	Outbound Only			568	76%	Stockton St @ Sacramento St
9–San Bruno	180	57%	Potrero Ave @ 18th St	215	68%	Potrero Ave @ 25th St
9L–San Bruno Limited	140	44%	11th St @ Harrison St	200	63%	11th St @ Market St
10–Townsend	186	**98%**	Pacific Ave @ Powell St	171	**90%**	Second St @ Howard St
12–Folsom	135	71%	Pacific Ave @ Powell St	126	67%	Sansome St @ California St
14–Mission	232	31%	Mission St @ 20th St	360	48%	Otis St @ 12th St
14X–Mission Express	Outbound Only			368	52%	Sixth St @ Harrison St
16X–Noriega Express	Outbound Only			253	49%	Lincoln Way @ 9th Ave
19–Polk	172	68%	Larkin St @ McAllister St	124	49%	Polk St @ Sutter St
21–Hayes	156	41%	Grove St @ Gough St	306	81%	Hayes St @ Van Ness Ave
22–Fillmore	323	68%	Fillmore St @ Hermann St	308	65%	Fillmore St @ O'Farrell St
27–Bryant	160	63%	Ellis St @ Mason St	116	46%	Fifth St @ Mission St
28–19th Ave	282	75%	19th Ave @ Quintara St	282	75%	Park Presidio Blvd @ Geary Blvd
30–Stockton	705	58%	Chestnut St @ Octavia Blvd	660	53%	Stockton St @ Sutter St
30X–Marina Express	Outbound Only			432	**86%**	Sansome St @ Washington St
31–Balboa	141	52%	Eddy St @ Larkin St.	223	83%	Eddy St @ Van Ness Ave
38–Geary	352	47%	Geary Blvd @ Laguna St	450	64%	Geary Blvd @ Franklin St
38AX–Geary 'A' Express	Outbound Only			280	67%	Pine St @ Montgomery St
38BX–Geary 'B' Express	Outbound Only			222	59%	Pine St @ Montgomery St
38L–Geary Limited	556	54%	Geary Blvd @ Divisadero St	862	84%	Geary Blvd @ Van Ness Ave
41–Union	135	29%	Clay St @ Montgomery St	398	84%	Union St @ Columbus Ave
43–Masonic	160	51%	7th Ave @ Moraga St	240	76%	Masonic Ave @ Golden Gate Ave

Table 4.6-3 Existing Muni Capacity Utilization at Maximum Load Point – PM Peak Period

Route	Inbound			Outbound		
	MLP Ridership	Capacity Utilization	Maximum Load Point	MLP Ridership	Capacity Utilization	Maximum Load Point
45–Union/Stockton	240	76%	Stockton St @ Sacramento St	260	83%	Stockton St @ Sutter St
47–Van Ness	276	73%	Van Ness Ave @ McAllister St	258	68%	Van Ness Ave @ O'Farrell St
48–Quintara-24th St	175	56%	24th St @ Folsom St	180	57%	24th St / Folsom St
49–Van Ness/Mission	353	50%	Van Ness Ave @ McAllister St	375	53%	Van Ness Ave @ Eddy St
71/71L–Haight-Noriega/Haight-Noriega Limited	258	68%	Haight St @ Buena Vista East	324	**86%**	Market St @ Van Ness Ave
108–Treasure Island	112	44%	Treasure Island Main Gate	104	41%	Treasure Island Rd @ Macalla Rd
F–Market & Wharves	249	36%	Embarcadero St @ Broadway St	718	**103%**	Embarcadero St @ Green St
J–Church	189	20%	Van Ness Station	498	60%	Van Ness Station
K–Ingleside	508	71%	Embarcadero Station	750	**90%**	Van Ness Station
L–Taraval	609	29%	Van Ness Station	1,360	71%	Van Ness Station
M–Ocean View	488	29%	Castro Station	864	61%	Van Ness Station
N–Judah	880	46%	Carl St @ Cole St	1,773	83%	Van Ness Station
T–Third St	365	44%	Embarcadero St @ Folsom St	550	77%	Embarcadero St @ Folsom St
Powell-Hyde Cable Car	335	76%	Hyde St @ Pacific Ave	327	74%	Powell St @ Bush St

SOURCE: SFMTA (Fall 2011).

Most Muni routes operate below SFMTA's capacity utilization performance standard of 85 percent, with the following exceptions: 10–Townsend (outbound and inbound); 30X–Marina Express (outbound); 71/71L–Haight-Noriega/Haight-Noriega Limited (outbound); F (streetcar) Market & Wharves (outbound); and K- Ingleside (outbound).

For analysis purposes, most Muni service into and out of downtown can also be grouped along one of four "screenlines" (Northeast, Northwest, Southeast, and Southwest, shown in the Planning Department's 2002 *Transportation Impact Analysis Guidelines for Environmental Review*[201] (*SF Guidelines*), which transit vehicles cross when traveling between Downtown and other quadrants of the City, as depicted on Figure 4.6-3, Existing Muni Screenlines, p. 4.6-19. Each screenline can be further divided into key corridors that cross the screenline such as the Geary Corridor within the

[201] City and County of San Francisco Planning Department (October 2002).

Northwest screenline and the Mission corridor within the Southwest screenline. Collectively, the Muni routes included in the screenline analysis represent the primary transit commute routes into and out of the greater Downtown area, in the peak service direction (inbound in the AM peak period and outbound in the PM peak period).

The existing ridership and capacity of Muni lines along the four screenlines during the PM peak period are presented in Table 4.6-4, Existing Muni Screenline Capacity Utilization – PM Peak Period, p. 4.6-20. This analysis indicates that under Existing conditions, on a screenline basis, Muni screenline and corridor routes operate within the SFMTA capacity utilization performance threshold of 85 percent during the PM peak hour.

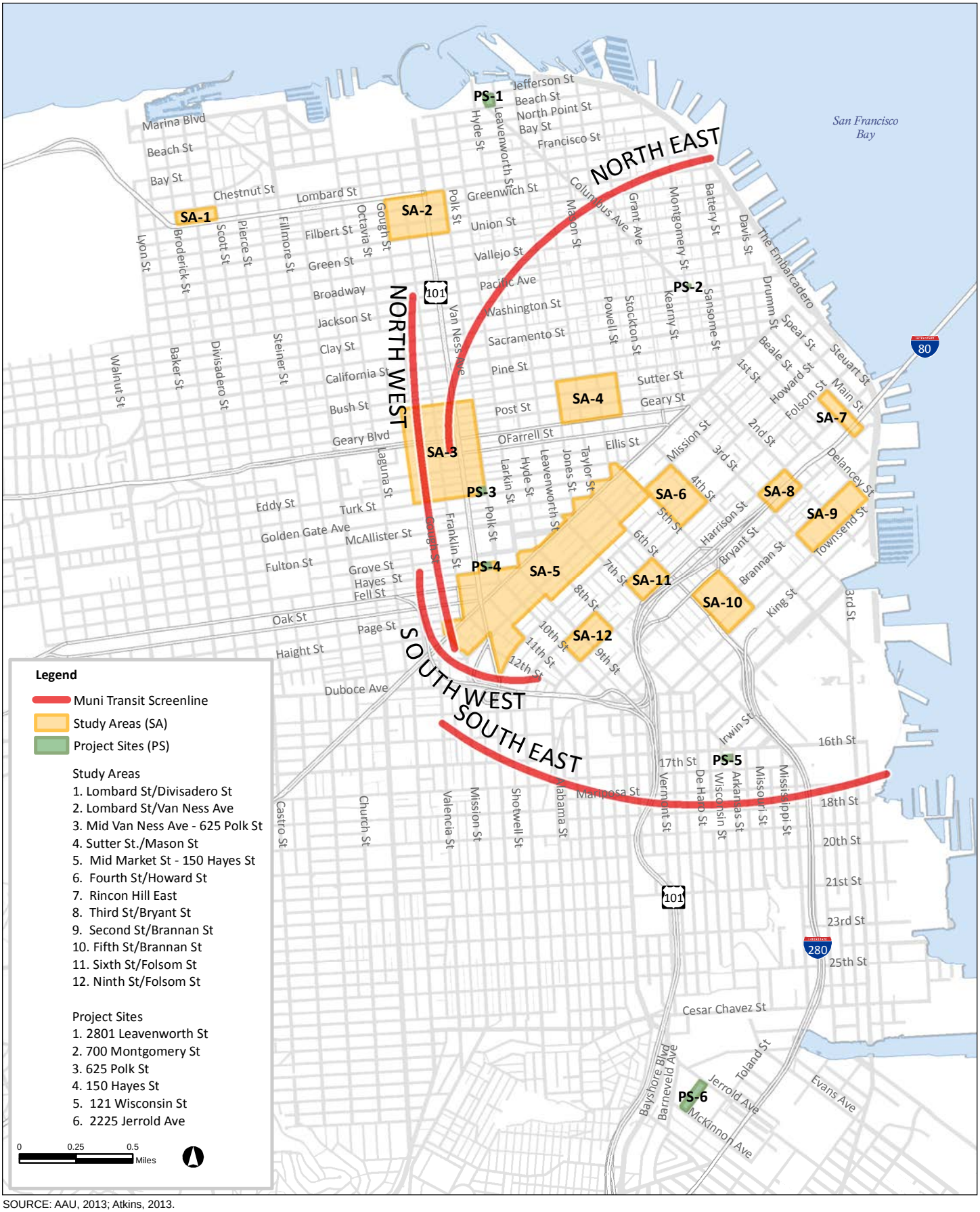
Regional Service Providers

Bay Area Rapid Transit

BART provides regional commuter rail service between San Francisco and the East Bay (Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont), as well as between San Francisco and San Mateo County (SFO Airport and Millbrae). Weekday hours of operation are between 4:00 a.m. and midnight. During the weekday PM peak period, headways are five to 15 minutes along each line. Within San Francisco, BART operates underground along Market Street to Civic Center Station where it turns south through the Mission District towards Daly City, Millbrae and San Francisco International Airport (SFO). There are three BART stations in the vicinity of study areas or project sites: Montgomery Station at Market/New Montgomery, Powell Station at Market/Fifth, and Civic Center/UN Plaza at Market between Seventh and Eighth Streets.

Caltrain

Caltrain provides passenger rail service on the Peninsula between San Francisco and Downtown San Jose with several stops in San Mateo County and Santa Clara County. Limited service is available south of San Jose. Caltrain service headways during the AM and PM peak periods are 10 to 60 minutes, depending on the type of train. The peak direction of service is northbound during the AM peak period and southbound during the PM peak period. Caltrain service terminates at the San Francisco Station at Fourth/King in the study area. The Fourth/King station is served by local, limited, and express "Baby Bullet" trains. An additional Caltrain station is located at 22nd Street and Pennsylvania Avenue, but that station is only served by local trains.



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 4.6-3: EXISTING MUNI SCREENLINES

Table 4.6-4 Existing Muni Screenline Capacity Utilization – PM Peak Period

Screenline / Corridor	*Hourly Ridership*	*Hourly Capacity*	*Capacity Utilization*
Northeast			
Kearny/Stockton	2,158	3,291	66%
All Other Lines	570	1,078	53%
Subtotal	*2,728*	*4,369*	*62%*
Northwest			
Geary Corridor	1,814	2,528	72%
California	1,366	1,686	81%
Sutter/Clement	470	630	75%
Fulton/Hayes	965	1,176	82%
Balboa	637	929	69%
Subtotal	*5,252*	*6,949*	*76%*
Southeast			
Third Street	550	714	77%
Mission Street	1,529	2,789	55%
San Bruno/Bayshore	1,320	2,134	62%
All Other Lines	1,034	1,712	60%
Subtotal	*4,433*	*7,349*	*60%*
Southwest			
Subway Lines	4,747	6,294	73%
Haight/Noriega	1,105	1,651	67%
All Other Lines	276	700	39%
Subtotal	*6,128*	*8,645*	*71%*
Muni Screenlines Total	***18,541***	***27,312***	***68%***

SOURCES: SFMTA (2011); Atkins (2014).
Screenline data presented is based on 2010/2011 data collected by SFMTA.

Alameda-Contra Costa County Transit District

AC Transit operates bus service in western Alameda and Contra Costa Counties, as well as routes to the City of San Francisco and San Mateo County. AC Transit operates 33 "Transbay" bus routes between the East Bay and the Temporary Transbay Terminal, temporarily located at Howard and Beale Streets. Currently, the Temporary Transbay Terminal is easily accessible via Muni and regional transit lines. The majority of Transbay service is provided only during commute periods in the peak direction of travel, with headways between buses from 15 to 20 minutes. The peak direction of service is into San Francisco during the AM peak period and out of San Francisco during the PM peak period. All-day service is provided on a few lines, with headways of approximately 30 minutes.

San Mateo County Transit District

SamTrans operates bus and rail service in San Mateo County. A few SamTrans routes also serve the Temporary Transbay Terminal in downtown San Francisco, including Routes 292, 397, and KX. These routes travel along Mission Street, Ninth Street, and 10th Street in Downtown San Francisco. AM peak period headways are between 10 and 15 minutes, and PM peak period headways are 20 minutes. SamTrans does not provide any local service (i.e., does not pick up northbound passengers at San Francisco stops, and southbound passengers boarding in San Francisco may not disembark in San Francisco), instead providing commuter service for passengers to and from San Mateo County.

Golden Gate Transit

The Golden Gate Bridge, Highway, and Transportation District operates Golden Gate Transit (GGT), which provides bus and ferry service between the North Bay (Marin and Sonoma counties) and San Francisco. GGT operates 22 commuter bus routes, nine basic bus routes, and 16 ferry feeder bus routes into San Francisco. Bus routes operate at headways of 15 to 90 minutes depending on time and day of week and bus type. In or near the study areas and project sites, Golden Gate Transit operates commuter and basic routes on Mission, Howard, and Folsom Streets. Golden Gate Transit also operates ferry service between the North Bay and San Francisco, connecting Larkspur and Sausalito with the Ferry Building during the morning and evening commute periods.

Other Ferry Service

Ferry terminals in San Francisco are located at the Ferry Building, and at Pier 41 at Fisherman's Wharf. Alameda/Oakland Ferry Service generally operates two routes hourly from the Alameda Gateway Ferry Terminal and Jack London Square to the Ferry Building each weekday, with reduced service on weekends. Alameda Harbor Bay Ferry connects Harbor Bay Isle with the Ferry Terminal Building from 6:30 a.m. to 8:30 a.m. and from 5:05 p.m. to 7:05 p.m. weekdays. The Blue & Gold Fleet links San Francisco and Vallejo via the Vallejo Baylink, which operates daily from approximately 5:30 a.m. to 9:50 p.m. Blue & Gold Ferries also connect Tiburon to the Ferry Building from 6:00 a.m. to 8:30 a.m. and from 4:30 p.m. to 7:30 p.m. weekdays, and provides mid-day and weekend service to/from Tiburon to/from Pier 41 in San Francisco.

Consistent with the *SF Guidelines*, regional transit operations were evaluated at three regional screenlines (East Bay, North Bay, and South Bay) for the evening commute in the outbound direction from downtown San Francisco to the Bay Area region. The existing ridership and utilization for regional transit providers in the PM peak periods are presented in Table 4.6-5, Existing Regional Transit Screenline Capacity Utilization – PM Peak Period, p. 4.6-22.

Table 4.6-5 Existing Regional Transit Screenline Capacity Utilization – PM Peak Period

Screenline / Corridor	*Ridership*	*Hourly Capacity*	*Capacity Utilization*
East Bay			
BART	19,716	22,050	89%
AC Transit	2,256	3,926	57%
Ferries	805	1,615	50%
Screenline Subtotal	*22,777*	*27,591*	*83%*
North Bay			
GGT Buses	1,384	2,817	49%
GGT Ferries	968	1,959	49%
Screenline Subtotal	*2,352*	*4,776*	*49%*
South Bay			
BART	10,682	14,910	72%
Caltrain	2,377	3,100	77%
SamTrans	141	320	44%
Screenline Subtotal	*13,200*	*18,330*	*72%*
Total	***38,329***	***50,697***	***76%***

SOURCE: SFMTA, *Transit Data for Transportation Impact Studies* (San Francisco Planning Department, June 2013).

Approximately 38,300 transit riders currently cross the three regional screenlines during the PM peak period on a typical weekday, with about 60 percent crossing the East Bay screenline, six percent crossing the North Bay screenline, and 34 percent crossing the South Bay screenline. The regional transit operators have a load factor performance standard of 100 percent, and during the weekday PM peak period, all regional transit providers currently operate below the 100 percent performance standard.

Overview of Transit Conditions at Project Sites

PS-1, 2801 Leavenworth Street (The Cannery): Nearby Muni routes include Routes F–Market & Wharves, 30–Stockton, and 47–Van Ness. Route F–Market & Wharves travels with a six minute PM peak period headway along Beach Street and stops at the northwest corner of Jones Street and Beach Street. Muni Routes 30 and 47 travel along North Point Street, one block south the project site, with four- and 10-minute PM peak period headways, respectively and a stop at the Hyde Street/North Point Street intersection. Golden Gate Transit service at this project site includes Route 93–San Francisco-Golden Gate Bridge Toll Plaza along Beach Street and Hyde Street. The stop for this route is located at the Beach Street/Hyde Street intersection, one block east of the project site.

PS-2, 700 Montgomery Street: This project site is served by seven Muni routes, including 1–California, 8BX–Bayshore 'B' Express, 41–Union, 10–Townsend, 12–Folsom/Pacific, 30X–Marina

Express, and 82X-Levi Plaza. Routes 10, 12, and 30X travel along Sansome Street, with a PM peak period service frequency of 20 minutes (except 30X, which does not run in the PM peak period) and a stop located midblock on Sansome Street, between Washington Street and Jackson Street. Route 41 travels along Washington Street and Columbus Avenue, with a PM peak hour service frequency of eight minutes and a stop located at the Columbus Avenue/Montgomery Street intersection. One block south of PS-2, Routes 1 and 8BX travel along Clay Street, with a 3½ minute PM peak hour service frequency for 1-California route and a stop located at the Clay Street/Montgomery Street intersection. Route 82X travels along Sansome Street with a stop at the Sansome Street/Washington Street intersection. Golden Gate Transit operates 14 routes (Routes 2, 4, 8, 18, 24, 27, 38, 44, 54, 56, 58, 72, 74, and 76) along Sansome Street. The nearest Golden Gate Transit stop is located at the Jackson Street/Sansome Street intersection, one block northeast of the project site.

PS-3, 625 Polk Street: This project site is served by Muni Routes 16X-Noriega Express, 19–Polk, 31–Balboa, 47–Van Ness, and 49–Van Ness-Mission. Route 16X travels along Turk Street, with stops west of the Van Ness Avenue/Turk Street intersection. Routes 19 and 31 travel on Eddy Street, with PM peak period service frequencies of 15 and 14 minutes, respectively and stops located at Van Ness Avenue and Polk Street. Routes 47 and 49 travel on Van Ness Avenue, with PM peak period service frequencies of 10 and eight minutes, respectively and with stops at Turk Street and Eddy Street. Golden Gate Transit operates three routes (Routes 70, 76, and 93) along Van Ness Avenue. The nearest stop is at the Van Ness Avenue/Turk Street intersection, approximately one block east of the project site.

PS-4, 150 Hayes Street: This project site is served by Muni Routes 21–Hayes, 47–Van Ness, 49–Van Ness-Mission, and 90–Owl. Route 21–Hayes travels along Hayes Street and Grove Street, with a PM peak period service frequency of 10 minutes, and with the nearest stop located at the Grove Street/Polk Street intersection, northeast of the project site. Routes 47–Van Ness and 49–Van Ness-Mission travel along Van Ness Avenue, with PM peak period service frequencies of 10 and eight minutes, respectively and with the nearest stops located midblock on Van Ness Avenue between Hayes Street and Grove Street.

PS-5, 121 Wisconsin: PS-5 is served by Muni Routes 10–Townsend and 22–Fillmore, which travel along 17th Street, with PM peak period service frequencies of 20 and eight minutes, respectively, and with the nearest stops on 17th Street at Wisconsin Street and Connecticut Street.

PS-6, 2225 Jerrold Avenue: PS-6 is served by Muni Route 23-Monterey, which travels along Oakdale Avenue and Toland Street near the project site, with a PM peak period frequency of 20 minutes. The nearest stops for this route are at Toland Street and Jerrold Avenue, east of the project site.

AAU Shuttle System

AAU operates two types of shuttle bus services, fixed-route and on-demand. Fixed-route shuttle bus services provide connections between residential halls and various institutional and administrative

buildings for AAU faculty, employees, and students. On-demand shuttle bus services are provided to transport students for field trips, athletic activities, and other school-related trips. Other school-related trips, referred to as "Easy Trips" by AAU, include transporting students, faculty, or visitors to performances, campus tours and other school-related activities.

In fall 2010, AAU had a fleet of 65 vehicles of various sizes. Of this fleet, 15 vehicles (23 percent) were used for fixed-route shuttle services (capacity of 24 to 44 seats), 26 vehicles (40 percent) were used for on-demand shuttle services (capacity of eight to 44 seats), and 24 vehicles (37 percent) were used for security, maintenance, and other AAU uses (capacity of two to 13 seats). AAU has since acquired 11 additional vehicles, for a total fleet of 76 vehicles as of fall 2013.[202]

Fixed-Route Services

In fall 2010, there were seven fixed-route shuttle routes (D, E, H, I, M, Q, and R) operating during weekdays, five routes (Sat 1, Sat 2, Sat 3, Sat 4, and Sat 5) operating on Saturdays and two routes (Sun 1 and Sun 2) operating on Sundays. The shuttles generally operated between the hours of 7:00 a.m. and 12:00 a.m. in conjunction with class and lab times. Shuttles were dispatched in the morning from the 121 Wisconsin Street parking lot and, depending on the availability of drivers, about four to six shuttles returned to this same location between 8:30 p.m. and 9:30 p.m. to switch over to smaller shuttles; all shuttles returned to 121 Wisconsin Street for overnight parking when the service terminates after midnight. The headways ranged between 10 and 60 minutes depending on the route and time of day. The seven weekday fixed-routes combined generated a total of 353 shuttle trips on a typical weekday. Shuttle operating schedules and headways (or the time between shuttles on each route) is presented in Table 4.6-6, AAU Fall 2010 Fixed-Route Shuttle Services, p. 4.6-25. 2010 weekday shuttle routes and stops are shown in Figure 4.6-4, Shuttle Routes and Stops (Fall 2010), p. 4.6-26.

In fall 2010, AAU fixed shuttle routes carried approximately 9,175 daily passengers on weekdays; passengers were mostly students, with substantially fewer faculty and staff. On weekends, the shuttle system operated on a reduced schedule with fewer routes and less-frequent service. Therefore, the analysis focuses on the typical weekday peak hour service. This analysis focuses on the PM peak hour instead of the shuttle peak hours because it represents the greatest potential for shuttles to cause impacts on other travel modes. The existing (2010) shuttle system was assessed by calculating the capacity utilization (riders as a percentage of capacity) based on the ridership at the maximum (highest) load point for each shuttle route, and the seated capacity of the shuttle vans. The shuttle load data for weekday routes were obtained from the load survey conducted by AAU on April 29, 2010, from 7:00 a.m. to 7:00 p.m. No equivalent data is available for fall 2010, but as the routes were the same and enrollment and facilities did not change substantially, Planning

[202] The baseline year for this analysis is 2010. All data presented for subsequent years (e.g., 2013) is presented for informational purposes.

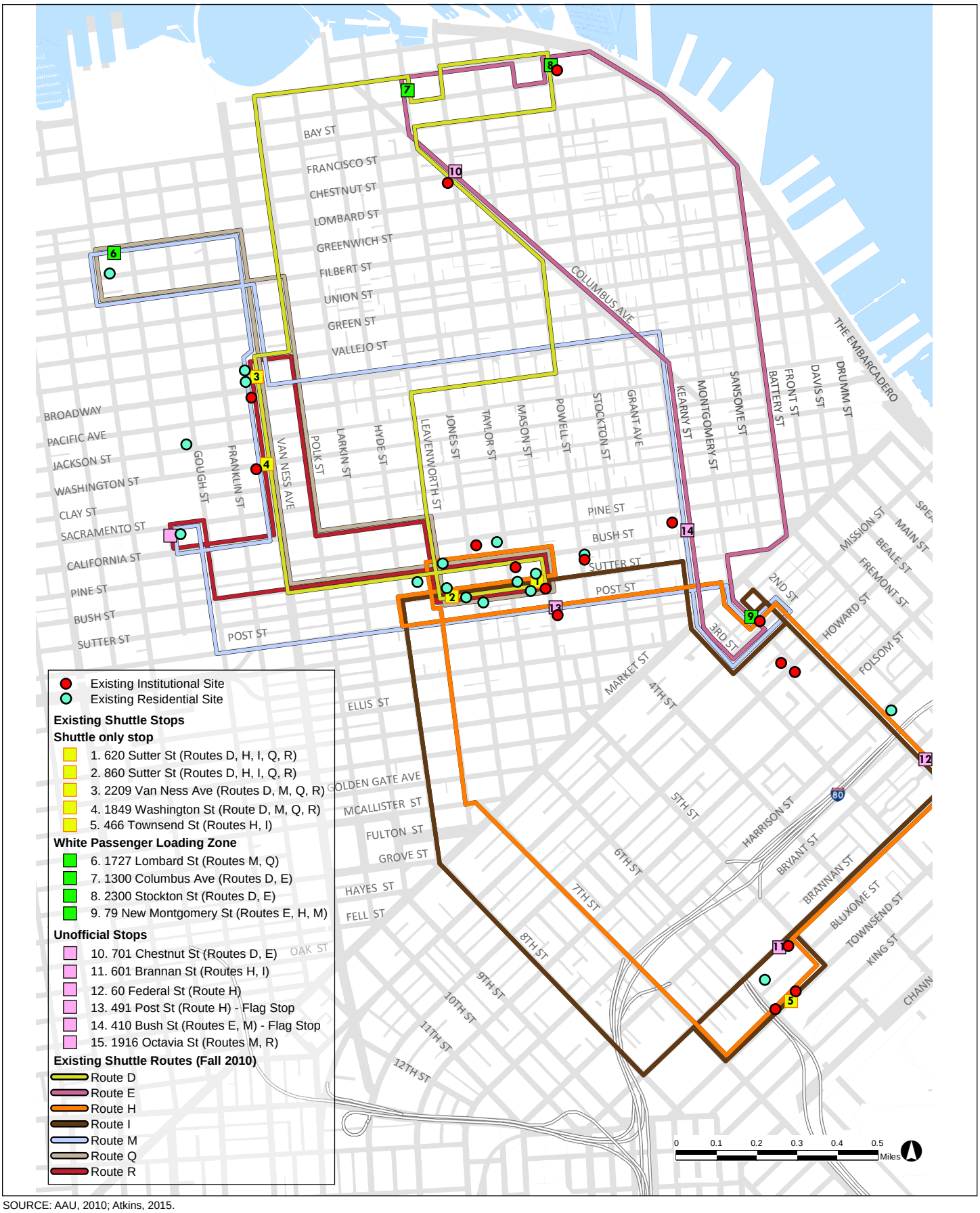
Department staff assumes for purposes of this analysis that the spring and the fall ridership would be comparable.

Table 4.6-6 AAU Fall 2010 Fixed-Route Shuttle Services

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

SOURCES: AAU (2010)).

As shown in Table 4.6-7, AAU Spring 2010 Daily and PM Peak Hour Shuttle Capacity Utilization, p. 4.6-27, the weekday shuttle routes operated during the PM peak hour with an average load of 16 percent of capacity, and the shuttles carried no passengers an average of 18 percent of the time. All weekday shuttle routes operated under capacity at all times during the PM peak period, and two of the seven weekday routes (H and I) operated over 100 percent capacity utilization for all counts taken (8:00 a.m., 11:30 a.m. and 3:00 p.m. for Route H; and 3:00 p.m., 5:00 p.m., 6:00 p.m., and 6:30 p.m. for Route I). Routes H and I serve the SoMa area. On average, these two routes operate at 126 percent during the shuttle peak hours (between 2:00 p.m. and 3:00 p.m.) and 130 percent (between 6:00 p.m. and 7:00 p.m.) of capacity at the maximum load point (466 Townsend and 79 New Montgomery), respectively. Capacity utilization in excess of 100 percent would indicate crowded conditions on board with not all students being able to find an empty seat. As of spring 2010, weekday shuttle routes had available capacities ranging from 22 to 82 percent during the PM peak hour.



SOURCE: AAU, 2010; Atkins, 2015.

FIGURE 4.6-4: SHUTTLE ROUTES AND STOPS (FALL 2010)

Table 4.6-7 AAU Spring 2010 Daily and PM Peak Hour Shuttle Capacity Utilization

Route	*Average Daily Utilization*[a]	*Percent of Time with No Passengers*	*Shuttle Peak Hour Utilization*[b]	*Shuttle Peak Hour*	*MLP for Shuttle Peak Hour*	*PM Peak Hour Utilization*[b]	*MLP during PM Peak Hour*
D	11%	24%	64%	8:00 a.m.–9:00 a.m.	860 Sutter St	30%	2300 Stockton St
E	12%	25%	63%	3:00 p.m.–4:00 p.m.	2300 Stockton St	30%	2300 Stockton St
H	25%	6%	**126%**	**2:00 p.m.–3:00 p.m.**	466 Townsend St	63%	466 Townsend St
I	27%	7%	**130%**	**6:00 p.m.–7:00 p.m.**	79 New Montgomery St	78%	466 Townsend St
M	12%	26%	81%	3:00 p.m.–4:00 p.m.	860 Sutter St	44%	1849 Washington St
Q	15%	24%	96%	8:00 a.m.–9:00 a.m.	1849 Washington St	29%	2209 Van Ness Ave
R	11%	15%	55%	2:00 p.m.–3:00 p.m.	1916 Octavia St	18%	860 Sutter St
Avg Total	***16%***	***18%***	***88%***	**—**		***42%***	

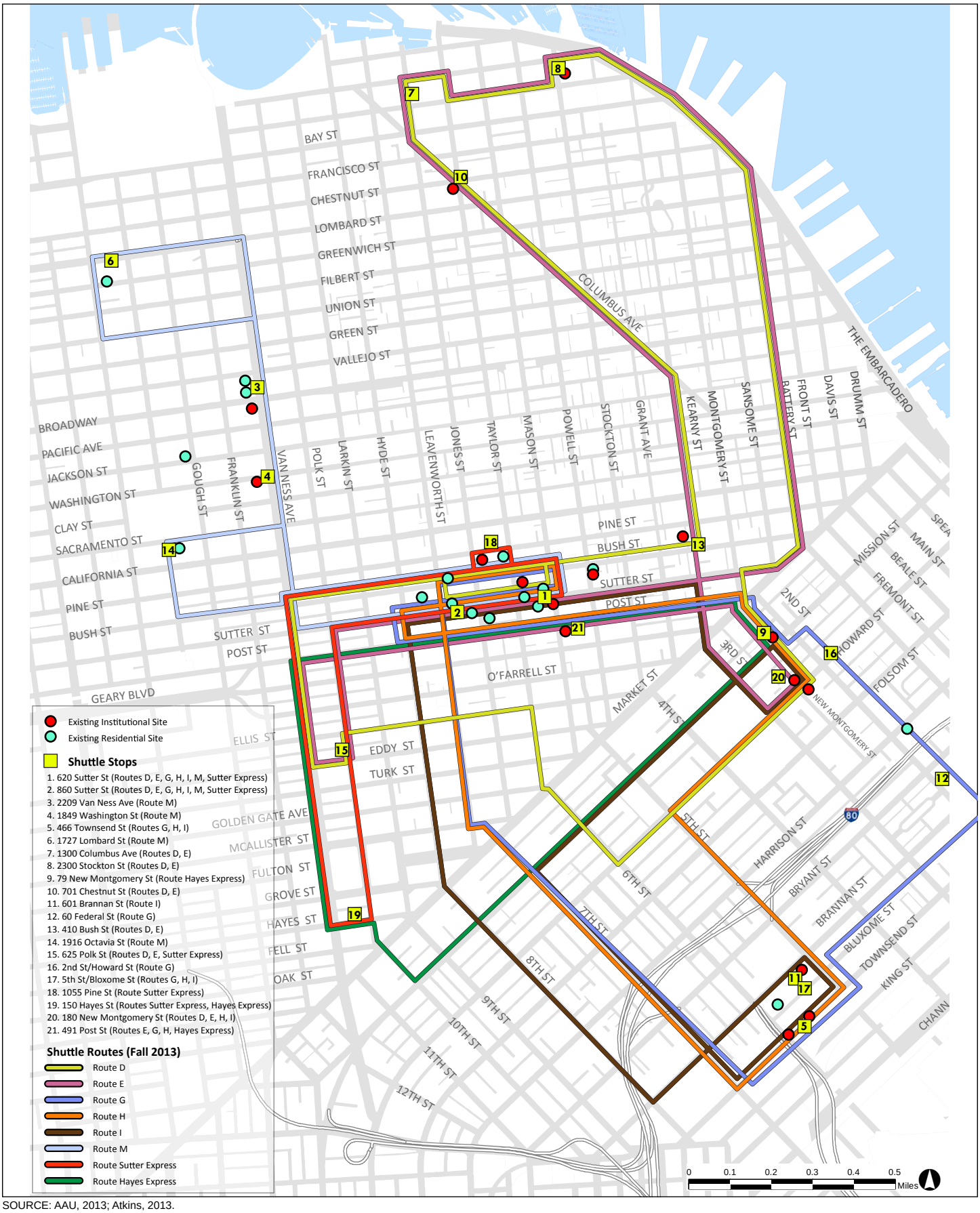
SOURCE: AAU (2010); Atkins (2014).

a. Average weekday utilization represents the average level of usage for the entire route throughout the day for all stop locations.

b. Maximum capacity utilization is calculated as the maximum load at any given time of day divided by the number of seats on a shuttle bus.

Although not part of the 2010 baseline and analysis, AAU made changes to shuttle routing in 2013 to address the high demand on certain routes following an evaluation conducted by a transportation consultant. The changes included adding two Express Routes (i.e., Sutter Express and Hayes Express) and a regular route (Route G), and restructuring existing routes (eliminating Q, R, and Sat 5 routes) to better serve the SoMa area, as well as existing locations near Sutter and Post Streets. Although the last major set of alterations occurred in fall 2013, AAU does alter its shuttle service routes each year based on class locations and schedules. The fall 2013 routes, as shown in Figure 4.6-5, Shuttle Routes and Stops (Fall 2013), p. 4.6-28, could be an example, for informational purposes, of how these routes could be altered to accommodate future AAU growth, but are not part of the transportation analysis. As of fall 2013, weekday shuttle routes operated at between 26 and 93 percent of capacity during the PM peak period depending on the route.[203]

[203] CHS Consulting Group and Atkins (February 2015).



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 4.6-5: SHUTTLE ROUTES AND STOPS (FALL 2013)

On-Demand Shuttle Services

In the fall semester of 2010, AAU shuttles made a total of 2,646 on-demand shuttle trips. Approximately 20 percent of on-demand shuttle trips were made to transport student athletes to and from sports tournaments and 75 percent of trips were made to transport students, faculty, or visitors to performances, campus tours and other school related activities (called "Easy Trips"), as summarized in Table 4.6-8, AAU Fall 2010 On-Demand Shuttle Services, p. 4.6-29. On-demand shuttle trips occur throughout the day on weekdays and weekends between the hours of 6:00 a.m. and 12:00 a.m., with a daily average of 26 trips on weekdays. Student pick-up and drop-off activities associated with on-demand shuttle bus services occurred mostly at 620 Sutter Street, 601 Brannan Street, and 79 New Montgomery Street, as well as non-AAU sites (e.g., Oakland International Airport, Merritt College, and University of San Francisco).

Table 4.6-8 AAU Fall 2010 On-Demand Shuttle Services

On-Demand Trip	*Total Trips in Fall 2010*	*Average Daily Trips (Round Trips)*	*Percent*
Athletic Trips	510	5	19%
Easy Trips	2,136	21	81%
Total	2,646	26	100%

SOURCE: AAU, 2010

In fall 2013, AAU shuttles made a total of 3,824 on-demand shuttle trips, with a daily average of 31 trips on weekdays. Approximately 84 percent of on-demand shuttle trips constituted "Easy Trips" and the remaining 16 percent included athletic trips. The increase of 1,178 (45 percent) in total on-demand shuttle trips from 2010 to 2013 was due to the addition of daily van trips connecting staff and VIP directors to and from PS-1, PS-3, PS-6, or 180 New Montgomery Street and the increase in ADA passengers transported in personalized van service rather than fixed shuttle routes.

AAU also operates Campus Cruisers, which are available by request to provide off-hour transportation between residential and institutional buildings from 6:00 p.m. to 1:30 a.m. In fall 2010, this service was provided by safety patrol cars (two- to five-passenger sedans), allowing Safety Patrol officers to double as Campus Cruiser drivers; however, with increased ridership on-demand patrol cars were replaced with eight- to 13-passenger shuttle buses in January 2011.

Shuttle Stops

In fall 2010, AAU shuttles stopped at 15 different locations throughout the City. The stop locations are summarized in Table 4.6-9, AAU Fall 2010 Shuttle Stops, p. 4.6-30.

Table 4.6-9 AAU Fall 2010 Shuttle Stops

Shuttle Stop	*Weekday Routes Serving Shuttle Stop*	*Weekend Routes Serving Shuttle Stop*	*Type of Stop*	*Nearby Study Area/ Project Site*
620 Sutter St	D, H, I, Q, R	Sat 1, 2, 3, 4; Sun 1, 2	Shuttle only stop	SA-4, Sutter St/Mason St
860 Sutter St	D, H, I, Q, R	Sat 1, 2, 3, 4; Sun 1, 2	Shuttle only stop	SA-4, Sutter St/Mason St
701 Chestnut St	D, E	Sat 4	Unofficial at Muni zone	None
2300 Stockton St (Northpoint)	D, E	Sat 4	White Passenger Loading Zone	None
Jones and Beach Streets	D, E	Sat 4; Sun 2	White Passenger Loading Zone	PS-1, 2801 Leavenworth St (The Cannery)
2209 Van Ness Ave	D, M, Q, R	Sat 2, 4, 5; Sun 2	Shuttle only stop	None
1849 Washington St (Warehouse)	D, M, Q, R	Sat 2, 4, 5; Sun 2	Shuttle only stop	None
79 New Montgomery St	E, H, I, M	Sat 1, 3, 5; Sun 1	White Passenger Loading Zone	None
60 Federal St	H, I	Sat 1, 3; Sun 1	Unofficial	SA-8, Third St/Bryant St, and SA-9, Second St/ Brannan St
601 Brannan St	H, I	Sat 1, 3; Sun 1	Unofficial	SA-10, Fifth St/Brannan St
466 Townsend St	H, I	Sat 1, 3; Sun 1	Shuttle only stop	None
491 Post St	H	Sat 1	Unofficial (flag stop)	SA-4, Sutter St/Mason St
1727 Lombard St	M, Q	Sat 2, 5; Sun 2	White Passenger Loading Zone	SA-2, Lombard St/Van Ness Ave
1916 Octavia St	M, R	Sat 2, 5; Sun 2	Unofficial	None
410 Bush St	E, M	Sat 4, 5	Unofficial (flag stop)	SA-4, Sutter St/Mason St

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

The shuttle stops have been categorized into the following three types:

- An AAU *shuttle-only stop* is a white passenger loading zone that has been designated by SFMTA as an AAU-shuttle-only stop during the hours of shuttle operation. Vehicles other than AAU shuttles are restricted from parking or stopping at a shuttle-only stop. As of 2010, shuttle-only stops were provided at five out of 15 shuttle stop locations, including 620 Sutter Street, 680 Sutter Street, 2209 Van Ness Avenue, 1949 Washington Street, and 466 Townsend Street.

  In 2010 shuttle stops for 466 Townsend Street and 620 Sutter Street functioned as hub-stops where drivers would occasionally lay over and a large number of students would transfer between routes. It is noted that the shuttle stop at 620 Sutter Street, operating from 7:00 a.m. to 4:00 p.m. and 6:00 p.m. to midnight on weekdays, and between 7:00 a.m. and midnight on weekends, is part of a bus lane (with tow-away zone between the hours of 4:00 p.m. and

6:00 p.m). Shuttle buses were observed to use this zone during 4:00 p.m. to 6:00 p.m. and to intermittently interfere with bus and taxi traffic on Sutter Street.

- A *white passenger loading zone* is a white passenger loading zone along the frontage or in the vicinity of an AAU building. These spaces can also be utilized by other vehicles. As of 2010, such passenger loading zones were provided at four out of 15 shuttle stop locations, including 2300 Stockton Street, Jones and Beach Streets, 79 New Montgomery Street, and 1727 Lombard Street.

  The majority of shuttle buses stopping at 79 New Montgomery Street use the existing white passenger zone along Jessie Street. Due to a large number of shuttle buses laying-over and/or maneuvering at this location, vehicles turning into Jessie Street were observed to be frequently blocked and queues occasionally extended to New Montgomery Street.

- An *unofficial stop* is a location where no designated curb space is included near the pick-up or drop-off point, and AAU shuttles utilize any available space, including in some cases designated Muni bus loading zone (red curb zones). As of 2010, unofficial shuttle stops were provided at the following six locations:[204]

  > **701 Chestnut Street.** Routes D and E stopped at the existing Muni Route 30 Stockton (northbound) bus stop on the east side of Columbus Avenue north of Chestnut Street, with a combined frequency of every seven to eight minutes. No conflict between AAU shuttle bus and Muni bus was observed.

  > **60 Federal Street.** Routes H and I stopped at the existing parking lane (metered) along the west side of Second Street across from Federal Street, with a combined frequency of seven to eight minutes. When the metered parking spaces were full, shuttles double-parked along the west side of Second Street.

  > **601 Brannan Street.** Until 2011, shuttles double-parked on the west side of Fifth Street between Bluxome and Brannan Streets. Routes H and I made trips to this stop every seven to eight minutes. Since a white passenger loading zone was added along the west side of Fifth Street in 2011, shuttle buses stop at the white passenger loading zone.

  > **491 Post Street.** Until 2011, passengers on the shuttle bus or at 491 Post Street were required to flag a driver to stop for service. Route H made trips to this stop every 10 minutes. A white passenger loading zone was added along the south side of Post Street in 2011.

  > **1916 Octavia Street.** Routes M and R used the existing parking lane (unmetered) along the east side of Octavia Street with a combined frequency of 13 minutes. When the parking lane was full, shuttles double-parked along the east side of Octavia Street, causing intermittent and brief (i.e., less than one minute) interference with vehicles traveling northbound on Octavia Street.

[204] Shuttle operations at these locations were observed over a two-hour period between 2:00 p.m. and 4:00 p.m. on April 17, 2012, by CHS.

> **410 Bush Street.** Passengers on the shuttle bus or at 410 Bush Street were required to flag a driver to stop for service. Routes E and M made stops at this location every 10 minutes. Students were asked to stand near the northeast corner of Kearny Street and Bush Street and wave the AAU shuttle as it travels northbound on Kearny Street.

As of fall 2013, AAU has eliminated the shuttle stop at 491 Post Street and added shuttle stops at five locations including 180 New Montgomery Street, 625 Polk Street, Second/Howard Streets, 1055 Pine Street, and 150 Hayes Street. All five additional shuttle stops are located along a white passenger loading zone fronting or in the vicinity of an AAU building except for 150 Hayes Street. The shuttle stops at 625 Polk Street and 150 Hayes Street are analyzed as part of project sites PS-3 and PS-4, respectively. Beginning in August 2014, the shuttle stop for 150 Hayes Street was provided inside the garage on the site.[205] The shuttle bus stop at 625 Polk Street located along the north side of Turk Street, immediately west of Polk Street in 2011, was relocated to Polk Street fronting the building in 2012, and was lengthened to accommodate buses in 2014. The changes to AAU shuttle stops described above for PS-3 and PS-4 that have occurred since 2010 are part of the Proposed Project.

Shuttle stops located in Downtown and SoMa areas, such as 79 New Montgomery Street, 860 Sutter Street, 620 Sutter Street, and 466 Townsend Street generate a high volume of ridership with more than 200 passengers at the stop during the shuttle peak hour. Passengers waiting to board AAU shuttles at these locations have resulted in sidewalk crowding and some public complaints regarding sidewalk crowding to SFMTA.

Pedestrian Conditions

This section describes the existing pedestrian environment around the 12 study areas and six project sites. Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian signals, and countdown timers. Every study area and project site has sidewalks and crosswalks at major intersections and on the majority of other roadways within the study areas. Pedestrian crosswalk counts were collected in October and November 2010 at 15 intersections in or near the 12 study areas and at one project site during the PM peak period (4:00 p.m. to 6:00 p.m.). Due to a change in study area boundaries, two additional intersections were counted in November and December 2011.

A summary of existing pedestrian level of service (LOS) conditions is presented in Table 4.6-10, Existing Pedestrian Crosswalk Level of Service – PM Peak Period, p. 4.6-33, which identifies the amount of space (in square feet) available to each pedestrian (based on crosswalk geometry) and the time that each pedestrian waits to cross the intersection (based on pedestrian count data). Pedestrian LOS conditions are based on the circulation area (or the amount of available space per pedestrian while within the crosswalk) and the potential delay time for crossing.

[205] As of August 2014, changes to the garage entrance made it feasible for large shuttle vans to make frequent stops inside the garage. Previous to this, the shuttles had been loading and unloading in the right-turn lane on westbound Hayes Street, which was not a permitted practice that intermittently interfered with westbound traffic.

Table 4.6-10 Existing Pedestrian Crosswalk Level of Service – PM Peak Period

Traffic Study Intersection No.[a]	*Intersection*	*Crosswalk*	*Pedestrian Circulation Area*[b]	*LOS*[c]
N/A	Polk St/O'Farrell St	North	357.8	A
		South	154.1	A
		East	62.9	A
		West	84.3	A
13	Van Ness Ave/O'Farrell St	North	224.2	A
		South	104.8	A
		East	48.9	B
		West	172.2	A
12	Van Ness Ave/Geary St	North	168.5	A
		South	221.0	A
		East	64.6	A
		West	183.4	A
14	Van Ness Ave/Post St	North	75.9	A
		South	116.5	A
		East	77.7	A
		West	204.3	A
25	Powell St/Sutter St	North	38.5	C
		South	25.5	C
		East	29.1	C
		West	27.5	C
N/A	Taylor St/Geary St	North	48.0	B
		South	54.7	B
		East	53.7	B
		West	83.9	A
N/A	Stockton St/O'Farrell St	North	38.6	C
		South	251.1	A
		East	20.6	D
		West	18.0	D
35	Market St/Sixth St	North	126.9	A
		South	172.3	A
		East	34.6	C
		West	152.4	A
		Golden Gate Ave	61.5	A
		Taylor St	130.7	A

Table 4.6-10 Existing Pedestrian Crosswalk Level of Service – PM Peak Period

Traffic Study Intersection No.[a]	*Intersection*	*Crosswalk*	*Pedestrian Circulation Area*[b]	*LOS*[c]
36	Mission St/Sixth St	North	95.8	A
		South	100.0	A
		East	23.7	D
		West	44.0	B
N/A	Jessie St/Sixth St	North	—	—
		South	—	—
		East	54.5	B
		West	59.4	B
38	Mission St/Fourth St	North	26.9	C
		South	21.8	D
		East	29.8	C
		West	26.1	C
47	Bryant St/Second St	North	627.9	A
		South	153.9	A
		East	67.6	A
		West	51.6	B
42	Beale St/Folsom St	North	97.4	A
		South	203.5	A
		East	252.3	A
		West	90.3	A
54	Brannan St/Fifth St	North	203.3	A
		South	214.2	A
		East	226.2	A
		West	121.9	A
N/A	Townsend St/Fourth St	North	91.0	A
		South	25.7	C
		East	79.0	A
		West	**7.7**	**F**
41	Howard St/Second St	North	68.8	A
		South	56.6	B
		East	**11.3**	**E**
		West	21.1	D

Table 4.6-10 Existing Pedestrian Crosswalk Level of Service – PM Peak Period

Traffic Study Intersection No.[a]	*Intersection*	*Crosswalk*	*Pedestrian Circulation Area*[b]	*LOS*[c]
10	Leavenworth St/Beach St	North	548.6	A
		South	1,280	A
		East	1,120	A
		West	2,520	A

SOURCE: Atkins (2013).

a. N/A indicates the study intersection was not a traffic study intersection.

b. Measured in square feet per pedestrian, and indicates the amount of crosswalk space available to pedestrians during pedestrian phase. LOS based on pedestrian time and space.

c. LOS E or F is indicated in **bold**.

The crosswalk LOS analysis indicates that all of the crosswalks operate at LOS D or better, except for Townsend Street/Fourth Street, the west leg of which operates at LOS F, likely due to the Caltrain Station pedestrian traffic, and Howard Street/Second Street, the east leg of which operates at LOS E due to heavy pedestrian volumes in the PM peak hour.

Study Area and Project Site Pedestrian Conditions

This section provides a qualitative description of pedestrian conditions in the study areas near the project sites. Sidewalk widths, intersection crosswalks, and the potential for pedestrian-vehicular conflict (e.g., driveways) were observed for all 12 study areas and six project sites.

Study Areas

Sidewalk widths in the 12 study areas range from six to ten feet in low-to-moderate-volume locations such as Polk and Franklin Streets to 12 to 20 feet in high-volume locations such as Van Ness Avenue and Market Street. Occasional trees and street furniture reduce the effective sidewalk width for pedestrians in some locations. Intersections in the study areas typically have well-defined crosswalk markings, pavement delineations, and pedestrian signal heads. Locations where pedestrians and traffic may conflict generally include the driveways that mark the entrance/exit to residential or office building garages or off-street loading areas, independent parking lots/garages, and other driveways (e.g., gas stations). A limited potential for pedestrian-vehicular conflict was observed due to either low pedestrian volumes, lack of active driveways, low vehicle travel speeds, and prevailing condition of vehicles yielding to pedestrians in the study areas.

Pedestrian LOS analysis, as shown previously in Table 4.6-10, was not conducted for SA-1, SA-2, SA-9, SA-11, and SA-12 because sidewalk and crosswalk operations were observed to function acceptably during the PM peak period in those study areas.

Project Sites

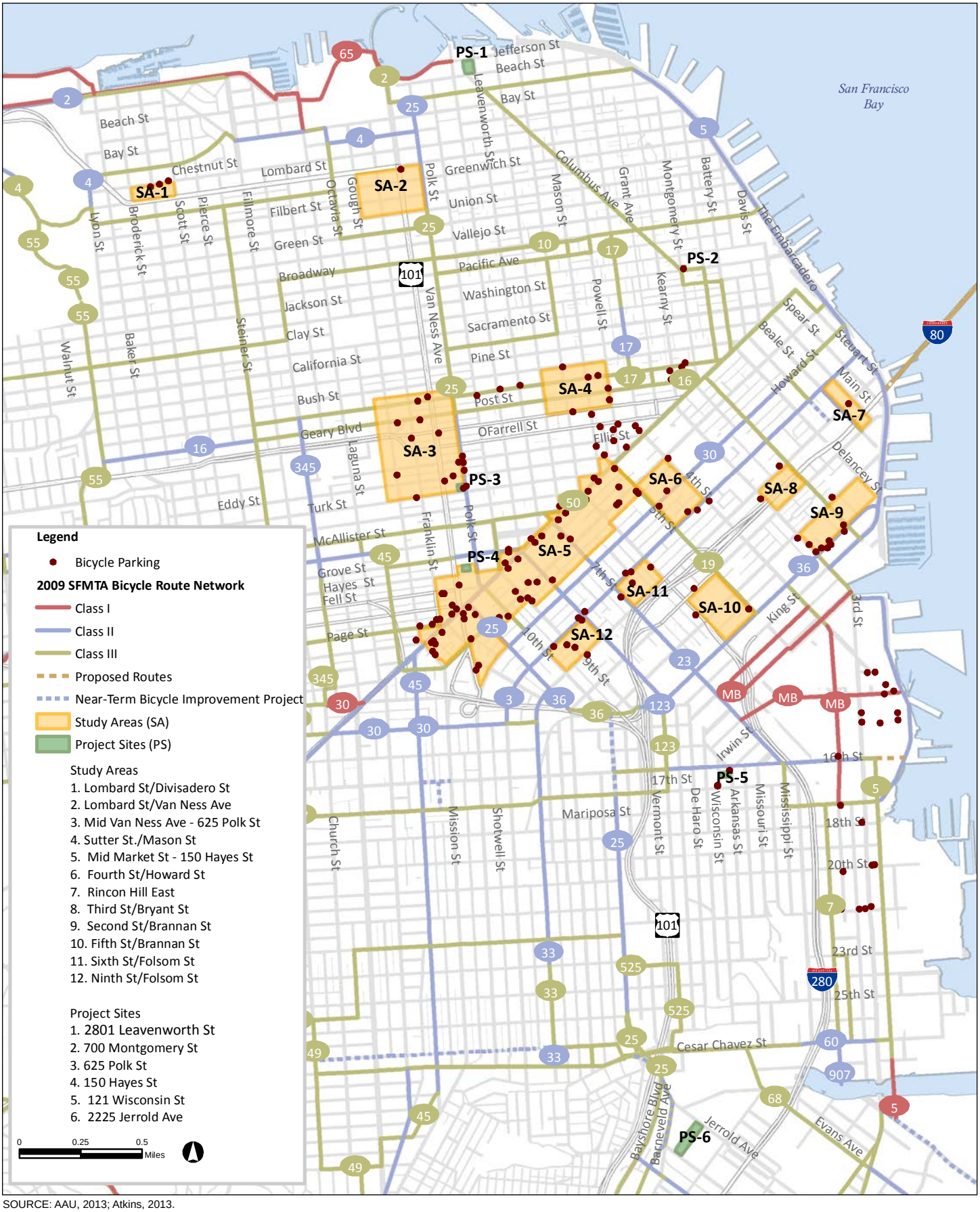
Sidewalk widths at the six project sites range from eight to 10 feet (in moderate-to-low-volume locations such as Washington Street near PS-2 and Jerrold Avenue near PS-6) to 14 to 20 feet (in

higher-volume locations such as Market Street near PS-3 and Van Ness Avenue near PS-4). Similarly, most of the intersections near the project sites typically have well-defined crosswalk markings, pavement delineations, and pedestrian signal phases, with the exception of PS-5 and PS-6, where crosswalks are sparsely provided as most intersections are stop-controlled. At half the project sites, no pedestrian-traffic conflicts were observed due to low pedestrian volumes in the area and/or the lack of off-street loading or parking facilities at the project sites. At PS-1, where pedestrian volumes are higher, some conflicts were observed; however, vehicles tend to travel at low speeds in the area due to the presence of stop-controlled intersections along Leavenworth and Beach Streets. PS-4 has a higher volume of pedestrian activity approaching Van Ness Avenue, and the site includes an on-site parking garage where pedestrians and vehicles occasionally conflict at the garage driveway. PS-6 includes existing off-street parking lots on Jerrold and McKinnon Avenues, and a nearly continuous curb cut along Jerrold Avenue to accommodate seven commercial loading docks and a driveway; however, pedestrian volumes along Jerrold and McKinnon Avenues are very low, and therefore, no conflicts were observed. Similarly, the existing PS-5 site is a parking lot; however, pedestrian volumes along Wisconsin Street are low. PS-2 and PS-3 both have moderate levels of pedestrian volumes and pedestrians were observed to be walking at normal speeds with free-flowing conditions.

Bicycle Conditions

Extensive bicycle facilities traverse the City, including within and near the 12 study areas and six project sites. Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists. Class II bikeways are bicycle lanes striped within the paved area of roadways and established for the use of bicycles, while Class III bikeways are signed bicycle routes where bicycles share the travel lane with vehicles.

Existing and planned bicycle facilities near the 12 study areas and six project sites are shown in Figure 4.6-6, Bicycle Routes and Parking, p. 4.6-37. Bicycle counts were conducted in October and November 2010 during the PM peak period (4:00 p.m. to 6:00 p.m.) at 11 intersections near the study areas and project sites. AAU provides some bicycle racks at its main campus buildings including six bicycle racks at 180 Montgomery Street and four bicycle racks at 79 New Montgomery Street. Bicycle racks at other locations are limited or not provided.



SOURCE: AAU, 2013; Atkins, 2013.

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FIGURE 4.6-6: BICYCLE ROUTES AND PARKING

Study Area and Project Site Bicycle Conditions

This section provides a qualitative description of bicycle conditions in the study areas and vicinity of the project sites. Table 4.6-11, Existing Bike Routes In or Near Study Areas and Project Sites, p. 4.6-38, summarizes the characteristics of designated bike routes that are located in or near the 12 study areas and six project sites.

Table 4.6-11 Existing Bike Routes In or Near Study Areas and Project Sites

Route No.	*Study Area(s)/Project Site*	*Class*	*Direction and Location*
2	PS-1	III	East/west on North Point Road, one block south and Jefferson Street, ½ block north
4	SA-1	III	East/west on Francisco Street
6	SA-1, SA-2	III	East/west on Greenwich Street, one block south of Lombard Street
106	SA-2	III	North/south on Octavia Street, one block west of Gough Street
16	SA-3, SA-4	III	East on Post Street and west on Sutter Street
25	SA-2, SA-3, SA-5, PS-3, PS-4, PS-6	II & III	North/south on Polk and Larkin Streets. South of Market Street, south on 10th Street as a Class III bike route and north on 11th Street as a Class II (bike lane)
50	SA-5	II & III	East/west on Market Street; Class II west of Eighth Street
19	SA-5, SA-6, SA-10	III	North/south on Fifth Street
20	PS-4	III	East/west on Grove Street
23	SA-5, SA-11, SA-12	II	Below Market Street, southbound on Eighth Street and northbound on Seventh Street
30	SA-5, SA-6, SA-7, SA-11, SA-12	II & III	Westbound lane on Howard Street, then Class III on Mission Street west of 11th Street. Eastbound Class II along Folsom Street.
n/a	SA-7	II	Southbound Class II bike lane along Beale Street – no number designation
11	SA-8, SA-9, PS-2	III	North/south on Second Street
36	SA-9, SA-10	II & III	East/west on Townsend Street. East of Second Street, Class III
40	PS-5	II	East/west on 16th Street

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

Study Areas

As shown in Table 4.6-11, a number of bicycle routes travel within or near the 12 study areas. In addition, bicycle parking is provided in all study areas, typically in bicycle racks located on sidewalks or within parking garages. As noted previously, PM peak hour bicycle counts were collected at a number of intersections in fall 2010 that are located in seven of the 12 study areas. There has been growth in bicycle use since 2010 due to citywide bicycle facility improvements. PM peak hour bicycle volumes for these intersections are provided below:

- **SA-3, Geary Street/Polk Street** – About one bicycle per minute in each direction was observed in the bike lanes on Polk Street (62 northbound, 71 southbound) during the PM peak hour and 13 were observed on Geary Street.

- **SA-4, Stockton Street/Sutter Street** – During the PM peak hour, 37 bicycles were observed traveling on westbound Sutter Street and 29 bicycles were observed on Stockton Street (two blocks east of SA-4).
- **SA-5, Market Street/Fifth Street and Mission Street/Fifth Street** – On Market Street, 439 bicycles were observed during the PM peak hour, mostly westbound, and 52 on Fifth Street near Market Street. 59 bicycles were observed near Mission Street/Fifth Street.
- **SA-9, Townsend Street/Second Street** – During the PM peak hour, 39 bicycles were observed traveling along Townsend Street and nine along Second Street.
- **SA-10, Fifth Street/Brannan Street** – During the PM peak hour, 68 bicycles were observed traveling on Fifth Street and 89 on Brannan Street.
- **SA-11, Folsom Street/Seventh Street** – During the PM peak hour, 64 bicycles were observed traveling on eastbound Folsom Street and 77 on northbound Seventh Street.
- **SA-12, Folsom Street/10th Street** – During the PM peak hour, 67 bicycles were observed traveling on eastbound Folsom Street and 33 bicycles on 10th Street.

The 2009 *San Francisco Bicycle Plan* proposes to make the following four improvements to bicycle facilities affecting seven of the twelve study areas. Considering the existing baseline of 2010, none of these improvements were completed at that time, but are described here for informational purposes. *San Francisco Bicycle Plan* improvements are discussed further in "Cumulative Bicycle Impacts," p. 4.6-150.

- **SA-3, Geary Street/Polk Street** – Proposal to install a contra-flow bike lane on Polk Street between Market and McAllister Street on Route 25.[206]
- **SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-10, Fifth Street/Brannan Street** – Proposal to convert Route 19 on Fifth Street from a Class III to Class II bicycle facility.
- **SA-7, Rincon Hill East** – Proposal to install bicycle lanes on Beale Street from Bryant Street to Folsom Street.
- **SA-8, Third Street/Bryant Street, and SA-9, Second Street/Brannan Street** – Proposal to convert Route 11 on Second Street from a Class III to Class II bicycle facility.

[206] As of May 2014, the contra-flow bike lane has been installed on Polk Street between Market and McAllister Street.

Project Sites

As shown in Table 4.6-11, a number of bicycle routes travel within or near the six project sites. In addition, public or private bicycle parking is available near most project sites. Additional bicycle parking adjacent to, or within the project sites is not proposed at part of the Proposed Project. Bicycle parking facilities described below at or near the project sites can be used by AAU students, faculty, and staff, and were observed to be generally well-utilized during the PM peak period:

- **PS-1, 2801 Leavenworth (The Cannery)** – Several bicycle racks are located along the Jefferson Street sidewalk, and bicycle parking is available at the nearby (within one block) parking garage on the south side of Beach Street.
- **PS-2, 700 Montgomery** – One bicycle rack (two spaces) is located on the north side of Washington Street adjacent to the project site.
- **PS-3, 625 Polk Street** – Two bicycle racks are located on Polk Street; one is adjacent to the project site on Polk Street and one is located across Polk Street near 626 Polk Street.
- **PS-4, 150 Hayes Street** – 20 bicycle spaces are located in the on-site parking garage and additional bicycle parking is available nearby at the Civic Center Plaza parking garage.
- **PS-5, 121 Wisconsin Street** – One bicycle parking rack (two spaces) is located at the corner of 17th and Wisconsin Streets and one space is located at the corner of 17th and Arkansas Streets.
- **PS-6, 2225 Jerrold Avenue** – No bicycle parking racks are located near the project site.

The 2009 *San Francisco Bicycle Plan* proposes to make a number of improvements to bicycle facilities in the vicinity of the project sites. Although none of these improvements were completed by the 2010 existing conditions baseline, these improvements are described here for informational purposes. These proposed (as of 2010) improvements include the conversion of Route 2 on North Point Road from a Class III to Class II bicycle facility (PS-1), installation of a contra-flow bike lane on Polk Street between Market and McAllister Streets on Route 25 (PS-3) (completed in 2014), and conversion of Route 25 from one-way to two-way operations on Barneveld Avenue between Jerrold and McKinnon Avenues (PS-6). These improvements would improve the bicycle facilities on these streets by potentially reducing the number of vehicular travel lanes or on-street parking on the affected streets, or implementing other lane geometries, such as prohibiting left turns, and are further discussed in "Cumulative Bicycle Impacts," p. 4.6-150.

Commercial Loading Conditions

Although AAU is not a centralized campus, most deliveries, except food and some program or residential deliveries, are delivered to the centralized receiving area at the 79 New Montgomery main administrative building, and then distributed to the other buildings owned or operated by AAU. The 79 New Montgomery building has a loading dock along Jessie Street between Second Street and New Montgomery Street, and most deliveries occur at the loading dock or at other on-street loading zones (commercial or passenger) along New Montgomery Street. Based on

information provided by AAU, there are approximately eight to nine daily deliveries to the 79 Montgomery Street location. Mailroom deliveries to AAU facilities occur twice daily, goods deliveries (e.g., paper, ink, computers) four to five times per day, and bulk printed materials once per semester. Food service deliveries are made to multiple existing AAU facilities, such as 620 Sutter Street and 1055 Pine Street, twice weekly.

Study Area and Project Site Loading Conditions

The section below presents the availability of on-street commercial and passenger loading spaces in each study area and, in detail, for each project site. Most AAU buildings do not include on-site loading areas. Therefore, potential AAU buildings in each study area may or may not have off-street loading. Distribution and delivery trucks, vans, or cars would thus likely utilize on-street commercial or other parking spaces, or white passenger loading zones, and if needed, petition for on-street loading spaces to be added near buildings.

Study Areas

Yellow commercial loading zones are present throughout the City's commercial areas and in all study areas and vary widely due to size and land use, ranging in number from two in SA-7, (Rincon Hill East), to 110 in SA-5, Mid Market Street. These spaces typically have a 30-minute time limit. White passenger loading zones are also present in all study areas, with the exception of SA-12, Ninth Street and Folsom Street. The number of white passenger loading zones in the remaining 11 study areas range from three in SA-1, Lombard Street and Divisadero Street, and SA-11, Sixth Street and Folsom Street, to 50 in SA-4, Sutter Street and Mason Street.

On-street parking, including loading spaces in the following five study areas and specifically along streets noted below that include on-street freight and passenger loading experience moderate to high parking utilization during the midday (1:00 p.m. to 3:00 p.m.) and evening (6:00 p.m. to 8:00 p.m.) periods. Therefore, while some loading spaces may be available during the midday and evening periods, loading demand along these streets would be considered high:

- In SA-1, along Lombard Street and Divisadero Street
- In SA-2, along Lombard Street and Van Ness Avenue
- In SA-5, along Market and Mission Streets in Mid Market
- In SA-8, along Third Street and Bryant Street
- In SA-9, along Second Street and Brannan Street

Based on the analysis, in the following four study areas, on-street freight and passenger loading parking spaces on the streets noted below are less available during the midday period but spaces are generally available during the evening period. Therefore, loading spaces would likely be available during the evening, and in more demand during the midday period.

- In SA-6, along Fourth Street and Howard Street

- In SA-7, along all streets
- In SA-11, along Sixth Street and Folsom Street
- In SA-12, along Ninth Street and Folsom Street

Opposite to this pattern, in SA-4, on-street freight and passenger loading parking spaces along the street are generally available during the midday period but spaces are limited during the evening period.

In the following three study areas on the streets noted, on-street freight and passenger loading parking spaces are generally available during both the midday and evening periods:

- In SA-3, along Van Ness Avenue and east/west streets
- In SA-5, along north/south streets
- In SA-10, along Fifth Street and Brannan Street

Project Sites

Yellow commercial loading zones and/or spaces are located near four of the six project sites, ranging in number from two loading spaces near PS-3 to eight spaces near PS-1. These commercial loading spaces typically have a 30-minute time limit with varying operational hours. There are no on-street commercial loading spaces in the immediate area at PS-5 or PS-6, although for PS-5, one loading space is available on 16th Street to the north.[207] At PS-6, the only project site with off-street loading capacity, commercial loading is accommodated by six off-street loading docks and a loading door/ramp located along Jerrold Avenue in front of the building, and two loading doors at the rear of the building along McKinnon Avenue.

At most of the project sites, on-street parking spaces at or near the project site along streets that include on-street freight and passenger loading spaces experience moderate to low parking utilization during the midday and evening periods, which indicates that on-street freight and passenger loading parking spaces are generally available along these streets. However, at PS-2, parking utilization is high during the midday and evening periods, which indicates that on-street freight and passenger loading demand would also be high.

Parking Conditions

This section describes the existing parking on-street supply and occupancy conditions within the 12 study areas and in the vicinity of the six project sites. On-street parking observations and counts were conducted during field surveys on weekday midday (1:00 p.m. to 3:00 p.m.) and evening (6:00 p.m. to 8:00 p.m.) periods from March 2010 through September 2010 and November 2011 through January 2012. Although parking counts were not collected for any off-street parking

[207] Loading activities at PS-6 occur on-site predominantly at the front loading area accessed from Jerrold Avenue.

facilities, a discussion of available off-street parking, particularly near the six project sites, is provided.

On-Street Parking

Table 4.6-12, On-Street Parking Supply and Utilization, p. 4.6-43, summarizes the supply and average weekday utilization of on-street parking spaces in the study areas and near the project sites, based on field surveys conducted during midday (1:00 p.m. to 3:00 p.m.) and evening (6:00 p.m. to 8:00 p.m.) periods in March 2010 through September 2010 and November 2011 through January 2012.

Table 4.6-12 On-Street Parking Supply and Utilization

Study Area/ Project Site	*Supply (Spaces)*	*Metered*	*Weekday Midday (1:00–3:00 p.m.)*		*Weekday Evening (6:00–8:00 p.m.)*	
			Occupied Spaces	*Average % Utilization*	*Occupied Spaces*	*Average % Utilization*
SA-1, Lombard St/Divisadero St	141	109	107	76%	109	77%
SA-2, Lombard St/Van Ness Ave	459	64	348	76%	396	86%
SA-3, Mid Van Ness Ave	1,227	729	836	68%	767	63%
SA-4, Sutter St/Mason St	441	393	288	65%	372	84%
SA-5, Mid Market St	1,639	1,129	1,165	71%	1,154	70%
SA-6, Fourth St/Howard St	189	143	120	63%	157	83%
SA-7, Rincon Hill East	243	71	185	76%	190	78%
SA-8, Third St/Bryant St	230	145	147	64%	86	37%
SA-9, Second St/Brannan St	435	236	303	70%	220	51%
SA-10, Fifth St/Brannan St	385	3	289	75%	216	56%
SA-11, Sixth St/Folsom St	284	59	226	80%	134	47%
SA-12, Ninth St/Folsom St	262	76	207	79%	181	69%
PS-1, 2801 Leavenworth St (The Cannery)	61	11	22	36%	39	64%
PS-2, 700 Montgomery St	82	14	70	85%	78	95%
PS-3, 625 Polk St	1,227	618	836	68%	767	63%
PS-4, 150 Hayes St	18	18	2	11%	6	33%
PS-5, 121 Wisconsin St	136	0	131	96%	65	48%
PS-6, 2225 Jerrold Ave	11	0	9	82%	8	73%

SOURCE: CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2015). Data collected in 2010 through 2012.

Study Areas

On-street parking in the study areas generally consists of time-limited metered and unmetered parking. Unmetered parking in (or for portions of) nine of the 12 study areas (SA-1, SA-2, SA-3, SA-4, SA-5, SA-7, SA-8, SA-11, and SA-12) is also subject to time limitations under the Residential Parking Permit (RPP) program. As shown in Table 4.6-12, average on-street parking utilization in the 12 study areas varied between 63 percent in SA-6 and 80 percent in SA-11 during the weekday midday period (1:00 p.m. to 3:00 p.m.), and between 37 percent in SA-8 and 86 percent in SA-2 during the weekday evening period (6:00 p.m. to 8:00 p.m.). It should be noted that occupancy data is presented here as averages for on-street parking within each study area; individual street segments within each study area may experience parking occupancy more or less than these occupancy percentages, with some streets approaching 100 percent at some locations during the midday and evening periods.

Project Sites

Similar to the study areas, on-street parking at the project sites generally consists of time-limited metered and unmetered parking. None of the project sites is subject to time limitations under the RPP permits program. As shown in Table 4.6-12, average on-street parking utilization at the six project sites varied between 11 percent at PS-4 and 96 percent at PS-5 during the weekday midday period (1:00 p.m. to 3:00 p.m.), and between 33 percent at PS-4 and 95 percent at PS-2 during the weekday evening period (6:00 p.m. to 8:00 p.m.). It should be noted that occupancy data is presented here as averages for all on-street parking on streets in the immediate vicinity of the project sites; individual street segments near the project sites may experience higher or lower parking occupancy, including approaching 100 percent at some locations during the midday and evening periods. Considering both midday and evening periods, PS-2 had the highest average on-street parking utilization of all the project sites with 85 and 95 percent occupancy, respectively, while PS-4 (analyzing on-street parking on Hayes Street) had the lowest.

Off-Street Parking

Existing AAU facilities are located predominantly in the northeast quadrant of the City, including Downtown, mostly in older buildings that were built without tenant parking. In a few locations, such as the administrative/academic building at 60 Federal Street, AAU does have some off-street parking spaces, a certain number of which are allocated to some staff and faculty. As part of AAU's existing transportation demand management (TDM) program, summarized in "Transportation Demand Management," p. 4.6-46, the TDM program has a parking management policy of not providing off-street parking spaces to students. In 2010, approximately 122 (five percent) of the total 2,269 full-time and part-time faculty members have reserved parking spaces. Table 4.6-13, Off-Street Parking Supply, p. 4.6-45, summarizes the estimated existing supply of off-street parking spaces (surface lots and garages) in the study areas and near the project sites.

Table 4.6-13 Off-Street Parking Supply

Study Area/Project Site	*Facility Type*	*Supply (spaces)*
SA-1, Lombard St/Divisadero St	1 Lot	30
SA-2, Lombard St/Van Ness Ave	None	0
SA-3, Mid Van Ness Ave	2 Garages, 1 Lot	453
SA-4, Sutter St/Mason St	5 Garages, 3 Lots	989
SA-5, Mid Market St	9 Garages, 22 Lots	2,885
SA-6, Fourth St/Howard St	1 Garage	2,585
SA-7, Rincon Hill East	1 Lot	293
SA-8, Third St/Bryant St	1 Garage, 1 Lot	460+
SA-9, Second St/Brannan St	3 Garages, 1 Lot	265+
SA-10, Fifth St/Brannan St	1 Lot	100+
SA-11, Sixth St/Folsom St	None	0
SA-12, Ninth St/Folsom St	None	0
PS-1, 2801 Leavenworth St (The Cannery)	1 Lot	120
PS-2, 700 Montgomery St	1 Lot	36
PS-3, 625 Polk St	1 Lot	20
PS-4, 150 Hayes St	1 Garage, 1 Lot	268
PS-5, 121 Wisconsin St	None	0
PS-6, 2225 Jerrold Ave	2 lots (one front & one back)	45

SOURCE: SFMTA GIS layer for off-street parking facilities, accessed 2011.

Study Areas

As shown in Table 4.6-13, off-street parking is available in nine of the 12 study areas; there are no publicly accessible off-street parking lots or garages within SA-2, SA-11, and SA-12. Parking occupancy was not observed for off-street parking facilities in SA-3. Off-street parking occupancy for the remaining study areas typically ranged from 70 to 100 percent during the weekday midday (1:00 p.m. to 3:00 p.m.) period, and from five to 50 percent during the weekday evening (6:00 p.m. to 8:00 p.m.) period.

Project Sites

Off-street parking is available at or near five of the six project sites; no off-street parking is available at PS-5. A quantitative analysis of parking occupancy was completed for the following two sites:

- **PS-1, 2801 Leavenworth Street (The Cannery)** – Approximately 100 percent parking occupancy of the 120 spaces was observed between 1:00 p.m. and 3:00 p.m., and 67 percent between 6:00 p.m. and 8:00 p.m.
- **PS-6, 2225 Jerrold Avenue** – The front lot (24 spaces) was observed to be 60 percent occupied during the weekday midday period.

For other project sites, off-street parking conditions were qualitatively assessed.

Emergency Vehicle Access

Emergency access for each of the study areas and project sites is via adjacent City streets to and from the buildings at the project sites and within the study areas. Emergency vehicles, such as fire trucks and ambulances, use existing parking, white zones, driveways, or double-park as needed to access buildings in the event of an emergency. Emergency access is typically at the front of buildings, but may include a secondary access point on a side street or alleyway abutting properties.

Transportation Demand Management

AAU has an existing transportation demand management (TDM) program. The key elements of the program include:

- **Shuttle Bus Program** – AAU provides free shuttle bus services to its faculty/staff and students between various AAU facilities. A total of seven shuttle bus routes operated on weekdays in fall 2010.
- **Commuter Checks** – AAU provides pre-tax deductions for employee commuter checks up to the maximum amount allowable provided by the Internal Revenue Service (IRS).
- **Parking Management** – AAU has a policy of not providing any off-street parking spaces to its students. Approximately five percent of the total 2,269 full-time and part-time faculty members have the use of reserved parking spaces (approximately 122 spaces in 2010).
- **Bicycle Parking** – AAU provides some bicycle racks at its main campus buildings including six bicycle racks at 180 Montgomery Street and four bicycle racks at 79 New Montgomery Street.
- **Campus Cruisers** – AAU operates Campus Cruisers, which are available by request to provide after-hour transportation services between residential and institutional buildings from 6:00 p.m. to 1:30 a.m. Smaller patrol cars were dispatched in fall 2010; however, with an increase in after-hour shuttle ridership demand, the patrol cars were replaced with smaller-capacity shuttle buses since January 2011.

4.6.2 Regulatory Framework

Federal, State, and Regional Regulations

There are no federal, state, or regional regulations applicable to the Proposed Project.

Local Regulations

San Francisco General Plan

The Transportation Element of the *General Plan* is composed of objectives and policies that relate to the eight aspects of the citywide transportation system: General Regional Transportation,

Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Management. The Transportation Element references San Francisco's "Transit First" Policy in its introduction, and contains objectives and policies that are directly pertinent to consideration of the Proposed Project, including objectives related to locating development near transit investments, encouraging transit use, and traffic signal timing to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multimodal transportation system. The *General Plan* also emphasizes alternative transportation through the positioning of building entrances, improvements to the pedestrian environment, and provision of safe bicycle parking facilities.

San Francisco Better Streets Plan

The *Better Streets Plan* focuses on creating a positive pedestrian environment through measures such as careful streetscape design and traffic calming measures to increase pedestrian safety. The *Better Streets Plan* includes guidelines for the pedestrian environment, which it defines as the areas of the street where people walk, sit, shop, play, or interact. Generally speaking, the guidelines are for design of sidewalks and crosswalks; however, in some cases, the *Better Streets Plan* includes guidelines for certain areas of the roadway, particularly at intersections.

Transit First Policy

In 1998, the San Francisco voters amended the City Charter (Charter Article 8A, Section 8A.115) to include a Transit-First Policy, which was first articulated as a City priority policy by the Board of Supervisors in 1973. The Transit-First Policy is a set of principles which underscore the City's commitment that travel by transit, bicycle, and foot be given priority over the private automobile. These principles are embodied in the policies and objectives of the Transportation Element of the *General Plan*. All City boards, commissions, and departments are required, by law, to implement transit-first principles in conducting City affairs.

San Francisco Bicycle Plan

The Bicycle Plan describes a City program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The Bicycle Plan identifies the citywide bicycle route network, and establishes the level of treatment (i.e., Class I, Class II or Class III facility) on each route. The Bicycle Plan also identifies short-term improvements as well as policy goals, objectives and actions to support these improvements. It also includes long-term improvements, and other minor improvements that would be implemented to facilitate bicycling in San Francisco.

4.6.3 Impacts and Mitigation Measures

Significance Thresholds

Based on the CEQA Appendix G Checklist, the San Francisco Planning Department has developed the following criteria to assess whether a proposed project would result in significant transportation

impacts. The Proposed Project would result in a significant impact related to transportation and circulation, if it would:

- Cause the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F on signalized intersections. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F or from LOS E to LOS F and peak hour signal warrants would be met, or would cause peak hour signal warrants to be met when the worst approach is already operating at LOS E or LOS F. The project may result in significant adverse impacts at intersections that operate at LOS E or LOS F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.
- Cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenline analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the peak hour.
- Result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. The operational impact on crosswalks, sidewalks, and street corners is considered significant when project-related traffic causes the pedestrian facility to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The project may result in significant adverse impacts at pedestrian facilities that operate at LOS E or LOS F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the circulation area per pedestrian at crosswalks or the pedestrian flow rate on sidewalks. In addition, the project would have a significant effect on the environment if it would contribute considerably to cumulative increases in pedestrian traffic that would cause deterioration in levels of service to unacceptable levels.
- Create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- Result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and would create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.
- Result in inadequate emergency access.

- Result in a substantial parking shortfall that could create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians and where particular characteristics of the project or its site demonstrably render use of other modes infeasible.

Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Approach to Analysis

Introduction

This section presents the methodology for analyzing transportation impacts and information used in developing travel demand for the Proposed Project. The impacts of the Proposed Project on the surrounding roadways were analyzed using the methodologies set forth in the *SF Guidelines*, which guide the analysis of transportation conditions and the identification of transportation impacts of proposed projects in the City of San Francisco.

The analysis of the Proposed Project was conducted for existing (2010 baseline) and 2035 cumulative conditions. Existing (2010) plus Project conditions assess the near-term impacts of the Proposed Project, while Cumulative (2035) plus Project conditions assess the long-term impacts of the Proposed Project in combination with other reasonably foreseeable future development.[208]

SB 743 also requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the traffic operations significance of transportation impacts of projects within transit priority areas that promote a reduction in greenhouse gas emissions and do not use automobile delay (level of service [LOS]) in determining significance (as discussed below). Because new CEQA Guidelines will not be effective until sometime in 2015 or 2016; the provisions of SB 743, specifically the alternate criteria for analysis, are not yet applicable to project analysis in the City, and this EIR analyzes the traffic-related impacts of the project as they affect LOS.

As discussed more fully in Chapter 3, Project Description, the Proposed Project would involve four components: (1) program-level residential and institutional growth that could occur within 12 study areas; (2) project-level institutional growth at six specific buildings; (3) expansion of the AAU shuttle service to the six project sites and to accommodate the program-level growth that could occur in study areas; and (4) Legalization Approvals.

As presented in Table 3-1, Existing AAU Facilities – EIR Baseline (September 2010), in Chapter 3, Project Description, AAU occupied 34 individual sites as of September 2010, when the NOP for this EIR was published. These sites are, therefore, considered part of the EIR baseline conditions. As such, AAU activities at these 34 sites are part of the existing conditions accounted for in

[208] As noted previously, post-baseline data from 2013 is provided for informational purposes only, when available.

Section 4.6.1, Environmental Setting, p. 4.6-1, and in Chapter 3, Project Description. As described in Chapter 3, while these existing sites are part of the baseline conditions, the legalization of previous changes in use and/or appearance at these sites is part of the Proposed Project. However, because implementation of the Proposed Project would not change existing uses at those sites, the continued occupancy of the 34 existing sites would result in no physical impacts related to transportation and circulation. These impacts are however, part of the cumulative analysis as they are part of the existing baseline. Further, while no further analysis of impacts related to changes in use at the 34 existing sites is included in this section, any potential effects to transportation and circulation that resulted from pre-NOP changes at the 34 existing sites would be addressed in the Existing Sites Technical Memorandum.

As noted above, a transportation study was prepared to assess the impacts of the Proposed Project. The data and conclusions contained therein are the basis for this analysis. Following is a summary of the methodological approach of the transportation study of the project's potential transportation-related impacts.

Traffic Modeling Methodology

Traffic impacts of the Proposed Project were modeled using the Traffix software program. For each study intersection, basic characteristics (geometry) are defined, including number of lanes, two-way versus one-way travel, presence of turn lanes at intersections, and signal phasing and timing. Existing traffic counts are added to the model, which is then calibrated to confirm that modeled conditions reflect existing operating conditions. This process involves adjustments based on field confirmations and professional knowledge. Cumulative traffic conditions employ citywide residential and employment growth projections and resulting traffic conditions for the year 2035. These projections are developed and modeled in the San Francisco County Transportation Authority (SFCTA) transportation model and resultant traffic volumes added to the Traffix model for cumulative analysis. Similar to the Existing plus Project analysis, the cumulative model is tested to determine whether future traffic conditions are relatively consistent with the analysis of other recent transportation projects in the City, and some adjustments to the model parameters may be made, as necessary.

Based on trip generation rates, estimates of the total number of project-generated trips (by transportation mode) are analyzed, and using trip distribution (which disaggregate trips based on travel direction), vehicle and other trips are assigned to the street, transit, bicycle, or pedestrian networks. Two separate analyses are then conducted: one to identify the impacts of the Proposed Project when added to existing conditions, and one to identify potential cumulative impacts, by adding project-related traffic or other person trips to projected future traffic or other travel mode conditions. Because of the variation in trip generation between the conceptual development options and sub options (described below under "Conceptual Development Options," p. 4.6-51), the impact

analysis focuses on the potential worst-case scenario for impacts generated under any given travel mode.

Intersection Analysis

Similar to the existing conditions analysis, the analysis of the effect of the Proposed Project on the study intersections utilizes the 2000 Highway Capacity Manual (HCM) operations methodology. The operating characteristics of signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Average vehicle delays include the initial time slowing to a stop, the time (if any) needed to move up in the queue, time stopped, and time spent accelerating. Table 4.6-14, LOS Definitions for Signalized and Unsignalized Intersections, p. 4.6-51, presents the relationship between LOS and delay.

Table 4.6-14 LOS Definitions for Signalized and Unsignalized Intersections

Control Level of Service (LOS)	*Description of Operations*	*Average Delay (seconds per vehicle)*
	SIGNALIZED	
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10.0 and ≤ 20.0
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20.0 and ≤ 35.0
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35.0 and ≤ 55.0
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues form upstream.	> 55 and ≤ 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80.0
	UNSIGNALIZED	
A	No delay for STOP-controlled approach.	≤ 10.0
B	Operations with minor delays.	> 10.0 and ≤ 15.0
C	Operations with moderate delays.	> 15 and ≤ 25.0
D	Operations with some delays.	> 25.0 and ≤ 35.0
E	Operations with high delays and long queues.	> 35.0 and ≤ 50.0
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50.0

SOURCE: Transportation Research Board, *Highway Capacity Manual* (2000).
≤ means less than or equal to; > means greater than

Conceptual Development Options

As discussed above, although general locations (study areas) for AAU future growth have been identified, along with assumptions about the potential amount of space that would be occupied

within each study area, the exact location of future growth in the study areas is not known at this time. Therefore, for analysis purposes, to account for an array of potential scenarios for the distribution of AAU growth, the transportation study considered two conceptual development options (a condensed growth option and a more dispersed growth option) and five sub options (with differences between the study area growth) that collectively address the potential impacts of the Proposed Project. The evaluation of these conceptual development options provides an opportunity to determine whether changes in the distribution of AAU future (program) growth would materially affect key transportation parameters, such as trip generation rates, or change the location of any traffic, transit or other transportation impacts. The key transportation analysis parameters, such as vehicle trip generation rates, provide the basis for estimation of the number of trips that would be generated by the Proposed Project, the relative utilization of different transportation modes (or mode split), and the distribution of these trips on the local and regional transportation network. It is important to note that these options are not proposed development scenarios; rather, they have been created as a tool for the purposes of analysis to assess the impacts associated with potential patterns of AAU future growth in the study areas.

More specifically, the transportation study addresses the potential for future growth patterns to be either more distributed or more concentrated by considering two primary options for the allocation of AAU future (program-level) growth to the study areas:

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

Both conceptual development options include the six project sites, as further discussed below. In addition to these two conceptual development options, the transportation study also considered five sub options, which conceptually maximize growth potential within the different study areas. For Option 1, Dispersed Distribution, two sub options were analyzed that would modify the location of future residential and institutional growth into different study areas (as compared to Option 1):

- **Option 1 – SA-1/SA-2 Sub option** – Where all 220 residential rooms of the program-level growth are conceptually modeled within SA-2, removing residential growth from SA-1.
- **Option 1 – SA-10/SA-11 Sub option** – Where institutional program-level growth is conceptually maximized in SA-10 and SA-11, removing an equivalent amount of institutional growth from SA-7.

For Option 2, Transit Corridor Distribution, three sub options were developed that conceptually maximize residential growth in other study areas that are generally more proximate to the corridor:

- **Option 2 – SA-3 Sub option** – Where all 220 residential rooms of the program-level growth are conceptually modeled within SA-3, removing residential growth from SA-12.
- **Option 2 – SA-4/SA-5 Sub option** – Where additional institutional space and all 220 residential rooms are conceptually modeled within SA-4, removing residential growth from SA-3 and SA-12 and a portion of institutional growth from SA-5.
- **Option 2 – SA-5/SA-12 Sub option** – Where all 220 residential rooms of the program-level growth are conceptually modeled within SA-5, removing residential growth from SA-3 and SA-12.

Table 4.6-15, Summary of AAU Transportation Options and Sub Options, p. 4.6-54, provides a summary of the differences in conceptual development patterns for the two main options and the five related sub options that were analyzed to determine the potential environmental effects of the Project. This table identifies the study area distribution of the conceptual program-level growth patterns under both options and under each sub option. Note for all options and sub options, the project-level growth at the six project sites remains the same.

For each option and sub option, the conceptual allocation of institutional space (in square feet) and residential space (in rooms) to the study areas is presented in Table 4.6-16, Comparison of Land Use by Option and Sub Option, p. 4.6-55.

Table 4.6-15 Summary of AAU Transportation Options and Sub Options

Options and Sub options	*Option 1: Dispersed Distribution*		*Option 1 – SA-1/SA-2 Sub option*		*Option 1 – SA-10/SA-11 Sub option*		*Option 2: Transit Corridor Distribution*		*Option 2 – SA-3 Sub option*		*Option 2 – SA-4/SA-5 Sub option*		*Option 2 – SA-5/SA-12 Sub option*	
Type of Growth	*Institutional*	*Residential*	*Institutional*	*Residential*	*Institutional*	*Residential*	*Institutional*	*Residential*	*Institutional*	*Residential*	*Institutional*	*Residential*	*Institutional*	*Residential*
SA-1, Lombard St/Divisadero St		■				■								
SA-2, Lombard St/Van Ness Ave		■		■		■								
SA-3, Mid Van Ness Ave								■		■				
SA-4, Sutter St/Mason St											■	■		
SA-5, Mid Market St							■		■		■		■	■
SA-6, Fourth St/Howard St							■		■		■		■	
SA-7, Rincon Hill East	■		■		■									
SA-8, Third St/Bryant St	■		■		■									
SA-9, Second St/Brannan St	■		■		■									
SA-10, Fifth St/Brannan St	■		■		■									
SA-11, Sixth St/ Folsom St					■									
SA-12, Ninth St/ Folsom St								■						

Table 4.6-16 Comparison of Land Use by Option and Sub Option

Study Area/ Project Site	*Proposed Building Use (units)*	*Range of Institutional Use Square Feet or Rooms*	*Option 1, Dispersed Distribution*	*Option 1 – SA-1/SA-2 Sub option*	*Option 1 – SA-10/SA-11 Sub option*	*Option 2, Transit Corridor Distribution*	*Option 2 – SA-3/SA-12 Sub option*	*Option 2 – SA-4/SA-5 Sub option*	*Option 2 – SA-5/SA-12 Sub option*
Program-Level Analysis									
SA-1, Lombard St/Divisadero St	Residential (rooms)	45–55	53 rooms (26,500 sf)	0	53 rooms (26,500 sf)	0	0	0	0
SA-2, Lombard St/Van Ness Ave	Residential (rooms)	220	167 rooms (83,500 sf)	220 rooms (110,000 sf)	167 rooms (83,500 sf)	0	0	0	0
SA-3, Mid Van Ness Ave	Residential (rooms)	220	0	0	0	197 rooms (98,500 sf)	220 rooms (110,000 sf)	0	0
SA-4, Sutter St/Mason St	Institutional (sf)	15,000–30,000	0	0	0	0	0	29,000	0
	Residential (rooms)	220	0	0	0	0	0	220 rooms (110,000 sf)	0
SA-5, Mid Market St	Institutional (sf)	200,000–480,000	0	0	0	480,000	480,000	451,000	480,000
	Residential (rooms)	220	0	0	0	0	0	0	220 rooms (110,000 sf)
SA-6, Fourth St/Howard St	Institutional (sf)	100,000–190,000	0	0	0	190,000	190,000	190,000	190,000
SA-7, Rincon Hill East	Institutional (sf)	350,000–400,000	400,000	400,000	281,800	0	0	0	0
SA-8, Third St/Bryant St	Institutional (sf)	100,000–150,000	148,000	148,000	148,000	0	0	0	0
SA-9, Second St/Brannan St	Institutional (sf)	30,000–50,000	52,000	52,000	52,000	0	0	0	0
SA-10, Fifth St/Brannan St	Institutional (sf)	70,000–160,000	80,000	80,000	158,200	0	0	0	0
SA-11, Sixth St/ Folsom St	Institutional (sf)	30,000–40,000	0	0	40,000	0	0	0	0
SA-12, Ninth St/ Folsom St	Residential (rooms)	15–25	0	0	0	23 rooms (11,500 sf)	0	0	0
Program-Level Subtotal	*Institutional (sf)*	*670,000–680,000*	*680,000*	*680,000*	*680,000*	*670,000*	*670,000*	*670,000*	*670,000*
	Residential (rooms)[a]	*220*	220 rooms (110,000 sf)	220 rooms (110,000 sf)	220 rooms (110,000 sf)	220 rooms (110,000 sf)	220 rooms (110,000 sf)	220 rooms (110,000 sf)	220 rooms (110,000 sf)
Project-Level Analysis									
PS-1, 2801 Leavenworth St (The Cannery)	Institutional (sf)	133,675	133,675	133,675	133,675	133,675	133,675	133,675	133,675

Table 4.6-16 Comparison of Land Use by Option and Sub Option

Study Area/ Project Site	*Proposed Building Use (units)*	*Range of Institutional Use Square Feet or Rooms*	*Option 1, Dispersed Distribution*	*Option 1 – SA-1/SA-2 Sub option*	*Option 1 – SA-10/SA-11 Sub option*	*Option 2, Transit Corridor Distribution*	*Option 2 – SA-3/SA-12 Sub option*	*Option 2 – SA-4/SA-5 Sub option*	*Option 2 – SA-5/SA-12 Sub option*
PS-2, Montgomery St	Institutional (sf)	11,455	11,455	11,455	11,455	11,455	11,455	11,455	11,455
PS-3, 625 Polk St	Institutional (sf)	93,103	93,103	93,103	93,103	93,103	93,103	93,103	93,103
PS-4, 150 Hayes St	Institutional—office (sf)	80,330	80,330	80,330	80,330	80,330	80,330	80,330	80,330
PS-5, 121 Wisconsin St	Institutional—bus lot (sf)	1,140	1,140	1,140	1,140	1,140	1,140	1,140	1,140
PS-6, 2225 Jerrold Ave	Recreational (sf)	17,533	17,533	17,533	17,533	17,533	17,533	17,533	17,533
	Institutional—office/storage (sf)	73,834	73,834	73,834	73,834	73,834	73,834	73,834	73,834
Project-Level Subtotal	*Institutional (sf)*	*393,537*	*393,537*	*393,537*	*393,537*	*393,537*	*393,537*	*393,537*	*393,537*
	Recreational (sf)	17,533	17,533	17,533	17,533	17,533	17,533	17,533	17,533
Total	***Institutional (sf)***	***1,063,537–1,073,537***	***1,073,537***	***1,073,537***	***1,073,537***	***1,063,537***	***1,063,537***	***1,063,537***	***1,063,537***
	Residential (rooms)[a]	***220***	***220 rooms (110,000 sf)***	***220 rooms (110,000 sf)***	***220 rooms (110,000 sf)***	***220 rooms (110,000 sf)***	***220 rooms (110,000 sf)***	***220 rooms (110,000 sf)***	***220 rooms (110,000 sf)***
	Recreational (sf)	***17,533***	***17,533***	***17,533***	***17,533***	***17,533***	***17,533***	***17,533***	***17,533***
Total sf	***All Uses[a]***	***1,191,070–1,201,070***	***1,201,070***	***1,201,070***	***1,201,070***	***1,191,070***	***1,191,070***	***1,191,070***	***1,191,070***

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

The numbers presented in the table herein may marginally differ from calculations provided in the technical appendix due to rounding.

a. 220 residential rooms is equivalent to 110,000 sf of residential space.

Key Transportation Parameters

As noted above, several transportation parameters were utilized in the transportation study to estimate trip generation, transit, pedestrian, shuttle and bicycle utilization and mode split, and trip distribution. Trip generation rates, mode splits and trip distribution rates for student residences and academic/administrative uses (which include student, faculty and staff populations) were estimated based on: trip generation data at academic and residential buildings collected by video; a staff, student, and faculty on-line travel behavior survey; and residential ZIP code data for staff, faculty and commuter students provided by AAU.[209] These parameters are summarized below.

Trip Generation Rates

Traditionally, traffic studies in the City of San Francisco rely upon published trip generation rates, which are available from the *SF Guidelines* or the Institute of Transportation Engineers (ITE). The *SF Guidelines*, however, do not include an institutional trip generation rate, and AAU does not have a centralized campus comparable to college campuses surveyed to develop the ITE institutional trip generation rates. Thus, with one exception (the recreational trip generation rate for PS-6), traditional (*SF Guidelines* or ITE) trip generation rates were not utilized for this analysis. Developing unique trip generation rates for uses in which there is no applicable data is a typical industry practice, and has been done for recent San Francisco projects such as the *California Pacific Medical Center* (CPMC) *Long Range Development Plan Environmental Impact Report* and other projects with land uses/characteristics not covered by the *SF Guidelines* or ITE.[210]

Given the unavailability of applicable trip generation rates from standard (*SF Guidelines* or ITE) sources, project-specific daily and PM peak hour trip generation rates or trip estimates based on surveys and data on existing AAU facilities, staff, students and faculty were developed for four types of AAU uses:

- Student Residences
- Mixed academic/administrative buildings (with classrooms, studios, and faculty and administrative offices)
- Administrative Office building, with administrative functions and student support activities (e.g., registration), but no instructional or studio space (for PS-4)
- Shuttle Bus storage lot (for PS-5)

As noted above, two of the project sites (PS-4 and PS-5) would contain specific uses not represented by collected data (as an administrative-only office use and a shuttle bus yard). Therefore, a site-

[209] CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2015).
[210] San Francisco Planning Department, *CPMC Long Range Development Plan EIR*, Planning Case No. 2005.0555E (April 26, 2012).

specific trip generation rate for PS-4 and an estimate of daily and PM peak hour person trips for PS-5 was determined based on estimated daily populations. At PS-4, the rate for AAU academic/administrative buildings was disaggregated into three categories (faculty, staff, and students) based on the estimated number of full- and part-time faculty, staff, and employees and their propensity for departing during the PM peak hour. Based on this approach, the estimated PM peak hour trip generation rate was calculated at 4.24 person-trips per 1,000 gsf rate to account for primarily office staff, with some students going to that building for consultation and class-change-related matters. As a comparison, this office person-trip generation rate is greater than that of a typical office building PM peak hour trip generation rate in the *SF Guidelines*, which is 1.54 person-trips per 1,000 sf.

Trip rates and inbound and outbound split ratios for the shuttle bus parking lot at PS-5 were developed based on current shuttle bus usage and staffing data provided by AAU. Between the day and night shift changes (around 3:00 p.m. to 4:00 p.m.), a van would be dispatched from the bus yard carrying up to nine night-shift drivers to take over from the day shift and to bring back another nine day-shift drivers to the yard. Based on this operation, there are no more than eight vehicle trips to and from 121 Wisconsin Street during the PM peak hour. Therefore, the PM peak hour trip generation for the existing lot is estimated to be 18 person trips or eight vehicle trips (four inbound and four outbound) to and from the existing lot.[211]

For the recreational space at PS-6, project-related trips would primarily include trips generated by the new recreational uses. As of 2010, 80,123 sf of the building at this project site was used for corporation yard storage and 11,244 sf for corporation yard-related office use.[212] Under the Project, AAU plans to maintain the office space (11,244 sf) and reduce the storage space to 62,590 sf over time, to provide 17,533 sf of new recreational use at this site. Therefore, the trip generation estimate for PS-6 focuses on the trips associated with the new recreational use (17,533 sf of this new use). The weekday PM peak hour person-trip estimate was determined utilizing the *SF Guidelines* trip generation rate for an "Athletic Club" use. Table 4.6-17, AAU PM Peak Period Trip Generation Rates, p. 4.6-59, summarizes the trip rates for the five AAU land use types.

[211] Although these trips would mostly occur during the shift changes between 3:00 p.m. and 4:00 p.m., for the purpose of transportation analysis, these trips are conservatively assumed to occur during the PM peak hour.
[212] CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2015).

Table 4.6-17 AAU PM Peak Period Trip Generation Rates

Land Use	*Daily Person-Trip Rate*	*PM Peak-Hour Trip Rate*	*% Inbound*	*% Outbound*
Residence Hall[a]	3.76 trips/student or 6.77 trips/room[b]	0.65 trips/student or 1.17 trips/room[b]	45%	55%
Academic / Administrative Building[a]	53.65 trips/ksf	4.56 trips/ksf	39%	61%
Office Building[c]	49.89 trips/ksf	4.24 trips/ksf	32%	68%
Recreation / Practice Facility[d]	57 trips/ksf	5.99 trips/ksf	62%[e]	38%[e]
Bus Yard[f]	100 trips/lot	18 trips/lot	50%	50%

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

a. Trip generation rates and inbound/outbound split data were derived from actual counts of persons entering/exiting AAU residential and academic/administrative buildings conducted by Atkins in 2010, using AAU's security camera video tapes.

b. A residential room occupancy factor of 1.8 was used to convert residential students to number of residential rooms.

c Office trip generation rates and the inbound/outbound split data were derived using academic/administrative rate (4.56 trips/ksf) as a base and then subtracting the estimated faculty and staff trips for AAU academic/administrative buildings from the base rate.

d. Trip generation rates for the recreation/practice facility were derived from Table C-1 (Athletic Clubs) of the *SF Guidelines*.

e. Inbound and outbound split ratios for the recreation/practice facility were developed using the "Athletic Club" category from the ITE *Trip Generation Manual*, Volume 2.

f. A van carrying approximately nine passengers would make one round-trip to and from PS-5 (20,000 sf / 30-bus storage capacity) between 3:00 p.m. and 4:00 p.m. to provide relief for on-route shuttle drivers. Although prior to the PM peak hour, this was included in the analysis, and therefore, may be a higher PM peak hour trip rate than anticipated.

Mode Split

Travel mode percentages derived from the travel surveys were divided into three groups: (1) faculty/staff, (2) commuter students; and (3) resident students. Rates were further distinguished (disaggregated) for buildings located within approximately 0.5 mile from Market Street and buildings located farther away from Market Street in order to present the differences in travel mode choice closer to Market Street, which has abundant regional and local transit services within a reasonable walking distance. Based on the travel behavior surveys, residential students were found to predominantly take the shuttle bus or walk and did not report driving or transit use in the survey; therefore, there is no variation in mode splits for residential students whether these trips were near Market Street or not. Table 4.6-18, AAU Transportation Mode Split, p. 4.6-60, summarizes the mode split percentages, both for near and outside the Market Street Corridor. As shown in Table 4.6-18, unlike residential students near the Market Street Corridor, commuter students mode splits vary and they are more likely to walk (28 percent vs. 10 percent), take an AAU shuttle (16 percent vs. 11 percent) and are less likely to drive alone (10 percent vs. 14 percent) or use public transit (45 percent vs. 56 percent) when the person trips originate or end near Market Street. Slightly more faculty and staff will walk (18 percent vs. 16 percent), bike (nine percent vs. two percent) and carpool (six percent vs. four percent) when the person trips originate or end near Market Street, and substantially fewer will drive alone (10 percent vs. 20 percent).

Table 4.6-18 AAU Transportation Mode Split

	Walk	*Bike*	*Transit*	*Shuttle*	*Carpool*	*Drive Alone*	*Total*
Near Market Street Corridor							
Residential Students	34%	4%	5%	57%	0%	0%	***100%***
Commuter Students	28%	1%	45%	16%	0%	10%	***100%***
Faculty/Staff	18%	9%	57%	0%	6%	10%	***100%***
Outside Market Street Corridor							
Residential Students	34%	4%	5%	57%	0%	0%	***100%***
Commuter Students	10%	3%	56%	11%	6%	14%	***100%***
Faculty and Staff	16%	2%	57%	1%	4%	20%	***100%***

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

Trip Distribution Percentages

As indicated above, trip distribution assumptions for residential students, commuter students, and faculty and staff were derived from the travel surveys and residential location (ZIP code) data provided by AAU and are presented in Table 4.6-19, AAU Trip Distribution Percentages.

Table 4.6-19 AAU Trip Distribution Percentages

Location	*Residential Students*	*Commuter Students*	*Faculty and Staff*
San Francisco			
Superdistrict 1	65%	22%	10%
Superdistrict 2	12%	18%	15%
Superdistrict 3	0%	10%	15%
Superdistrict 4	0%	6%	6%
C-3 District	23%	3%	1%
Subtotal	*100%*	*59%*	*47%*
Outside of San Francisco			
South Bay/Peninsula	0%	14%	12%
North Bay	0%	5%	10%
East Bay	0%	22%	31%
Subtotal	*0%*	*41%*	*53%*
Total	***100%***	***100%***	***100%***

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

In addition to regional travel analysis zones and counties, the Metropolitan Transportation Commission (MTC) supports an intermediate geographic scale, "superdistricts," for analysis and reporting purposes. There are 34 superdistricts in the nine-county Bay Area. The majority of trips by

residential students occur within Superdistrict 1 and the C-3 District, which represent Downtown San Francisco and the northeast quadrant of the City, respectively.

For commuter students, the majority of trips are distributed relatively evenly among various superdistricts in San Francisco and areas in the South Bay/Peninsula and East Bay regions. For faculty and staff, there are similar proportions of trips within San Francisco (47 percent) and trips outside of San Francisco (53 percent). Based on the survey results, trips in San Francisco are evenly distributed among Superdistricts 1, 2, and 3. Outside of San Francisco, the highest number of faculty and staff trips is distributed to and from the East Bay (31 percent), while 10 and 12 percent are traveling to and from the North Bay and South Bay/Peninsula regions, respectively.

Project Trip Generation

The amount of Project daily and PM peak hour person trips was estimated by multiplying the applicable trip generation rate (as summarized in Table 4.6-17, AAU PM Peak Period Trip Generation Rates, p. 4.6-59) by the amount of space allocated to that use (except for PS-5 as discussed above). The varying conceptual program-level growth distributions were discussed in "Conceptual Development Options," p. 4.6-51, and square footage distribution is shown in Table 4.6-16, Comparison of Land Use by Option and Sub Option, p. 4.6-55. Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), summarizes the results of the Project trip generation by the conceptual development options and sub options for all travel modes.

Table 4.6-20 Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips)

Option or Sub option	*Public Transit*	*Walk*	*Bike*	*AAU Shuttle*	*Autos*			*Total*
					SOV	*Shared*	*Vehicle Trips*[a]	
OPTION 1: DISPERSED DISTRIBUTION								
Program-Level Subtotal	1,459	743	110	613	342	91	382	3,358
Project-Level Detail[b]								
PS-1, 2801 Leavenworth St	309	87	17	82	86	29	99	610
PS-2, 700 Montgomery St	23	14	2	8	5	1	5	53
PS-3, 625 Polk St	186	110	15	69	38	7	41	425
PS-4, 150 Hayes St	155	85	14	48	31	7	34	340
PS-5, 121 Wisconsin St	0	0	0	0	0	18	8	18
PS-6, 2225 Jerrold Ave	0	0	0	85	15	5	17	105
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 1 Totals	***2,131***	***1,039***	***158***	***905***	***516***	***158***	***586***	***4,908***
Option 1 – SA-1/SA-2 Sub option								
Program-Level Subtotal	1,459	743	110	613	342	91	382	3,358

Table 4.6-20 Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips)

Option or Sub option	*Public Transit*	*Walk*	*Bike*	*AAU Shuttle*	*Autos*			*Total*
					SOV	*Shared*	*Vehicle Trips*[a]	
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 1 – SA-1/SA-2 Sub option Totals	***2,131***	***1,039***	***158***	***905***	***516***	***158***	***586***	***4,908***
Option 1 – SA-10/SA-11 Sub option								
Program-Level Subtotal	1,483	702	108	603	360	102	406	3,358
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 1 – SA-10/SA-11 Sub option Totals	***2,156***	***997***	***156***	***895***	***534***	***170***	***610***	***4,908***
OPTION 2: TRANSIT CORRIDOR DISTRIBUTION								
Program-Level Subtotal	1,352	881	117	642	272	49	294	3,313
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 2 Totals	***2,024***	***1,177***	***165***	***934***	***446***	***117***	***498***	***4,862***
Option 2 – SA-3/SA-12 Sub option								
Program-Level Subtotal	1,352	881	117	642	272	49	294	3,313
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 2 – SA-3/SA-12 Sub option Totals	***2,024***	***1,177***	***165***	***934***	***446***	***117***	***498***	***4,862***
Option 2 – SA-4/SA-5 Sub option								
Program-Level Subtotal	1,352	881	117	642	272	49	294	3,313
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 2 – SA-4/SA-5 Sub option Totals	***2,024***	***1,177***	***165***	***934***	***446***	***117***	***498***	***4,862***
Option 2 – SA-5/SA-12 Sub option								
Program-Level Subtotal	1,352	881	117	642	272	49	294	3,313
Project-Level Subtotal	673	296	48	292	174	67	204	1,550
Option 2 – SA-5/SA-12 Sub option Totals	***2,024***	***1,177***	***165***	***934***	***446***	***117***	***498***	***4,862***

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

a. Vehicle trips were estimated by dividing the number of shared auto person-trips by the vehicle occupancy rate of 2.25, plus one vehicle trip per each drive alone person-trip. The occupancy rate was estimated from the travel behavior surveys for AAU students and faculty/staff and in consultation with SF Planning Department staff.

b. Detailed trip generation for the each of the six project sites is only provided once in the table, as it would be the same for all options and sub options.

A comparison of travel demand (person trip generation) for the options and sub options (for PM peak-hour person and vehicle trips) illustrates only minor differences in travel demand among the two options and the five sub options of conceptual growth. As shown in the table, the distribution of Project development under Option 1 (and related sub options), results in an additional 46 PM peak hour person trips as compared to Option 2 (and related sub options), or a difference of less than one percent. Similarly, the person trip generation for Option 1, Dispersed Distribution, and the two

Option 1 sub options are relatively consistent, with the exception of Option 1 – SA-10/SA-11 Sub option, for which additional program growth was distributed south of Market Street, which would slightly increase vehicle trips and transit use and slightly decrease pedestrian trips.

For Option 2, Transit Corridor Distribution, the concentration of growth along the Transit Corridor (including Market Street) resulted in a person trip generation for the Project that may be counterintuitive, an increase in pedestrian trips (more walking trips instead of transit trips) and a decrease in both vehicle trips and transit use. This is likely because, conceptually, growth under Option 2 (and related sub options) would be more concentrated and the distance between AAU sites would decrease, resulting in more walking trips over other mode choices (including vehicle and transit). Thus, the potential benefits of the transit corridor distribution (e.g., a potential increase in transit usage) appear to be superseded by the student preference for walking when distances are shorter.

Parking Demand

Parking demand was estimated for the mid-day peak period for commuter students, faculty/staff, and visitors. AAU provides shuttle services between residential buildings and no parking is provided for residential students (at residential or other buildings); therefore, it is assumed that those students do not generate parking demand.[213] As previously discussed regarding mode split, the current percentage of faculty, staff, and commuter students that drive, as determined by travel behavior surveys and adjusted based on professional judgment, was utilized to estimate future parking demand.

Estimates of parking demand for institutional staff and faculty includes visitors and, therefore, generates both long-term and short-term parking demand. Commuter student parking demand, however, is assumed to be all long-term parking. It is reasonable to assume that most commuter students attend more than one class on days they commute to campus and would 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, and that they would then use AAU shuttle service or walk between classes. This is a reasonable assumption because, as noted above, AAU does not provide on-site (off-street) parking for students at its buildings/facilities, and parking rates in San Francisco are typically substantially higher for short-term parking. This assumption is also supported by the travel behavior surveys, in which commuter students reported driving to and from school, but walking or taking the AAU shuttle bus for other trips during the day.

[213] Based on the travel demand surveys, AAU residential students reported zero commute trips would be made by private vehicles. Furthermore, AAU Department of Housing discourages incoming residential students from bringing private vehicles. http://www.academyart.edu/faqs/faqs-student (accessed January 2015).

Unlike the trip generation rate methodology described previously on p. 4.6-57, the parking demand methodology treats all commercial uses, except for hotels/motels, the same. Therefore, for mixed academic/administrative facilities and the administrative office building, parking demand was derived from the methodology contained in *SF Guidelines* Appendix G for commercial uses. For long-term faculty/staff parking demand, the number of employees for each study area and project site was estimated based on the average number of faculty and staff per 1,000 gross square feet of existing AAU buildings.

The *SF Guidelines* provide a ratio of "work trips" and "non-work trips" that suggests that approximately five office workers would attract one visitor per day. Thus, visitor parking demand for each study area and project site was estimated by applying 20 percent to the estimated long-term parking demand and then taking into account the daily turnover rate of parking spaces and the vehicle occupancy[214] Commuter student parking demand was based on the current number of commuter students and the estimated vehicle trips, with vehicle trips and parking demand varying for potential locations near the Market Street Corridor and outside the corridor.

The total parking demand, including parking demand for faculty, visitors, staff, and commuter students, for all options and sub options is provided below in Table 4.6-21, Total Project Peak Parking Demand, p. 4.6-65.

As shown in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, Option 1 – Dispersed Distribution would result in higher long- and short-term parking demand as compared to Option 2 – Transit Corridor Distribution. Under Option 1 and its two sub options, the parking demand for program-level growth is estimated at a total of between 415 and 441 parking spaces. Under Option 2 and its three sub options, the parking demand for program-level growth is estimated at a total of 322 parking spaces. The project site parking demand ranges from six spaces at PS-2 to 107 parking spaces at PS-1, with a total of 301 parking spaces for the six project sites. PS-5 has an estimated parking demand of 40 spaces for the proposed bus yard use and captures the potential parking demand of two shifts of shuttle drivers daily.

The primary difference between Option 1 and Option 2 is attributed to the difference in the number of people driving (modal split) between the two options, with a reduced amount of vehicle trips under Option 2, Transit Corridor Distribution. Conceptual development under Option 1 would be more dispersed throughout San Francisco and uses would be located further away from major

[214] Pursuant to the *SF Guidelines*, most study areas and project sites (with the exception of PS-6, 2225 Jerrold Avenue) that would have any visitor parking demand are located within Superdistrict 1, which has a vehicle occupancy rate of 2.37 passengers per vehicle. SA-1, SA-2, and PS-5, 121 Wisconsin Street, would not be expected to have visitor parking demand due to their residential and bus yard land uses. For PS-6, 2225 Jerrold Avenue, a vehicle occupancy rate of 2.25 passengers per vehicle was applied as the project site is located in Superdistrict 3.

transit corridors or areas accessible by walking or biking and, therefore, would result in higher vehicle trips and parking demand.

Table 4.6-21 Total Project Peak Parking Demand

Study Area/Project Site	*Parking Demand* [a]		
	Long-Term	*Short-Term*	*Total*
OPTION 1: DISPERSED DISTRIBUTION			
Program-Level Subtotal	410	5	415
Project-Level Detail [b]			
PS-1, 2801 Leavenworth St	106	1	107
PS-2, 700 Montgomery St	6	0	6
PS-3, 625 Polk St	44	1	45
PS-4, 1150 Hayes St	74	1	75
PS-5, 121 Wisconsin St	40	0	40
PS-6, 2225 Jerrold Ave [c]	0	28	28
Project-Level Subtotal	270	30	301
Option 1 Totals	***680***	***36***	***716***
Option 1 – SA-1/SA-2 Sub option			
Program-Level Subtotal	410	5	415
Project-Level Subtotal	270	31	301
Option 1 – SA-1/SA-2 Sub option Totals	***680***	***36***	***716***
Option 1 – SA-10/SA-11 Sub option			
Program-Level Subtotal	436	5	441
Project-Level Subtotal	270	31	301
Option 1 – SA-10/SA-11 Sub option Totals	***706***	***36***	***742***
OPTION 2: TRANSIT CORRIDOR DISTRIBUTION (AND ALL SUB OPTIONS)			
Program-Level Subtotal	317	5	322
Project-Level Subtotal	271	31	302
Option 2 Totals	***588***	***36***	***624***

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

Total parking demand includes total faculty/staff and visitor demand and commuter student demand.

a. Mid-day 1:00 p.m. to 3:00 p.m.

b. Detailed parking demand for the each of the six project sites is only provided once in the table, as it would be the same for all options and sub options.

c. For 2225 Jerrold Avenue, short-term parking includes faculty and staff and students using the gym facility and basketball and volleyball courts during the day based on the *SF Guidelines* Table C-1 for Athletic Club.

Freight Loading Demand

Freight loading demand is based on the methodology and truck trip generation rates presented in the *SF Guidelines*, which identifies truck trip generation and peak and average demand, based on the amount and type of land use proposed. As the total amount of AAU future (program-level) growth would be the same for all options and sub options, the estimated number of daily truck trips (commercial deliveries) and loading demand would be essentially the same, with only minor variations due to the amount and location of study area growth under the options and sub options. The daily, average, and peak hour demand and loading space needs are presented below in Table 4.6-22, Freight Delivery Demand, p. 4.6-67.

As shown in Table 4.6-22, Freight Delivery Demand, p. 4.6-67, the Proposed Project would generate a total of 144 to 145 daily truck trips in the 12 study areas and at the six project sites, with an average hour project loading demand of 6.6 to 6.8 spaces, and a peak hour demand of 8.3 to 8.5 spaces. Conceptual growth under Option 1, Dispersed Distribution, and its sub options would result in a range of one to 40 average daily truck trips within the study areas; the highest (with 400,000 sf of institutional space) would be SA-7 with an estimated 40 truck trips per day. Program-level growth under Option 2, Transit Corridor Distribution, and its sub options would result in a range of one to 48 average daily truck trips per day within the study areas; the highest (with 480,000 sf of institutional space) would be SA-5 with an estimated 48 daily truck trips under Option 2 and Option 2 – SA–3/SA–12 sub option.

AAU project-level growth at the six project sites for all options and sub options would result in a range of less than one to 33 average daily truck trips; the highest (with 91,367 sf of recreational institutional, office, and warehouse spaces) would be PS-6 with an estimated 33 daily truck trips. As under trip generation calculation, the existing land uses or related commercial truck activities at the six project sites were not surveyed or credited at the project sites. Therefore, depending on the existing land uses at the project sites, the estimated loading demand for the Proposed Project could be high and thus conservative for purposes of CEQA.

Based on the findings presented above, both options and their sub options would generate a similar number of average daily truck trips, with Option 2, Transit Corridor Distribution, having a slightly higher average daily and peak hour freight delivery demand.

Table 4.6-22 Freight Delivery Demand

Study Area/Project Site	*Daily Truck Trips*	*Average Hour Demand*[a]	*Peak Hour Demand*
OPTION 1: DISPERSED DISTRIBUTION			
Program-Level Subtotal	71.3	3.3	4.1
Project-Level Detail[b]			
PS-1, 2801 Leavenworth St	13.4	0.6	0.8
PS-2, 700 Montgomery St	1.1	0.1	0.1
PS-3, 625 Polk St	9.3	0.4	0.5
PS-4, 1150 Hayes St	16.9	0.8	1.0
PS-5, 121 Wisconsin St	0.1	0.0	0.0
PS-6, 2225 Jerrold Ave[c]	32.9	1.5	1.9
Project-Level Subtotal	73.7	3.4	4.3
Option 1 Totals	***145***	***6.7***	***8.4***
Option 1 – SA-1/SA-2 Sub option			
Program-Level Subtotal	71.3	3.4	4.2
Project-Level Subtotal	73.7	3.4	4.3
Option 1 – SA-1/SA-2 Sub option Totals	***145***	***6.8***	***8.5***
Option 1 – SA-10/SA-11 Sub option			
Program-Level Subtotal	71.3	3.2	4.0
Project-Level Subtotal	73.7	3.4	4.3
Option 1 – SA-10/SA-11 Sub option Totals	***145***	***6.6***	***8.3***
OPTION 2: TRANSIT CORRIDOR DISTRIBUTION			
Program-Level Subtotal	70.3	3.2	4.1
Project-Level Subtotal	73.7	3.4	4.3
Option 2 Totals	***144***	***6.6***	***8.4***
Option 2 – All Sub options			
Program-Level Subtotal	70.3	3.3	4.1
Project-Level Subtotal	73.7	3.4	4.3
Option 2 – All Sub option Totals	***144***	***6.7***	***8.4***

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

a. Loading demand was computed based on the assumptions in *SF Guidelines*.

b. Detailed freight demand for the each of the six project sites is only provided once in the table, as it would be the same for all options and sub options.

Passenger Loading (Shuttle) Demand

AAU operates a shuttle bus service for students and faculty and staff traveling between residential halls and various institutional and administrative buildings. Although the highest AAU shuttle demand occurs in the late morning and early afternoon, for the purposes of this analysis and to reflect the maximum potential impact of shuttle demand on the local transportation network, the analysis occurs in the PM peak period, and how the shuttle demand would combine with peak hour travel demand and patterns. As indicated in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, AAU future growth at the six project sites for all options and sub options would result in a total shuttle demand of 292 passengers during the PM peak hour, the highest of which would be at PS-6 and PS-1, with an estimated 85 and 82 shuttle person trips, respectively, during the PM peak hour. Considering program-level growth, Option 1, Dispersed Distribution, and its sub options would result in a total demand of 895 to 905 shuttle person trips during the PM peak hour. The highest shuttle demand would occur in SA-7 with approximately 208 to 296 passengers during the PM peak hour. Option 2, Transit Corridor Distribution, and its sub options would result in approximately 934 shuttle passengers during the PM peak hour in the study areas. The highest shuttle demand under the conceptual development distribution of Option 2 would occur in SA-5.

Conclusion/Analysis Approach

As discussed above, several conceptual development options and sub options were considered in the transportation study in order to assess the potential impacts of various potential distributions of AAU growth under the Proposed Project. Again, these options and sub-options are not proposed development scenarios; rather; they have been developed for the purposes of analysis to assess the potential impacts associated with various possible patterns of AAU future (program) growth that conceptually maximize growth potential within the different study areas. As shown previously in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, there is a less than one percent variation in the total combined number of person and vehicles trips across the two options and five sub options. Therefore, the impact analysis for the environmental review focuses on the worst-case scenario for each impact analysis topic, as outlined below.

Option 1, Dispersed Distribution, SA-10/SA-11 Sub Option

As shown in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, Option 1 – SA-10/SA-11 Sub option would generate the greatest number of vehicle and transit trips. Pedestrian trips, which include those students, staff, faculty and visitors choosing to walk, as well as walking trips to and from transit operators, shuttles and parking facilities, would also be highest under this option. Additionally, as indicated in Table 4.6-21, Total Project Peak Parking Demand, p. 4.6-65, parking demand would be highest for

this sub option. Therefore, the impact analysis below uses this option as the basis for assessing impacts related to traffic, public transit, and parking.

Option 2 Transit Corridor Distribution

As shown in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, Option 2, Transit Corridor Distribution and its three sub options would generate the highest number of shuttle and bicycle trips. Therefore, this option is used as the basis of the analysis of shuttle and bicycle impacts.

Under this approach, conclusions of significance in this analysis ultimately are based on the largest estimated increase (among all of the options) for each transportation issue (e.g., intersection conditions, transit demand, etc.) and thus represent the Proposed Project's maximum potential impact. Potential impacts for other options or sub options, when they vary from the option representing the maximum potential impact, are also discussed. In the event that a project-level impact is identified in the analysis using the option with the maximum potential impact, whether other options and sub options would reduce this impact is also discussed. The remaining three impact discussions, for commercial loading, emergency access, and construction-related transportation impacts, would be the same across all options and sub options and, therefore, do not focus on a specific option or sub option.

Traffic Impacts

The traffic analysis was conducted using the Traffix software program for 67 study intersections during the PM peak hour. Eight of these intersections were also analyzed during the AM peak hour to reflect potential congested conditions along the Van Ness Avenue corridor. The impact analysis for Existing plus Project conditions was conducted by distributing and adding the project trips (between 586 and 610 vehicle trips under Option 1 and 498 vehicle trips under Option 2 in the PM peak hour) to existing (2010) volume conditions for the twelve study areas and six project sites. Intersection delays with and without Proposed Project conditions, were calculated to determine potential project-related intersection (LOS) impacts. Traffic operations, including potential traffic hazards and circulation issues, were also analyzed at each of the six project sites. AAU future (project-level) growth and impacts at the project sites are the same for both options and all five sub options. Due to the nature of the program-level analysis (i.e., that the specific location and level of future growth that would occur in 12 study areas is not currently known), circulation and access to specific buildings cannot be assessed at this time. This analysis would occur in the future at a project-level once AAU has selected specific buildings to accommodate their projected growth.

Consistent with the significance criteria presented earlier in this section, the Proposed Project's options and sub options are determined to have a "significant impact" at a signalized intersection if project-generated trips would cause an intersection operating at LOS D or better under Existing conditions to operate at LOS E or F, or an intersection operating at LOS E under Existing conditions

to deteriorate to LOS F conditions. At signalized intersections that operate at LOS E or F under Existing conditions, and would continue to operate at LOS E or F under Existing plus Project conditions, the increase in project vehicle trips are reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or F. At unsignalized intersections that operate at LOS E or F under Existing and Existing plus Project conditions, the contribution to the worst approach and whether the project-related trips would cause Caltrans peak hour signal warrants to be met determine whether a LOS impact occurs. Generally, when project-generated volumes contribute five percent or more to a LOS E or LOS F critical movement's volume or worst approach (if signal warrants are met) the project would be considered to have a significant contribution to LOS E or F operating conditions.

The largest number of program- and project-level vehicle trips (610) would be generated by Option 1 – SA-10/SA-11 Sub option. A comparison of the LOS results from this sub option with other options and sub options indicates that while the distribution of vehicle trips and average vehicle delay would be slightly different (varying by less than one second), most intersections would have the same operating conditions (LOS A to LOS F). This is because Project vehicle trips may remain at intersections near a study area whether program-level growth would occur in that study area or not.[215] Therefore, in the few circumstances where LOS would vary under the options and sub options, LOS operating conditions would improve.[216] Since Option 1 – SA-10/SA-11 Sub option would generate the largest number of vehicle trips, the LOS results for this sub option are presented here to represent the Proposed Project's maximum potential impact to intersection operations.

Table 4.6-23, Existing plus Project Intersection Levels of Service – AM Peak Period, p. 4.6-71, and Table 4.6-24, Existing plus Project Intersection Levels of Service – PM Peak Period, p. 4.6-71, present a comparison of Existing and Existing plus Project (Option 1 – SA-10/SA-11 Sub option) LOS conditions for the AM and PM peak hours.

[215] An example of this is at SA-2, where Project vehicle trips were assigned to nearby intersections along Lombard Street and Van Ness Avenue whether program-level growth would occur in SA-1 and SA-2 or not. Vehicle trips from program-level growth at other intersections would travel on these major corridors.

[216] For example, the LOS at one intersection under Option 2 differs from the LOS displayed in Table 4.6-24 for Option 1 – SA-10/SA-11. During the PM peak hour, the intersection of Fifth and Townsend Streets would operate at LOS C under Option 2 and at LOS D under Option 1 and its two sub options.

Table 4.6-23 Existing plus Project Intersection Levels of Service – AM Peak Period

Study Area/Project Site	*Intersection*		*Existing AM Peak Hour*		*Existing plus Project AM Peak Hour*	
	#	*Location*	*LOS*	*Average Delay (seconds)*	*LOS*	*Average Delay (seconds)*
SA-2, Lombard St/Van Ness Ave	4	Van Ness Ave/Lombard St	B	19.0	B	19.2
	7	Broadway St/Van Ness Ave	C	20.9	C	21.2
SA-3, Mid Van Ness Ave PS-3, 625 Polk St	12	Van Ness Ave/Geary Blvd	C	20.1	C	20.2
	13	Van Ness Ave/O'Farrell St	C	20.0	C	20.5
	15	Van Ness Ave/Turk St	B	16.4	B	16.4
	21	Gough St/Geary Blvd	C	24.7	C	25.5
SA-5, Mid-Market St PS-4, 150 Hayes St	29	Van Ness Ave/Hayes St	C	21.8	C	21.8
	30	Van Ness Ave/Market St	C	30.4	C	30.4

SOURCE: CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2014).
Existing plus Project LOS results are presented for Option 1 – SA-10/SA-11 Sub option.

Table 4.6-24 Existing plus Project Intersection Levels of Service – PM Peak Period

Study Area/Project Site	*Intersection*		*Existing PM Peak Hours*		*Existing plus Project PM Peak Hour*	
	#	*Location*	*LOS*	*Average Delay (seconds)*	*LOS*	*Average Delay (seconds)*
SA-1, Lombard St/Divisadero St	1*	Scott St/Chestnut St	B	(NB/EB) 11.0	B	(NB/EB) 11.0
	2	Scott St/Lombard St	B	11.5	B	11.7
	3	Richardson St/Francisco St	B	17.4	B	17.8
SA-2, Lombard St/Van Ness Ave	4	Van Ness Ave/Lombard St	C	22.4	C	22.7
	5	Franklin St/Lombard St	C	22.0	C	22.1
	6	Gough St/Lombard St	A	8.3	A	8.3
	7	Broadway St/Van Ness Ave	C	24.2	C	24.3
PS-1, 2801 Leavenworth St (The Cannery)	8*	Hyde St/Jefferson St	A	(WB) 9.3	A	(WB) 9.3
	9	Hyde St/Beach St	B	12.1	B	12.4
	10*	Leavenworth St/Beach St	A	(EB/WB) 7.8	A	(EB) 8.3
	11	Bay St/Columbus Ave	C	22.4	C	22.4

Table 4.6-24 Existing plus Project Intersection Levels of Service – PM Peak Period

Study Area/Project Site	*Intersection*		*Existing PM Peak Hours*		*Existing plus Project PM Peak Hour*	
	#	*Location*	*LOS*	*Average Delay (seconds)*	*LOS*	*Average Delay (seconds)*
SA-3, Mid Van Ness Ave PS-3, 625 Polk St	12	Van Ness Ave/Geary Blvd	C	20.7	C	20.9
	13	Van Ness Ave/O'Farrell St	C	21.7	C	21.9
	14	Post St/Polk St	B	12.4	B	12.4
	15	Van Ness Ave/Turk St	B	19.0	B	19.1
	16	Franklin St/Post St	B	11.7	B	11.7
	17	Franklin St/Geary Blvd	B	18.1	B	18.3
	18	Franklin St/O'Farrell St	C	22.5	C	23.1
	19	Franklin St/Turk St	B	18.4	B	18.5
	20	Polk St/Turk St	B	18.4	B	19.0
	21	Gough St/Geary Blvd	C	21.7	C	21.9
SA-4, Sutter St/Mason St	22	Jones St/Sutter St	B	12.4	B	12.4
	23	Jones St/Bush St	B	10.9	B	10.9
	24	Powell St/Bush St	B	10.9	B	10.9
	25	Powell St/Sutter St	B	12.0	B	12.0
	26	O'Farrell St/Mason St	B	14.0	B	14.0
	27	Stockton St/Ellis St/Market St/Fourth St	B	17.6	B	17.7
SA-5, Mid-Market St PS-4, 150 Hayes St	28	Franklin St/Market St	C	28.1	C	28.3
	29	Van Ness Ave/Hayes St	C	23.8	C	24.2
	30	Van Ness Ave/Market St	D	39.7	D	39.7
	31	S. Van Ness Ave/Mission St	D	40.2	D	40.4
	32	11th St/Howard St	C	21.8	C	21.8
	33	Ninth St/Mission St	B	12.3	B	12.3
	34	Eighth St/Market St	C	26.3	C	27.1
	35	Sixth St/Market St	C	20.1	C	20.4
	36	Sixth St/Mission St	C	25.9	C	26.5
	37	Fifth St/Mission St	B	16.4	B	16.5
SA-6, Fourth St/Howard St	38	Fourth St/Mission St	B	14.1	B	14.2
	39	Fifth St/Folsom St	B	15.7	B	16.1
	40	Fourth St/Folsom St	C	32.8	C	33.4
(Former site, dropped from analysis)	41	Second St/Howard St	B	12.0	B	12.1
	42	Second St/Folsom St	B	15.7	B	16.0

Table 4.6-24 Existing plus Project Intersection Levels of Service – PM Peak Period

Study Area/Project Site	*Intersection*		*Existing PM Peak Hours*		*Existing plus Project PM Peak Hour*	
	#	*Location*	*LOS*	*Average Delay (seconds)*	*LOS*	*Average Delay (seconds)*
SA-7, Rincon Hill East	43	Folsom St/Beale St	B	13.7	B	13.7
	44	Folsom St/Main St	B	11.1	B	11.7
	45	Embarcadero/Harrison St	B	14.6	B	14.6
	46	Bryant St/The Embarcadero	C	21.7	C	22.4
SA-8, Third St/Bryant St	47	Second St/Bryant St	B	11.2	B	11.3
	48	Second St/Harrison St	B	13.4	B	13.8
	49	Third St/Harrison St	B	15.9	B	16.6
SA-9, Second St/Brannan St	50	Second St/Townsend St	B	13.6	B	13.7
	51	Third St/King St	C	34.4	C	34.5
	52	Third St/Brannan St	B	16.8	B	17.1
SA-10, Fifth St/Brannan St	53*	Fifth St/Townsend St	C	(WB) 24.0	D	(WB) 27.3
	54	Fifth St/Brannan St	C	20.6	C	21.1
	55	Fifth St/Bryant St	**E**	**64.3**	**E**	**63.3**
	56	Sixth St/Brannan St	D	36.2	D	37.0
SA-11, Sixth St/Folsom St	57	Sixth St/Harrison St	B	12.5	B	12.6
	58	Sixth St/Folsom St	B	17.7	B	18.1
SA-12, Ninth St/Folsom St	59	Eighth St/Harrison St	C	21.6	C	21.7
	60	Eighth St/Folsom St	B	14.5	B	14.6
	61	10th St/Harrison St	B	18.9	B	19.0
	62	10th St/Folsom St	B	17.4	B	17.5
PS-6, 2225 Jerrold Ave	63	Pennsylvania Ave/Cesar Chavez St/I-280 NB Off-Ramp	D	42.1	D	42.1
	64	Cesar Chavez St/Evans Ave	C	20.2	C	20.3
	65*	Jerrold Ave/Barneveld Ave	C	(WB) 18.7	C	(WB) 21.8
	66	Bayshore Blvd/Jerrold Ave	C	30.5	C	30.8
	67	Industrial St/Bayshore Blvd	D	36.8	D	37.1

SOURCE: CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2014).

Intersections with LOS E or F are in bold.

Existing plus Project LOS results are presented for Option 1 – SA-10/SA-11 Sub option.

* Unsignalized intersection; LOS and delay reported for highest-delay approach.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-1.1 **The Proposed Project, including growth in the 12 study areas, would not result in a substantial adverse impact at any of the study intersections during the peak hours, or cause major traffic hazards. (Less than Significant)**

As shown in Table 4.6-23, Existing plus Project Intersection Levels of Service – AM Peak Period, p. 4.6-71, and Table 4.6-24, Existing plus Project Intersection Levels of Service – PM Peak Period, p. 4.6-71, the addition of vehicle trips generated by the Proposed Project to the study areas for Options 1 and 2 and all sub options would not result in a substantial increase in average vehicle delay or worsening of LOS conditions during the AM or PM peak hours. Most intersections would continue to operate at acceptable conditions (LOS A to LOS D). A comparison of the Existing and Existing plus Project conditions indicates that during the PM peak hour under both options and all sub options, one study area intersection, Fifth Street/Bryant, operates at unacceptable conditions (LOS E) and would continue to operate at an unacceptable LOS with implementation of the Proposed Project. This intersection, located in SA-10, provides access to the I-80 eastbound on-ramp.

The Proposed Project under both options and all sub options would not add any vehicle trips to the eastbound through critical movement which operates at LOS F. The Proposed Project's contributions to this intersection under Existing plus Project conditions would, therefore, not be considered substantial and the Proposed Project would result in a less-than-significant traffic impact at the intersection of Fifth Street/Bryant Street.

Based on these findings, the Proposed Project within the 12 study areas would not substantially alter traffic conditions in or near the study areas. Therefore, the traffic impact of the Project development at the six project sites would be less than significant.

Although the traffic impact of program-level growth would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce vehicle demand generated by the Proposed Project and encourage the use of alternative modes of transportation, would be recommended to further reduce the estimated vehicle trips for faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-1.2 **The Proposed Project, including growth at the six project sites, would not result in a substantial adverse impact at any of the study intersections during the peak hours, or cause major traffic hazards. (Less than Significant)**

The Proposed Project would generate between five (at PS-2) and 99 (at PS-1) PM peak hour vehicle trips at the six project sites. At two of the six project sites, PS-2 with five PM peak hour vehicle trips and PS-5 with eight PM peak hour vehicle trips, the number of project-generated vehicle trips would not considerably alter existing traffic volumes; therefore, no study intersections were evaluated near these two project sites. As shown in Table 4.6-23, Existing plus Project Intersection Levels of Service – AM Peak Period, p. 4.6-71, and Table 4.6-24, Existing plus Project Intersection Levels of Service – PM Peak Period, p. 4.6-71, the addition of Project trips at the six project sites would not result in a substantial increase in average vehicle delay or a change in LOS operations. A comparison of the Existing and Existing plus Project conditions indicates that during the AM and PM peak hours, none of the project site intersections would operate at unacceptable conditions (LOS E or LOS F). Project-generated vehicle trips would only result in marginal increases in vehicle delays that would not change intersection LOS relative to existing conditions.

The Proposed Project would not eliminate or modify any existing access locations to the project sites. Two project sites, PS-4 and PS-6 would provide off-street parking; however, the estimated 34 and 17 Project PM peak hour vehicle trips, respectively, entering and exiting the project sites would not interfere with adjacent traffic operations. Other project vehicle trips, including the 99 PM peak hour vehicle trips at PS-1 where parking is not proposed, would be dispersed on streets near the project sites. Considering the amount of Project-generated vehicle trips at each project site, in comparison with the site-specific transportation circulation patterns, Project vehicle trips were not found to substantially conflict with adjacent traffic conditions.

Based on these findings, the Proposed Project at the six project sites would not substantially alter traffic conditions in or near the project sites. Therefore, the traffic impact of the Project development and at the six project sites would be less than significant.

Similar to program-level growth, although the traffic impact related to the six project sites would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce vehicle demand generated by the Proposed Project and encourage the use of alternative modes of transportation, would be recommended to further reduce the estimated vehicle trips for faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-1.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not result in a substantial adverse impact at any of the 67 study intersections during the peak hours, or cause major traffic hazards. (Less than Significant)**

As shown in Table 4.6-23, Existing plus Project Intersection Levels of Service – AM Peak Period, p. 4.6-71, and Table 4.6-24, Existing plus Project Intersection Levels of Service – PM Peak Period, p. 4.6-71, the addition of up to 610 vehicle trips generated by the Proposed Project growth in the study areas and six project sites under Options 1 and 2 and all sub options would not result in a significant traffic impact on intersection operations during the AM or PM peak hours. Furthermore, Project trips generated by both Option 1 and 2 and all sub options would not result in a substantial contribution (more than five percent) at the one study intersection that under existing conditions operates at unacceptable LOS E conditions during the PM peak hour. Project vehicle trips at the six project sites would similarly not substantially alter intersection operations during the PM peak hour, nor cause traffic hazards in the project vicinity. Based on these findings, the Proposed Project within the 12 study areas and at the six project sites would not substantially alter traffic conditions in or near the project sites. Therefore, the traffic impact of the Project development within the 12 study areas and at the six project sites would be less than significant.

As noted in the program- and project-level discussion, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips would further reduce the estimated vehicle trips for faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Public Transit Impacts

Project-generated transit trips were determined based on the project-related institutional and residential growth analyzed under the two options and five sub options. The impact of these transit trips on transit demand and operations was analyzed at both a project- and program-level; however, more detail related to transit circulation is provided and analyzed for the six project sites.

As discussed in the "Significance Thresholds" section, p. 4.6-47, the City analyzes impacts to the San Francisco Municipal Transportation Agency (SFMTA) and regional public transit based on transit demand (using a screenline capacity utilization analysis) and on transit operations, which may include the operation of individual routes, particularly adjacent to project sites. Transit riders typically have multiple transit options to reach study areas and project sites and would choose a route based on several factors, including reliability, headways, travel time, type of transit, comfort, and convenience. The majority of public transit riders for the Proposed Project would consist of

commuter students and AAU faculty and staff. Based on travel surveys and shuttle ridership counts, most residential students use the AAU shuttle bus service.[217]

To estimate transit demand impacts, outbound (peak direction) PM peak hour project-generated transit trips, which range from 1,269 transit trips under Option 2 to 1,341 trips under Option 1 – SA-10/SA-11, were manually assigned to local and regional transit providers based on trip distribution patterns and available local and regional transit routes near the 12 study areas and six project sites. Capacity utilization was used as a performance measure for transit demand as it relates the greatest ridership demand (passengers) along a route to the design capacity of the vehicle. Demand and capacity utilizations were calculated for downtown and regional transit screenlines. Impacts to transit operations were qualitatively analyzed for the program growth in the 12 study areas and at a project-level for the six project sites. Due to the nature of the program-level analysis (i.e., that the specific location and level of future growth that would occur in 12 study areas is not currently known), direct impacts to adjacent transit facilities (stops or routes) at specific buildings cannot be assessed at this time. This analysis would occur in the future at a project-level once AAU has selected specific buildings to accommodate their projected growth.

The largest number of program- and project-level transit trips (2,156) would be generated by Option 1 – SA-10/SA-11 Sub option. In comparing the transit analysis from this sub option with other options and sub options, while the distribution of transit trips to study areas and nearby transit ridership and capacity utilization would be slightly different between the options and sub options, total transit trips would be the same (or less), and local and regional screenline capacity utilization results would vary by between one and three percent. These shifts in transit trips and differences in local and regional screenline capacity utilization analysis would not alter the capacity utilization findings for local and regional screenlines. Since Option 1 – SA-10/SA-11 Sub option has the highest transit trips, the capacity utilization would be the greatest under this option. As such, the transit demand results for this option are presented here and represent the Proposed Project's maximum potential transit demand impact to Muni and/or regional transit capacity.

It should be noted that, unlike Option 1, Option 2 could generate transit demand in SA-5, Mid Market Street, and specifically for the F Market & Wharves streetcar route. This route falls within the "All Other Lines" corridor of the Northeast screenline and under Existing conditions operates at 103 percent capacity utilization in the outbound direction. However, the up to 116 projected outbound trips related to SA-5 growth assigned to this corridor would be spread across multiple lines and is expected to contribute less than one percent to existing ridership on the F Market & Wharves streetcar route, which would not constitute a substantial contribution to existing transit demand on this line.

[217] Based on the travel behavior surveys, residential students were found to predominantly take the shuttle bus or walk and did not report driving or transit use in the survey.

Table 4.6-25, Muni Downtown Transit Screenlines, Existing and Existing plus Project PM Peak Hour, p. 4.6-78, and Table 4.6-26, Regional Transit Screenlines, Existing and Existing plus Project, p. 4.6-79, present a comparison of Existing and Existing plus Project (Option 1 – SA-10/SA-11 Sub option) local and regional capacity utilization during the PM peak hour.

Table 4.6-25 Muni Downtown Transit Screenlines, Existing and Existing plus Project PM Peak Hour

Screenline/Corridor	*Existing*[a]			*Existing plus Project: Option 1 – SA-10/SA-11 Sub option*		
	Ridership	*Capacity*	*Capacity Utilization*	*Project Ridership*[b]	*Total Ridership*	*Capacity Utilization*
Northeast						
Kearny/Stockton	2,158	3,291	66%	213	2,371	72%
All Other Lines	570	1,078	53%	88	658	61%
Subtotal	*2,728*	*4,369*	*62%*	*301*	*3,029*	*69%*
Northwest						
Geary Corridor	1,814	2,528	72%	49	1,863	74%
California	1,366	1,686	81%	37	1,403	83%
Sutter/Clement	470	630	75%	13	483	77%
Fulton/Hayes	965	1,176	82%	26	991	84%
Balboa	637	929	69%	18	655	70%
Subtotal	*5,252*	*6,949*	*76%*	*143*	*5,395*	*78%*
Southeast						
Third Street	550	714	77%	22	572	80%
Mission Street	1,529	2,789	55%	57	1,586	57%
San Bruno/Bayshore	1,320	2,134	62%	50	1,370	64%
All Other Lines	1,034	1,712	60%	40	1,074	63%
Subtotal	*4,433*	*7,349*	*60%*	*169*	*4,602*	*63%*
Southwest						
Subway Lines	4,747	6,294	73%	88	4,835	77%
Haight/Noriega	1,105	1,651	67%	31	1,136	69%
All Other Lines	276	700	39%	4	280	40%
Subtotal	*6,128*	*8,645*	*71%*	123	6,251	72%
Muni Screenlines Total	***18,541***	***27,312***	***68%***	***736***	***19,277***	***71%***

SOURCES: SFMTA TEP Project, Case No. 2011.0558E (October 2012); Atkins (2013).

a. Screenline data presented is based on 2010/2011 data collected by SFMTA.

b. Project ridership does not match outbound project trips because not all project transit trips would cross Muni screenlines.

Table 4.6-26 Regional Transit Screenlines, Existing and Existing plus Project

Screenline/Corridor	*Existing*			*Existing plus Project: Option 1 – SA-10/SA-11 Sub option*		
	Hourly Ridership	*Hourly Capacity*	*Capacity Utilization*	*Project Ridership*	*Total Ridership*	*Capacity Utilization*
East Bay						
BART	19,716	22,050	89%	299	20,015	91%
AC Transit	2,256	3,926	57%	35	2,291	58%
Ferries	805	1,615	50%	12	817	51%
Subtotal	*22,777*	*27,591*	*83%*	*346*	*23,123*	*84%*
North Bay						
GGT Buses	1,384	2,817	49%	58	1,442	51%
GGT Ferries	968	1,959	49%	40	1,008	51%
Subtotal	*2,352*	*4,776*	*49%*	*98*	*2,450*	*51%*
South Bay						
BART	10,682	14,910	72%	144	10,826	73%
Caltrain	2,377	3,100	77%	31	2,408	78%
SamTrans	141	320	44%	2	143	45%
Subtotal	*13,200*	*18,330*	*72%*	*177*	*13,377*	*73%*
Regional Screenlines Total	***38,330***	***50,697***	***76%***	***621***	***38,951***	***77%***

SOURCES: SFMTA, TEP Project, Case No. 2011.0558E (October 2012); Atkins, (2013).

Nonresidential changes of use under the Proposed Project are likely to be subject to the City's Transit Impact Development Fee (TIDF). The TIDF was established to recover the cost of carrying additional riders generated by new development by obtaining fees on a square footage basis. TIDF funds may be used to increase transit service. *Planning Code* Section 411 describes the TIDF in detail. The TIDF could be applied to the four project sites that involve changes of use (PS-1, PS-2, PS-4, and PS-6), if deemed applicable, and as future sites are selected within the study areas to accommodate program-level growth.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-2.1 **The Proposed Project, including growth in the 12 study areas, would not result in a substantial increase in local or regional transit demand that could not be accommodated by local or regional transit capacity; nor would it affect transit operating conditions such that adverse impacts to local or regional transit service could occur. (Less than Significant)**

Under the Proposed Project, growth in the 12 study areas would result in up to 1,483 PM peak hour public transit trips to Muni and regional transit systems; 934 of these trips would be outbound PM peak hour transit trips distributed to the four local (Muni) and regional screenlines and associated corridors, and the remaining 549 trips would be considered inbound (the nonpeak direction in PM

peak hour). As shown in Table 4.6-25, Muni Downtown Transit Screenlines, Existing and Existing plus Project PM Peak Hour, p. 4.6-78, with the addition of Project-generated trips, all Muni screenlines and corridors would experience an increase in transit demand (capacity utilization); however, the screenlines and corridors would continue to operate below Muni's 85 percent capacity utilization performance standard during the PM peak hour.

As discussed under "Local Muni Service," p. 4.6-13, certain existing local transit routes near the study areas operate over the 85 percent capacity utilization performance standard during the PM peak hour. Under Existing (2010) conditions, Route 30X Marina Express operates at 86 percent capacity utilization in the outbound direction during the PM peak hour. Program-level Project trips under all conceptual development options and sub options modeled in SA-1 and SA-2 would contribute up to seven outbound PM peak hour transit trips to the Northeast screenline, mostly to the Kearny/Stockton corridor (six trips), which includes the 30X Marina Express route. Muni Route 30 Stockton also serves this corridor, and the 30 Stockton and 30X Marina Express would have a combined existing PM peak hour outbound capacity utilization of 62 percent. Under Existing conditions, the K Ingleside rail line (SA-5) operates at 90 percent capacity utilization in the outbound direction during the PM peak hour. Program-level Project trips for all conceptual development options and sub options would, in SA-5, contribute up to 54 outbound PM peak hour transit trips to the Southwest screenline (37 to the subway corridor, 12 to the Haight-Noriega corridor, and five trips to other lines). If all the "subway corridor" trips are assigned to the K Ingleside, these up to 37 trips would constitute less than one percent of the existing PM peak hour load for the K Ingleside light rail line. Additionally, other Muni service (bus and rail) near SA-5 would be available during the PM peak hour.

Under Existing conditions, Route 71 Haight-Noriega and 71L Haight-Noriega Limited (SA-7) operates at 86 percent capacity utilization in the outbound direction during the PM peak hour. Program-level project development in SA-7 under all conceptual development options and sub options would contribute up to 47 outbound PM peak hour transit trips to the Southwest screenline (31 to the subway corridor, 14 to the Haight-Noriega corridor, and one trip to other lines); the 14 trips assigned to the Haight-Noriega corridor would constitute less than one percent of the existing PM peak hour load for 71 Haight-Noriega and 71L Haight-Noriega Limited routes. Additionally, other Muni service, such as the 6 Parnassus and N Judah would be available during the PM peak hour.

Under Existing conditions, Route 10 Townsend (SA-8, SA-9, and SA-10) operates at 90 percent capacity utilization in the outbound direction during the PM peak hour. Program-level project development in SA-8, SA-9 and SA-10 under all conceptual development options would contribute up to 124 outbound PM peak hour transit trips to the Northeast screenline (119 to the Kearny/Stockton corridor and five trips to "other" lines). The transit trips resulting from Project program-level growth would constitute less than one percent of the existing PM peak hour load for

the 10 Townsend route. Near SA-8, SA-9, and SA-10, other transit routes are available for service during the PM peak hour including the 30 Stockton and 45 Union/Stockton.

Based on these findings, the local transit trips associated with growth in the 12 study areas would result in a less-than-significant local transit demand impact.

Project development in the 12 study areas would generate up to 423 outbound regional transit trips during the PM peak hour. The majority of the Project regional PM peak hour transit trips resulting from growth in the 12 study areas would travel through the East Bay screenline (about 236 outbound trips), including 204 trips on BART. Approximately 122 outbound PM peak hour regional transit trips would cross the South Bay screenline and the remaining 66 trips would cross the North Bay screenline. As shown in Table 4.6-26, Regional Transit Screenlines, Existing and Existing plus Project, p. 4.6-79, with or without the Project regional transit trips related to the growth in the 12 study areas, the regional transit screenlines under PM peak hour conditions would operate below the 100 percent capacity utilization performance standard established for BART and regional transit providers.

Growth in the 12 study areas would generate a maximum of an estimated 610 PM peak hour vehicle trips. As noted previously, the estimated increase in vehicle trips associated with the Proposed Project would be dispersed among roadways in and near the study areas. As indicated by the results presented in "Traffic Impacts," p. 4.6-69, the increase in vehicle trips traveling to and from each study area would not substantially alter the traffic-operating conditions of nearby streets, including streets with existing transit service. Similarly, the increase in vehicle trips would not result in substantial conflicts between public transit vehicles and project-generated vehicles, nor would the Proposed Project modify and/or eliminate access to such facilities. Therefore, the Proposed Project would result in a less-than-significant impact to regional and local transit operations.

Based on these findings, the Proposed Project, including growth in the 12 study areas, would not result in a substantial increase in local or regional transit demand or affect local or regional transit operations and the Project's local and regional transit impact related to growth in the 12 study areas would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-2.2 **The Proposed Project, including growth at the six project sites, would not result in a substantial increase in local or regional transit demand that could not be accommodated by local or regional transit capacity; nor would it affect transit operating conditions such that adverse impacts to local or regional transit service could occur. (Less than Significant)**

Under the Proposed Project, four of the six project sites (PS-1, PS-2, PS-3, and PS-4) would generate between 23 (at PS-2) and 309 (at PS-1) PM peak hour public transit trips, with 430 of the total local

and regional transit trips from the project sites in the outbound (peak) direction. At the remaining two project sites, PS-5 and PS-6, no increase in PM peak hour local or regional transit demand is expected because faculty, staff, and students would be expected to access the sites by driving or using an AAU shuttle bus. The six project sites would contribute PM peak hour transit trips to the local (Muni) screenlines as follows: 82 transit trips to the Northeast, 48 trips to the Northwest, 52 trips to the Southeast, and 34 transit trips to the Southwest. As shown in Table 4.6-25, Muni Downtown Transit Screenlines, Existing and Existing plus Project PM Peak Hour, p. 4.6-78, the Project transit trips would not cause any of the local PM peak hour transit screenlines to exceed the local or regional transit capacity utilization performance standards (85 percent and 100 percent, respectively).

As discussed under "Local Muni Service," p. 4.6-13, certain existing local transit routes near the project sites operate at more than the 85 percent capacity utilization performance standard during the PM peak hour. Under Existing conditions, the F Market & Wharves streetcar (near PS-1) operates at 103 percent capacity utilization in the outbound direction during the PM peak hour at its maximum load point (MLP) (The Embarcadero and Washington Street). The Proposed Project at PS-1 would add 93 outbound transit trips. These trips would be distributed to local routes including the F Market & Wharves streetcar, the 30 Stockton route, Powell-Hyde streetcar, and 47 Van Ness route. Based on distribution, the Project would add 38 transit trips to the Northeast screenline, which includes the F Market and Wharves streetcar, among other lines. Specifically about eight transit trips would be distributed along the "All Other Lines" corridor, which includes the F Market & Wharves streetcar. This increase in transit trips would constitute one percent of the existing peak hour load for this line. Additionally, other Muni service identified above would be available during the PM peak hour. Under Existing (2010) conditions, the K Ingleside (near PS-4) rail line operates at 90 percent capacity utilization in the outbound direction during the PM peak hour at its MLP (The Embarcadero station). Under the Proposed Project, growth in PS-4 is expected to contribute nine outbound transit trips to the Southwest screenline (six to the subway corridor, two to the Haight-Noriega corridor, and one trip to other lines). The nine transit trips assigned to this screenline would constitute less than one percent of the existing PM peak hour load for the K Ingleside light rail line. Additionally, as stated above, these trips could also be distributed to other transit lines with additional capacity during the PM peak hour.

Under Existing conditions, Routes 10 Townsend and 30X Marina Express near PS-2 operate at 90 percent and 86 percent capacity utilization, respectively, in the outbound direction during the PM peak hour. The Proposed Project at PS-2 is projected to contribute three outbound transit trips to the Northeast screenline (none to Kearny/Stockton corridor and three to "other" lines). These "other" lines would include both the 10 Townsend and 30X Marina Express and would constitute less than one percent of the existing peak hour load for either route. Additionally, as stated above, these trips could be served by other transit lines with additional capacity during the PM peak hour. Based on

these findings, the new local transit trips associated with development at the six project sites would result in a less than significant transit impact to local transit demand.

Under the Proposed Project, four of the six project sites (PS-1, PS-2, PS-3, and PS-4) would generate between seven and 88 outbound PM peak hour regional public transit trips, predominantly to BART lines within the East Bay and South Bay screenlines. As noted previously, proposed development at PS-5 and PS-6 would not cause any increase in PM peak hour local or regional transit demand. As shown in Table 4.6-26, Regional Transit Screenlines, Existing and Existing plus Project, p. 4.6-79, the outbound (peak direction) PM peak hour regional transit trips from the project sites that would be distributed to regional screenlines would not cause any of the regional transit screenlines to exceed the 100 percent capacity utilization performance standard. Therefore, Project development at the six project sites would result in a less-than-significant impact to regional transit demand.

The Proposed Project would not introduce any design features at the six project sites that would preclude or alter access to nearby local or regional transit facilities. The number of project-generated vehicle trips at the project sites during the PM peak hour would range from five (PS-2) to 99 (PS-1) and, due to the amount and location of these project vehicle trips, would not result in substantial conflicts between project-generated vehicles near the project site and transit operations. AAU shuttle buses providing service to four of the six project sites (PS-1, PS-3, PS-4, and PS-6) would not conflict with or result in a considerable adverse effect to local or regional transit service near the project sites.[218] Therefore, Proposed Project development at six project sites would result in a less-than-significant impact to regional and local transit operations. Refer to the "AAU Shuttle Impacts" discussion, p. 4.6-93, for complete description of AAU Shuttle Bus impacts.

Based on these findings, the six project sites under the Proposed Project would not substantially affect the transit demand or operations of the adjacent and nearby local or regional transit routes, and the Project's transit impact related to development at the six project sites would be less than significant.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-2.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not result in a substantial increase in local or regional transit demand that could not be accommodated by local or regional transit capacity; nor would it affect transit operating conditions such that adverse impacts to local or regional transit service could occur. (Less than Significant)**

The addition of project-generated transit demand to the 12 study areas and six project sites under Options 1 and 2 and all sub options would not result in a substantial increase in local or regional

[218] No AAU shuttle service would be provided to PS-2 or PS-5.

ridership or exceed local or regional capacity utilization performance standards established by Muni or regional transit providers. As shown in Table 4.6-25, Muni Downtown Transit Screenlines, Existing and Existing plus Project PM Peak Hour, p. 4.6-78, local transit screenlines and corridors would, with Project transit trips, continue to operate below Muni's 85 percent capacity utilization performance standard during the PM peak hour. For those existing local transit routes near the study areas and project sites that operate at more than the 85 percent capacity utilization performance standard during the PM peak hour, the Project transit trips would represent one percent or less contribution to those routes and other Muni transit routes in the vicinity with additional capacity would be available for PM peak hour service. In addition, some changes of land use under the Proposed Project may be subject to the Transit Impact Development Fee (TIDF). The TIDF was established to recover the cost of carrying additional riders generated by new development by obtaining fees on a square footage basis. TIDF funds may be used to increase transit service. *Planning Code* Section 411 describes the TIDF in detail.

As shown in Table 4.6-26, Regional Transit Screenlines, Existing and Existing plus Project, p. 4.6-79, increases in regional transit trips generated by the Proposed Project would not cause any exceedances of regional transit providers' performance standard of 100 percent of capacity utilization. Additionally, the Proposed Project would not introduce any design features that would preclude or alter access to nearby local or regional transit facilities. Based on these findings, Project development in the 12 study areas and at the six project sites would result in a less than significant impact on local and regional transit demand and operations.

Mitigation: None required.

AAU Shuttle Impacts on the City's Transportation System

As described previously in "Passenger Loading (Shuttle) Demand," p. 4.6-67, and as shown in Table 4.6-19, AAU Trip Distribution Percentages, p. 4.6-60, shuttle bus demand generated by Project development within the 12 study areas and at the six project sites was estimated to generate a fixed-route (regular) shuttle bus demand of between 895 and 934 shuttle trips in the PM peak hour, of which approximately two thirds would be generated by the 12 study areas and approximately one third would be generated by the six project sites. As discussed in "AAU Shuttle System," p. 4.6-23, the existing (2010) shuttle service includes a mix of shuttle bus sizes (65 vehicles total) to serve seven weekday (D, E, H, I, M, Q, R), five Saturday, and two Sunday shuttle routes. Approximately 23 percent is used for fixed-route shuttle service, 40 percent of the fleet is used for on-demand shuttle services, and 37 percent for security, maintenance and other AAU uses. As discussed under Existing Conditions, fixed-route shuttle bus capacities range from 24 to 44 seats. The capacity utilization on the seven fixed-route shuttle weekday routes ranges from 55 percent capacity utilization during the shuttle peak hour on Route R to 130 percent on Route I, with three routes (H,I and Q) operating near or over 100 capacity utilization. During the PM peak hour, the capacity

utilization ranges from 18 percent on Route R to 78 percent on Route I.[219] The Project proposes to add eight shuttle buses and likely restructure the existing (2010) service to accommodate this growth, but the specifics of this future shuttle service is unknown.[220]

Impacts of shuttle bus operations on the City's transportation system were qualitatively analyzed for Project development in the 12 study areas and at a project-level for the six project sites. Due to the nature of the program-level analysis (i.e., that the specific location and level of future growth that would occur in 12 study areas is not currently known), direct impacts (routing and locations of shuttle stops) would be speculative and cannot be assessed at this time. As buildings are identified to accommodate the planned AAU growth within the study areas, shuttle services to each building and stop locations would be assessed. This analysis would occur in the future at a project-level once AAU has selected specific buildings to accommodate their projected growth. Overall, the shuttle impact analysis includes an assessment of whether the existing (2010) shuttle service could meet the additional Project-generated demand, such that it would not result in an increased burden on the City's transit or transportation system. The shuttle impact analysis also addresses whether a related expansion of shuttle service, including the eight new fixed-route shuttles proposed with the Project, would significantly affect the transportation system.

AAU established a Shuttle Bus Service Policy in June 2014 to explain its route structure, bus stop types, operating policy, bus fleet, and management, coordination, and communication in the future. The Shuttle Bus Policy is found in Appendix B. Due to the fact that many aspects of the operation of the Shuttle Bus system could, on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring is provided at the end of this section on p. 4.6-155. The AAU Shuttle Bus Policy would be used by AAU to determine how to most efficiently serve existing and future sites while minimizing potential secondary effects to the neighborhoods in which the shuttle operates. Under the Policy, shuttle system operations would be periodically reviewed by AAU in coordination with SFMTA to ensure compliance with all relevant City operating standards, and to address complaints or concerns raised by the public, adjacent neighbors, or other City agencies. AAU has indicated a commitment to implementing the Policy as part of the Proposed Project, and aspects of the Policy are included as an improvement measure. The AAU Policy includes the following control measures related to shuttle bus routing and stops:

[219] This transportation analysis, as discussed in Approach to analysis, focuses on the PM peak hour since it would represent the period of highest overall city congestion. The AAU shuttle peak hours (8:00 a.m., 3:00 p.m. – 4:00 p.m., after 6:00 p.m.) is also discussed as part of the analysis of shuttle demand for the Proposed Project.

[220] Since 2010, some shuttle routes have been altered as shown in Figure 4.6-5, Shuttle Routes and Stops (Fall 2013), p. 4.6-28, and are described for informational purposes in the analysis.

AAU Shuttle Route Controls

- When considering new, expanded, or relocated shuttle routes, routes shall avoid all neighborhood residential streets where feasible.[221] 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 City, and upon request directly to members of the public.
- AAU will conduct routine (fall, spring, and summer terms) analysis of shuttle ridership demand and routes to make necessary adjustments. This analysis shall include goals of reducing routes/buses with low capacity utilization and methods to address any community concerns.
- For more efficient routing and perhaps the reduction of shuttles, AAU will identify the shuttle vehicles that can accommodate standing riders and calculate shuttle capacity based on both seated and standing passengers, similar to how public transit capacity is determined. Use this capacity information in the triennial optimization analysis of shuttle ridership demand, routes, and adjustments.
- AAU will provide a contact for shuttle bus traffic/routing to the public and for the City. This contact information will be posted clearly on AAU's website. AAU will log, and make available to the City upon request, all complaints and resulting resolutions of complaints related to shuttle routing and/or service.

AAU Shuttle Stop Controls

- No use of Muni or regional transit stops by AAU shuttles unless previously approved by SFMTA. Policies requiring the management of the shuttle program shall be consistent with SFMTA shuttle policies.
- Establish shuttle routes and stops to minimize the risk of double-parking. Inform shuttle drivers not to double-park or otherwise block vehicle travel lanes to load or unload shuttle passengers unless both *(a)* the shuttle driver cannot stop at an AAU white zone or other AAU stop because it is blocked by an unauthorized vehicle and *(b)* the driver promptly notifies the Department of Parking and Traffic of the unauthorized blockage. When AAU double parking or blocking of vehicle lanes that is not caused by such third-party activity is documented to occur, AAU shall take measures to correct this traffic violation (such as through the provision of a white zone, or relocation of a shuttle stop).

[221] The SF Better Streets Plan, published as guidelines by the SF Planning Department, defines neighborhood residential streets as residential streets with low traffic volumes and speeds. The Better Streets Plan includes an SF Street Types Map. http://www.sfbetterstreets.org/wp-content/uploads/2012/01/SF_Street_Types_35x48_Final.pdf.

- Shuttles shall not idle at stops when not actively loading or unloading passengers, particularly at hub stops.
- Similar to route controls, AAU will provide a contact person for AAU shuttle stop concerns from the public, which will be clearly posted on AAU's website, and will keep a log of any complaints received, with resolutions to be made available to the City upon request.
- As changes are made or flag stops established, make these changes available to the City.
- Provide direct contact for MTA of "two-way radio access" operator, i.e., the AAU Communications Center and Transportation Dispatcher, to resolve any day-to-day concerns from Muni drivers as they arise.

The largest number of program- and project-level shuttle trips (934) would be generated by Option 2, Transit Corridor Distribution, and all three of its sub options. A comparison of shuttle operations under Option 2 and its three sub options with Option 1 and its two sub options indicates that, while the conceptual distribution of potential development and related shuttle demand and shuttle service would be different, the amount of shuttle service needed to accommodate this growth at a program level would be similar. Types of shuttle impacts, such as shuttle demand, passenger loading/loading, and potential conflicts with other vehicles and modes of travel would be similar for the growth within the study areas and at the six project sites. As such, the shuttle analysis results for Option 2 are presented here and represent the Proposed Project's maximum potential shuttle bus demand and related impacts of increased AAU shuttle bus operations on traffic, public transit, pedestrians, bicycles and commercial loading. For comparative purposes, where shuttle service distribution for the other options and sub options varies substantially from Option 2, these are also summarized.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-3.1 **The Proposed Project, including growth within the 12 study areas, would result in a substantial increase in shuttle demand that could not be accommodated by planned shuttle capacity so as to avoid an impact to the City's transit or transportation system; but would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading. (Less than Significant with Mitigation)**

Under the Proposed Project, growth in the 12 study areas would generate a demand of up to 642 PM peak hour shuttle bus trips, which would to be distributed to existing and future shuttle bus routes. The shuttle demand in each study area where program-level growth would occur would range from 15 (in SA-12) to 502 PM peak hour shuttle trips (in SA-5). Maximum demand for several study areas exceeded 100 PM peak hour shuttle trips, depending on the conceptual development option, including SA-5 (up to 502), SA-7 (up to 296), SA-4 (up to 168), SA-6 (up to 140), SA-2 (up to 147), and SA-3 (up to 131 PM peak hour shuttle trips).

Fixed-Route Services

In general, to accommodate Project development in the 12 study areas, shuttle routes could be established to serve a future AAU facility by (1) the expansion of an existing shuttle bus service to serve the new building either by adding one or more stops to an existing route(s) (with no change to the streets utilized) or by extending the route(s) to new locations (new streets) or (2) establishing a new shuttle route to serve the building. As included in the Shuttle Bus Service Policy (Appendix B), when considering new, expanded, or relocated shuttle routes, AAU would avoid operating shuttles on neighborhood residential streets wherever feasible and any use of Muni or regional transit stops by AAU shuttles would require approval by SFMTA or regional transit providers. Additionally, wherever possible, AAU has indicated they will apply for white passenger loading zones for shuttle bus loading along the frontage of the AAU buildings, pending SFMTA approval. These white passenger zones may or may not be approved by SFMTA in the future. If a white zone in front of an AAU building cannot be approved, AAU has indicated they would look for other nearby passenger loading and unloading zones (e.g., white zones, off-street parking areas). If a zone is desired in an area where no AAU building frontage exists, SFMTA would require that AAU seek a letter of concurrence from the owner of the property adjoining the desired curb space. SFMTA approval would be required to establish new on-street shuttle bus zones and for any shuttle bus use of Muni bus zones.

Given the available capacity of 2010 shuttle routes and the potential distribution of Project development, including the six project sites, it was calculated that capacity on existing shuttles would not be adequate to accommodate all Project development and consequently could result in an increased burden on the City's transit or transportation system. Over time, AAU program-level growth would require the addition of fixed-route shuttles. Although there are many unknown factors, it was estimated that an additional 15 to 16 additional shuttle trips during the PM peak hour could be required. Assuming each bus would accommodate an average of 33 passengers and each bus would make two trips during the peak hour, this would potentially represent eight fixed-route shuttle buses.

The difference between Option 2 and Option 1 is that Option 1 would generate AAU growth in study areas that are farther from the Market Street Transit corridor and Van Ness Avenue than those study areas affected by AAU growth under Option 2. This would result in longer shuttle trips. Total AAU shuttle bus demand could be approximately three percent less under Option 1 during the PM peak hour because based on the existing travel patterns, more commuter students near Market Street would use shuttle service than those located outside of Market Street area.

Given the shuttle demand of Project growth in the 12 study areas, shuttle service (based on 2010 routes) would likely need to be added to SA-5, SA-6, SA-7, SA-1, and potentially expanded within some study areas, particularly those south of Market. The capacity utilization on the seven fixed-route shuttle weekday routes ranges from 55 percent during the shuttle peak hour on Route R to

130 percent on Route I, with three routes (H, I, and Q) operating near or over 100 capacity utilization. As discussed under Existing Conditions the existing shuttle service to SoMa is limited and the two shuttle routes (H and I) serving this area exceeded 100 percent peak hour capacity utilization for all counts taken. As indicated above, program-level growth in SA-5, SA-6, and SA-7 would be the highest for all the conceptual development options, and would require an additional seven (SA-7) to nine (SA-5 and SA-6) shuttle bus trips during the PM peak hour to accommodate this demand. These study areas are located in SoMa, and would require additional shuttle service for this related growth. The unmet shuttle demand from SA-5 and SA-6 (approximately 243 shuttle riders) alone was estimated to require eight additional shuttle bus trips with the addition of four shuttle buses to the fleet. Additionally, Project development in the south of Market study areas could require an increase of up to four PM peak hour shuttle trips, or two shuttle buses.

Based on service provided in 2010, AAU does not have sufficient existing capacity to accommodate program-level growth. In particular, Routes H and I, which serve SoMa, are operating above 100 percent capacity utilization during the shuttle peak periods. SoMa includes eight of the twelve study areas (SA-5, SA-6, SA-7, SA-8, SA-9, SA-10, SA-11, and SA-12) for potential AAU growth. Although AAU plans to add shuttle service as needed, and up to eight fixed-route shuttle buses over time, it is speculative to estimate how these shuttles would be implemented or routes established over time. Additionally, it is speculative to determine whether their implementation would result in capacity utilization of the shuttle routes being reduced to less than 100 capacity, particularly in the SoMa.[222] The shuttle service is part of AAU's existing TDM program, and substantial unmet shuttle demand could result in mode shifts to other travel modes, including transit, bicycle, walking and private vehicles. Therefore, program-level growth would result in shuttle demand that if it is not met, could result in a significant impact to the City's transit or transportation system. With the implementation of Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, below, and the ongoing analysis and monitoring to meet an established performance standard, this shuttle demand could be met and any impact to the City's transit or transportation system would be reduced to a less-than-significant level.

> **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

[222] The 100 percent performance standard was derived from the local and regional transit operational performance standards. Since AAU's vehicles and operations vary from transit service (e.g., not all shuttle buses allow for standing passengers), AAU may propose alternate performance standards that could equivalently meet this goal while addressing the specific design of their fleet.

utilization when the performance standard of 100 percent capacity utilization is regularly observed to be exceeded on any of the AAU shuttle routes.[223] Additionally, the shuttle management plan shall address how shuttle demand at the six project sites will be provided. As additional project sites are added the shuttle management plan 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.

In 2013, AAU altered many of its shuttle routes and rerouted Routes D, H, and I and added Route G, Sutter Express and Hayes Express to better serve the SoMa area and project sites. In particular, AAU added two express shuttle routes, with an additional three shuttle buses to serve PS-3 and PS-4. Route D travels along Howard Street, Routes I and Hayes Express travel along Mission Street, and Route H travels along Howard and Fifth Streets. These routes and others could potentially serve Project growth in the 12 study areas including demand generated in the SoMa and the Mid-Market areas. However, it is speculative to determine the exact routes or shuttles that would be required to meet the shuttle peak hour demand for program-level growth. The 2013 PM peak combined capacity on these routes was an estimated 393 seats during the PM peak hour, the peak capacity utilization rates of 36 to 93 percent during the PM peak hour. Even with the additional shuttle service added up to 2013, shuttle Routes H and I operate at 93 percent capacity utilization during the PM peak hour, and capacity utilization would likely be higher during shuttle peak hours).

It should be noted that under Option 2 – SA-4/SA-5 Sub option, a demand for 168 shuttle bus riders would be generated in SA-4. No shuttle bus demand would be generated in this study area for any of the other options or sub options due to the assumed location of academic/administrative uses under the conceptual development options, as shown in Table 4.6-16, Comparison of Land Use by Option and Sub Option, p. 4.6-55. In 2010, five shuttle bus routes including Routes D, H, I, Q, and R served SA-4 along Sutter Street, and future services to buildings in SA-4 would also likely be served by these five routes. In 2010, the PM peak hour utilization of these five routes were 30 percent for Route D, 63 percent for Route H, 78 percent for Route I, 29 percent for Route Q and 18 percent for Route R and had an excess capacity of approximately 315 seats combined. Shuttle peak hour capacity utilization for three of these routes (H, I, and Q) approached or exceeded 100 percent. Therefore, the projected shuttle demand of 168 shuttle riders from SA-4 may in part be accommodated. As part of Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, additional demand analysis would need to occur as Project buildings for future AAU growth were selected, and the proposed shuttle service to

[223] The 100 percent performance standard was derived from the local and regional transit operational performance standards. Since AAU's vehicles and operations vary from transit service (e.g., not all shuttle buses allow for standing passengers), AAU may propose alternate performance standards that could equivalently meet this goal while addressing the specific design of their fleet.

any future project site would be reviewed. This shuttle demand in SA-4 is not likely to add shuttle bus stop locations because SA-4 has an extensive number of existing (2010) shuttle bus routes (five out of seven AAU shuttle bus routes) with the existing shuttle hub stop at 680 Sutter Street. The proposed shuttle demand in SA-4 would likely be met using existing routes and shuttle stops.

Considering the operational impacts of the additional eight shuttle buses over time, on any given route, and considering the shortest potential headway (approximately 15 minutes or four shuttles during the peak hour), program-level growth would not substantially alter the transportation system including traffic, transit, bicycles, and commercial loading in the study areas or at the project sites. Where white zones are approved, shuttles would not be anticipated to substantially affect adjacent traffic flows, unless multiple routes were utilizing the same stop. In the event that shuttle or white zones were not approved, AAU shuttle drivers would likely search for on-street parking, other adjacent white or yellow zones, and based on Existing conditions potentially double park in some locations.

Establishment of shuttle bus white zones may require the elimination of some parking or other parking zones, but approval of these zones would be subject to SFMTA review and approval. As part of the Shuttle Bus Policy, AAU would establish shuttle routes and stops to minimize the risk of double-parking while informing shuttle drivers not to double-park or otherwise block vehicle travel lanes to load or unload shuttle passengers. While these traffic conflicts could be inconvenient, due to the level of anticipated shuttle traffic, it would not be considered significant.

While the exact locations of shuttle stops or routes to accommodate program-level growth in the 12 study areas cannot be identified at this time, the estimated shuttle demand of between 15 and 502 passengers during a peak hour could potentially cause sidewalk crowding in the study areas, especially in SA-5 and SA-7 where the highest potential numbers of peak hour passengers (up to 502 and 296 PM peak hour shuttle passengers, respectively) would be generated. The Shuttle Bus Service Policy (Appendix B) includes a complaint resolution mechanism, with results to be made available to the City upon request.

Assuming AAU shuttle demand is adequately met and AAU shuttle activities would not significantly affect the operation of other modes of travel, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended as a standard condition of approval to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way. Such a program shall at a minimum include such items as:

- A dedicated contact person(s) for the shuttle bus operation program
- AAU will document changes to routes and make the documentation available to the City and to the public promptly on the AAU website

- Inclusion of policies or procedures and necessary driver education and penalties to insure that shuttles avoid neighborhood residential streets where feasible
- Inclusion of policies or procedures and necessary driver education and penalties to insure shuttles do not idle at stops when vehicles are not actively loading and unloading
- In the event that a white shuttle bus zone cannot be located or approved in front of an AAU building or an existing stop cannot accommodate additional shuttle traffic, AAU shall 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, 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

On-Demand Services

In addition to fixed-route shuttle services, AAU operates 26 vehicles (17 shuttle buses and nine vans) for on-demand shuttle services. With the increase in student population resulting from AAU future program-level growth, the number of daily on-demand calls would also increase from an average of 26 trips per day to about 40 trips per day assuming the same rate of growth as the existing student population. However, the on-demand shuttle fleet size would not increase significantly because the existing nine vans, about a third of the on-demand shuttle fleet, served the majority of on-demand shuttle service calls in 2010, and according to the analysis conducted the additional 14 trips could be accommodated with the excess capacity in the existing fleet.

On-demand shuttle services to the airport under existing conditions accounted for approximately 15 percent of total on-demand shuttle services in fall 2010. In the future, AAU plans to outsource a significant portion of on-demand shuttle services for airport trips by contracting with an airport-shuttle vendor; this change would reduce the demand for on-demand shuttle services by approximately six daily trips.[224] Given the utilization of the existing on-demand fleet and anticipated demand, no additional on-demand shuttle vehicles would be needed to accommodate the increased demand. In the unlikely event that additional on-demand vehicles are acquired, these vehicles (mostly vans) would be stored at PS-5 or PS-6, or if there is no space, AAU would find an appropriate nonresidential facility for the parking and storage of such vehicles.

[224] AAU on-demand shuttle service logs from 9/1/2010 through 12/31/2010.

On-demand shuttle trips occur throughout the day, and the increase in 14 (from 26 to 40) daily on-demand shuttle trips, would contribute an estimated one or two trips to PM peak hour traffic. Considering the operational impacts of the on-demand shuttles, the increase of on-demand shuttle services at a program level would not alter traffic patterns or substantially conflict with existing vehicles, transit, pedestrian or bicycle traffic.

For these reasons, the Proposed Project, including growth in the 12 study areas, would result in a significant increase in shuttle demand such that other modes of travel could be impacted. Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, which requires monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system, would reduce this impact to a less-than-significant level. The Proposed Project expanded shuttle system would not result in substantial conflicts with traffic, public transit, pedestrians, bicycles or commercial loading. Although the impact is less-than-significant, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended and would include measures to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way.

Mitigation: Implement Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89.

Significance after Mitigation: Less than Significant.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-3.2 **The Proposed Project, including growth at the six project sites, would result in a substantial increase in shuttle demand that could not be accommodated by planned shuttle capacity so as to avoid an impact to the City's transit or transportation system; but would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading. (Less than Significant with Mitigation)**

As shown in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, five of the six project sites are expected to generate a PM peak hour demand of between eight and 85 shuttle riders, for a total PM peak hour demand of 292 shuttle passengers. The remaining project site, PS-5, the bus yard, would not generate any shuttle bus demand.

Based on existing (2010) shuttle bus routes, headways, and capacities described in "Fixed-Route Services," p. 4.6-24, projected shuttle demand shown in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, at the project sites could not be accommodated by existing (2010) shuttle buses. At PS-2, AAU has indicated that due to the limited number of project shuttle demand (eight trips during the PM peak hour), no shuttle bus services would be provided to this building and the estimated potential shuttle bus riders would

likely use Muni and walk from other buildings or nearby transit stops. Routes that would serve the remaining four project sites with AAU shuttle bus service are described below:

- **PS-1, 2801 Leavenworth Street (The Cannery)** – The PS-1 projected Project shuttle demand of 82 PM peak hour passengers could potentially be served by the existing (2010) shuttle bus Routes D and E, which have an existing peak hour capacity utilization of 70 percent and 74 percent, respectively. However, it is unknown whether these routes could serve the project site in addition to other project sites.
- **PS-3, 625 Polk Street** – No shuttle service runs near PS-3, and therefore the Project site shuttle demand of 69 PM peak hour passengers could not be served by existing routes. In 2013, the Sutter Express Route was added, in part, to provide service to 625 Polk Street and operates at 20- and 30-minute headways.
- **PS-4, 150 Hayes Street** – Based on 2010 service, no shuttle routes run near PS-4; therefore, an additional shuttle route to accommodate the projected 48 PM peak hour passengers would be required. In 2013, two shuttle bus routes were added, in part, to serve this building including the Hayes Express operating every 13 minutes between 7:00 a.m. and 7:00 p.m. and the Sutter Express operating every 30 minutes between 7:00 a.m. and 7:00 p.m.
- **PS-6, 2225 Jerrold Avenue** – No existing shuttle service is present at PS-6. To serve the 85 PM peak hour shuttle passengers, AAU would need to add an estimated three shuttle bus trips during the PM peak hour, or approximately two shuttle buses. Due to the remote location of PS-6, it is anticipated that this route would likely be an express (or on-demand) route. In 2013, the Jerrold Express was added to serve this project site, but was terminated in 2014.

Given the Project shuttle demand at the project sites and that at many of the sites, no existing shuttle service is present, the Project development and unmet shuttle demand could result in an increased burden on the City's transit and transportation system. With the implementation of Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, and the ongoing analysis and monitoring to meet an established performance standard, this shuttle demand could be met and any impact to the City's transit or transportation system would be reduced to a less-than-significant level.

AAU shuttle services at the project sites would cause less-than-significant impacts to traffic, public transit, pedestrian, bicycles, and commercial loading, as described below. Shuttle bus service is not proposed at PS-2.

AAU has indicated they will apply for white passenger loading zones for shuttle bus loading along the frontage of the AAU buildings, pending SFMTA approval. White passenger zones may or may not be approved by SFMTA in the future. If a white zone in front of an AAU building cannot be approved, AAU has indicated they would look for other nearby passenger loading and unloading zones (e.g., white zones, off-street parking areas). If a zone is desired in an area where no AAU building frontage exists, SFMTA would require that AAU seek a letter of concurrence from the

owner of the property adjoining the desired curb space. SFMTA approval would be required to establish new on-street shuttle bus zones and for any shuttle bus use of Muni bus zones.

At PS-1, shuttle buses would use the existing 150 feet long white passenger loading zone on the east side of Jones Street south of Beach Street, at an estimated rate of eight shuttle buses per hour. The east side of Jones Street between Beach Street and North Point Street provides about three tour bus parking/loading spaces and a 150 feet long white passenger loading zone for AAU shuttle buses. Based on observations, tour bus trips mostly occur on weekend nights for overnight parking purposes and the peak use of tour buses does not exceed three spaces throughout the year; thus, there would be no significant conflicts between tour buses and AAU shuttle buses at the white passenger loading zone. The estimated 80 shuttle passenger trips to the project shuttle stop during the PM peak hour would be spread over the peak hour and not cause sidewalk crowding. Jones Street is not a designated bicycle route, or used for transit service. The average of eight shuttle buses an hour would cause less-than-significant impacts on tour bus traffic, bicycles, commercial loading, or pedestrians in the project vicinity. Further, because there is no transit service on Jones Street, there would be no conflict between transit service and shuttle loading and unloading activities. At PS-3, the shuttle bus stop would be located on Polk Street immediately north of Turk Street fronting the main entrance to the building and would be an 80-foot-long white passenger loading zone. This would accommodate up to four shuttle buses at any given hour. There are three commercial metered loading spaces along Polk Street, immediately north of the proposed shuttle loading zone. As discussed in "Commercial Loading Impacts," p. 4.6-114, these commercial loading spaces have a moderate occupancy rate, and the project loading demand could be met. Polk Street is a designated bicycle route; however, a limited number of project shuttle bus trips (two PM peak hour trips) and bicycle trips (15 PM peak hour trips) would not increase potential conflicts between bicycle and shuttle loading activities. The 19 Polk operates along Polk Street, but would not be affected by the planned shuttle service. The estimated 69 shuttle passenger trips to the project site during the PM peak hour would be spread over the peak hour and not cause sidewalk crowding. Therefore, shuttle activities generated by the Project would cause less-than-significant impacts on commercial loading, bicycles, transit or pedestrians at PS-3.

At PS-4, the proposed shuttle stop would be located in the existing parking garage for passenger loading and unloading, and would, therefore, not conflict with Hayes Street vehicle traffic, transit, bicycles or commercial loading. When service was first established, the shuttle buses used the right turn lane in front the building, which is a tow-away, no-stopping-anytime zone, for passenger loading, creating a conflict between shuttles and vehicle traffic. AAU has since (August 2014) made a change to the garage entry gate, so AAU shuttle buses can use the garage for passenger loading as proposed under the Project. The 21 Hayes operates along Hayes Street, but would not be affected by the planned shuttle service. The proposed shuttle service at PS-4 would cause less-than-significant impacts to traffic, public transit, pedestrian, bicycles, and commercial loading. Shuttle buses entering and exiting the garage at a rate of three to four shuttle trips during the peak hour could

cause potential conflicts with pedestrians walking along Hayes Street, but this would be similar to existing conditions to the garage, and thus would be considered less than significant. The project site would generate approximately 14 bike trips along with three to four shuttle trips during the PM peak hour. These 14 bike trips would travel through the garage driveway because bicycle parking is located inside the garage; however, due to low volumes (14 bike trips and three to four shuttle trips during the PM peak hour), these additional shuttle and bike trips would not increase potential bicycle and shuttle conflicts at the garage driveway.

At PS-6, passenger loading for the shuttle service to this facility is proposed in front of the on-site loading dock area fronting Jerrold Avenue. Since the shuttle stop would be located on site, the proposed shuttle service would not substantially alter the existing transportation system or facilities. The proposed shuttle stop at PS-6 would be located just east of the existing parking lot in front of the loading dock area. Since the prior use at the project site was primarily industrial in nature, there is no clear pedestrian path from the proposed shuttle stop or adjacent parking lot to the front entrance of the building. Additionally, nearly the entire street frontage consists of three large curb cuts serving the loading and parking areas and any loading activities that are retained at PS-6 would likely conflict with AAU student shuttle passengers between the shuttle stop and the building entrance. Due to the level of anticipated shuttle passengers (85 during the PM peak hour) and loading activities, this conflict between AAU shuttle passengers loading activities at PS-6 would not be considered significant.

Although the impact at PS-6 would be less than significant, an improvement measure is recommended at this location to improve pedestrian conditions. Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at PS-6, 2225 Jerrold Avenue would create a clear pedestrian walkway between the proposed AAU shuttle stop and adjacent parking lot to the building entrance, which may require AAU to stop utilizing up to two of the six existing loading docks east of the parking lot. Additionally, and as part of the abandonment of these loading dock areas, AAU shall remove or reduce in size the curb cuts along Jerrold Avenue, improving pedestrian conditions along Jerrold Avenue. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Overall, the Proposed Project at the six project sites would result in an increase in shuttle demand that if it is not met, could result in a significant impact to the City's transit or transportation system. Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, which requires monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system, would reduce this impact to a less-than-significant level. The Proposed Project expanded shuttle system would not result in substantial conflicts with traffic, public transit, pedestrians, bicycles or commercial loading. Although the impact is less-than-significant, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended and would include measures to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic,

adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way.

Mitigation: Implement Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89.

Significance after Mitigation: Less than significant.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-3.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would result in a substantial increase in shuttle demand that could not be accommodated by planned shuttle capacity so as to avoid an impact to the City's transit or transportation system; but would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading. (Less than Significant with Mitigation)**

As discussed in the impact discussions for program- and project-level growth, the Project shuttle bus demand for Project development within the 12 study areas and at the six project sites was estimated to generate a fixed-route (regular) shuttle bus demand of between 895 and 934 shuttle trips in the PM peak hour, of which approximately two-thirds would be generated by the 12 study areas and approximately one third would be generated by the six project sites. Based on service provided in 2010, AAU does not have sufficient existing capacity to accommodate program-level growth or project site growth. The unmet shuttle demand could result in mode shifts to other travel modes, including transit, bicycle, walking, and private vehicles. Therefore, program-level growth in the study areas would result in shuttle demand that if not met, could result in a significant impact to the City's transit or transportation system.

Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, which requires monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system, would reduce this impact to a less-than-significant level. The Proposed Project expanded shuttle system would not result in substantial conflicts with traffic, public transit, pedestrians, bicycles or commercial loading. Although the impact is less-than-significant, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended and would include measures to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way.

Considering the operational impacts of the additional eight shuttle buses over time, on any given route, and considering the shortest potential headway (approximately 15 minutes or four shuttles during the peak hour), program-level growth would not substantially alter the transportation system including traffic, transit, bicycles, and commercial loading in the study areas or at the project

sites. Establishment of shuttle bus white zones may require the elimination of some parking or other parking zones, but approval of these zones would be subject to SFMTA review and approval. As included in the Shuttle Bus Service Policy (Appendix B), when considering new, expanded, or relocated shuttle routes, AAU would avoid operating shuttles on residential streets wherever feasible and use of Muni or regional transit stops by AAU shuttles would require approval by SFMTA or regional transit providers. Additionally, wherever possible, AAU has indicated they will apply for white passenger loading zones for shuttle bus loading along the frontage of the AAU buildings, pending SFMTA approval. In the event that shuttle or white zones were not approved, AAU shuttle drivers would likely search for on-street parking, other adjacent white or yellow zones, and based on Existing conditions potentially double park in some locations. While these traffic conflicts could be inconvenient, due to the level of anticipated shuttle traffic, it would not be considered significant. If a zone is desired in an area where no AAU building frontage exists, SFMTA would require that AAU seek a letter of concurrence from the owner of the property adjoining the desired curb space. SFMTA approval would be required to establish new on-street shuttle bus zones and for any shuttle bus use of Muni bus zones.

At project sites that would be served by one or more AAU shuttle routes, the current roadway capacity of the streets adjacent to the stop would generally allow for continuous vehicle traffic flow and the maneuvering of AAU shuttles in and out of the proposed shuttle stops, without resulting in considerable impediments to traffic and circulation conditions. Shuttle buses would use either existing or proposed on-street white passenger loading zones (PS-1, PS-3) fronting the project sites or proposed off-street passenger loading facilities (PS-4, PS-6) that, based on the anticipated demand and capacity described above, would be accommodated without conflicts with non-AAU commercial loading demand. The estimated 69 to 82 shuttle passengers using curbside AAU shuttle stops at PS-1 and PS-3 during the PM peak hour would be spread over the peak hour and would not cause sidewalk crowding; passenger loading at PS-4 and PS-6 would occur on site, so would not contribute any passenger trips to sidewalks adjacent to the project sites. Roadways adjacent to the proposed shuttle routes and/or stops at the project sites are not designated bicycle routes, with the exception of Polk Street (PS-3); however, a limited number of project site shuttle bus trips (two to eight PM peak hour trips) and bicycle trips (two to 17 PM peak hour trips) would not substantially increase potential conflicts between bicycle and shuttle loading activities. Muni's 19 Polk (PS-3) and 21 Hayes (PS-4) transit lines would not be affected by the planned shuttle service; the other project sites would either have no shuttle service (PS-2, PS-5) or would not have shuttle service on roadways shared with Muni (PS-1, PS-6).

Calls for on-demand shuttle service would increase from an average of 26 trips per day to about 40 trips per day as a result of the Project, assuming the same rate of growth as the existing student population. However, the existing fleet has excess capacity and would, therefore, not need to be expanded. On-demand shuttle trips occur throughout the day, and the increase in 14 (from 26 to 40) daily on-demand shuttle trips generated by the Project, would contribute an estimated one or two

trips to PM peak hour traffic. Considering the operational impacts of the on-demand shuttles, the increase of on-demand shuttle services at a program level would not alter traffic patterns or substantially conflict with existing vehicles, transit, pedestrian or bicycle traffic.

Assuming AAU shuttle demand is adequately met and AAU shuttle activities would not significantly affect the operation of other modes of travel, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended as a standard condition of approval to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way.

As stated above, with the implementation of Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, and the ongoing analysis and monitoring to meet the established performance standard, this shuttle demand could be met and any impact to the City's transit or transportation system would be reduced to a less-than-significant level.

Mitigation: Implement Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring and Capacity Utilization Performance Standard, p. 4.6-89.

Significance after Mitigation: Less than Significant.

Pedestrian Impacts

The Proposed Project would increase pedestrian traffic in the study areas and to and from each project site. Pedestrian trips include those students, staff, faculty and visitors choosing to walk. In addition to pedestrian trips, walking trips to and from transit operators, shuttles and parking facilities were also considered in the analysis. Pedestrian impacts were analyzed for the Proposed Project in the study areas and at the project sites, with a focus on public sidewalk overcrowding, hazardous conditions for pedestrians and potential impacts to pedestrian accessibility to a project site and adjoining areas. Seventeen intersections were selected for the pedestrian LOS analysis, 11 of which were also analyzed for traffic operating conditions. The intersections were selected because they would experience the highest levels of pedestrian demand from the Proposed Project.

For the LOS analysis, the pedestrian impact analysis for Existing plus Project conditions was conducted by adding Project pedestrian and walking (such as trips to shuttles, transit or nearby parking) trips, between 4,634 and 4,659 pedestrian and walking trips in the PM peak hour, to existing (2010) pedestrian conditions. Project-related pedestrian and walking trips for growth in the 12 study areas and at the six project sites include up to 1,177 pedestrian PM peak hour trips, up to 2,131 walking trips to and from transit, up to 934 walking trips to and from shuttle stops, and up to 610 walking trips to and from parking. Because no specific buildings have been selected within the study areas, specific pedestrian conditions or potential hazards could not be analyzed for program-

level growth in the study areas. Therefore, general conditions and expected growth in pedestrian trips in the study areas are analyzed. For the six project sites, specific pedestrian access, circulation, and conflicts are analyzed at a project level.

Although the highest number of pedestrian trips (1,177) would result from Option 2 and related sub options, the largest number of pedestrian and walking trips (4,659), considering walking trips to and from transit, shuttles and parking, would be generated by Option 1 – SA-10/SA-11 Sub option. As such, the results for this sub option are presented here and represent the Proposed Project's maximum potential impact to pedestrian safety and accessibility. In comparing this sub option with the two options and other sub options, pedestrian trips would be distributed differently, but the types of potential impacts, such as sidewalk overcrowding, hazardous conditions for pedestrians and pedestrian accessibility would be similar. Considering both options and all sub options, the highest number of pedestrian and walking trips would occur in SA-7 and SA-5. Where pedestrian impacts would substantially vary from Option 1 – SA-10/SA-11 Sub option, a discussion of those impacts is also provided.

As shown in Table 4.6-27, Pedestrian Delay and LOS, Existing plus Project (PM Peak Hour), most of the 17 pedestrian intersections analyzed would operate at acceptable conditions at LOS D or better under Existing and Existing plus Project conditions, with the exception of Townsend Street/Fourth Street (west crosswalk) and Howard Street/Second Street (east crosswalk). The Proposed Project's pedestrian trips would decrease the available pedestrian areas at the crosswalks, but would not alter the overall pedestrian LOS for the intersection crosswalks. Under Existing and Existing plus Project conditions, the west crosswalk at Townsend/Fourth Street intersection would operate at LOS F. Under Existing conditions and Existing plus Project, the east crosswalk at Howard/Second Street would operate at LOS E. This is likely due to heavy pedestrian traffic to and from the Caltrain station.

Table 4.6-27 Pedestrian Delay and LOS, Existing plus Project (PM Peak Hour)

Intersection #[a]	*Intersection*	*Crosswalk*	*Existing*		*Existing plus Option 1 SA-10/SA-11 Sub option*	
			Pedestrian Area [b]	*LOS* [b]	*Pedestrian Area* [a]	*LOS* [b]
NA	Polk St/O'Farrell St	North	357.8	A	304.5	A
		South	154.1	A	133.9	A
		East	62.9	A	51.8	B
		West	84.3	A	68.7	A
13	Van Ness Ave/O'Farrell St	North	224.2	A	181.6	A
		South	104.8	A	95.2	A
		East	48.9	B	43.4	B
		West	172.2	A	143.7	A

Table 4.6-27 Pedestrian Delay and LOS, Existing plus Project (PM Peak Hour)

Intersection #[a]	*Intersection*	*Crosswalk*	*Existing*		*Existing plus Option 1 SA-10/SA-11 Sub option*	
			Pedestrian Area[b]	*LOS*[b]	*Pedestrian Area*[a]	*LOS*[b]
12	Van Ness Ave/Geary St	North	168.5	A	143.5	A
		South	221.0	A	188.4	A
		East	64.6	A	57.0	B
		West	183.4	A	150.4	A
NA	Van Ness Ave/Post St	North	75.9	A	67.5	A
		South	116.5	A	99.7	A
		East	77.7	A	70.3	A
		West	204.3	A	174.9	A
25	Powell St/Sutter St	North	38.5	C	38.5	C
		South	25.5	C	25.5	C
		East	29.1	C	29.1	C
		West	27.5	C	27.5	C
NA	Taylor St/Geary St	North	48.0	B	48.0	B
		South	54.7	B	54.7	B
		East	53.7	B	53.7	B
		West	83.9	A	83.9	A
NA	Stockton St/O'Farrell St	North	38.6	C	38.6	C
		South	251.1	A	251.1	A
		East	20.6	D	20.6	D
		West	18.0	D	18.0	D
35	Market St/Sixth St	North	126.9	A	126.9	A
		South	172.3	A	172.3	A
		East	34.6	C	34.6	C
		West	152.4	A	152.4	A
		Golden Gate Ave	61.5	A	61.5	A
		Taylor St	130.7	A	130.7	A
36	Mission St/Sixth St	North	95.8	A	95.8	A
		South	100.0	A	100.0	A
		East	23.7	D	23.7	D
		West	44.0	B	44.0	B

Table 4.6-27 Pedestrian Delay and LOS, Existing plus Project (PM Peak Hour)

Intersection #[a]	*Intersection*	*Crosswalk*	*Existing*		*Existing plus Option 1 SA-10/SA-11 Sub option*	
			Pedestrian Area [b]	*LOS* [b]	*Pedestrian Area* [a]	*LOS* [b]
NA	Jessie St/Sixth St	North	—	—	—	—
		South	—	—	—	—
		East	54.5	B	54.5	B
		West	59.4	B	59.4	B
38	Mission St/Fourth St	North	26.9	C	26.9	C
		South	21.8	D	21.8	D
		East	29.8	C	29.8	C
		West	26.1	C	26.1	C
47	Bryant St/Second St	North	627.9	A	180.0	A
		South	153.9	A	86.1	A
		East	67.6	A	35.9	C
		West	51.6	B	30.5	C
43	Beale St/Folsom St	North	97.4	A	51.4	B
		South	203.5	A	82.8	A
		East	252.3	A	48.2	B
		West	90.3	A	26.1	C
54	Brannan St/Fifth St	North	203.3	A	66.3	A
		South	214.2	A	69.5	A
		East	226.2	A	38.1	C
		West	121.9	A	28.4	C
NA	Townsend St/Fourth St	North	91.0	A	65.1	A
		South	25.7	C	19.7	D
		East	79.0	A	45.1	B
		West	**7.7**	**F**	**7.2**	**F**
41	Howard St/Second St	North	68.8	A	65.1	A
		South	56.6	B	54.3	B
		East	**11.3**	**E**	**10.8**	**E**
		West	21.1	D	19.5	D
10	Leavenworth St/Beach St	North	548.6	A	252.0	A
		South	1,280.0	A	339.4	A
		East	1,120.0	A	282.3	A
		West	2,520.0	A	332.8	A

Table 4.6-27 Pedestrian Delay and LOS, Existing plus Project (PM Peak Hour)

Intersection #[a]	*Intersection*	*Crosswalk*	*Existing*		*Existing plus Option 1 SA-10/SA-11 Sub option*	
			Pedestrian Area [b]	*LOS* [b]	*Pedestrian Area* [a]	*LOS* [b]

SOURCE: Atkins (2013).

— Intersection is uncontrolled and no crosswalks are present.

a. NA indicates it is not a traffic study intersection.

b. Measured in square feet per pedestrian, and indicates the amount of crosswalk space available to pedestrians during pedestrian phase. LOS based on pedestrian time and space.

c. LOS E or F is indicated in **bold**.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-4.1 The Proposed Project, including growth within the 12 study areas, would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, or create potentially hazardous conditions for pedestrians. (Less than Significant)

Project development in the 12 study areas under Option 1 – SA-10/SA-11 Sub option would distribute AAU growth and related pedestrian trips in SA-1, SA-2, SA-7, SA-8, SA-9, SA-10, and SA-11, ranging from 60 PM peak hour pedestrian and walking trips in SA-1 to 1,229 pedestrian and walking trips in SA-7. Therefore, potential impacts related to the amount of pedestrian and walking trips in those study areas are discussed below. Where pedestrian impacts would substantially vary from Option 1 – SA-10/SA-11 Sub option, a discussion of those impacts is also provided.

As shown in Table 4.6-27, the pedestrian LOS at 15 of the 17 intersection crosswalks would continue to operate at LOS D or better. At two study intersections, Howard Street/Second Street and Townsend Street/Fourth Street, crosswalks during the PM peak hour under Existing and Existing plus Project conditions would operate at LOS E or F. Therefore, the project-generated pedestrian and walking trip contributions to these two intersections were analyzed further.

- **Townsend Street/Fourth Street**– Project-generated pedestrian trips would not cause any change in LOS for crosswalks at this intersection. However, Project development in or near SA-10 would add up to 31 pedestrians to the west crosswalk of this intersection, which operates at LOS F during the PM peak hour. This contribution constitutes approximately 2.4 percent of the existing volume and would cause a reduction in pedestrian space from 7.7 to 7.2 sf per pedestrian.
- **Howard Street/Second Street** – Project-generated pedestrian trips would not cause any change in LOS for crosswalks at this intersection. However, the Project development near SA-8 would add approximately 37 pedestrians to the east crosswalk, which operates at LOS E during the PM peak hour. This contribution constitutes approximately 3.1 percent of the existing volume causing a reduction in pedestrian space from 13.8 to 10.6 sf per pedestrian.

Therefore, at the two intersections where the Proposed Project would contribute pedestrian trips to crosswalks already operating at unacceptable conditions (LOS E or F), the Project contribution to

these crosswalks would be less than five percent and the impact would, therefore, be less than significant. Other options and sub options would have the same LOS (LOS E and LOS F) at these two crosswalks. Option 1 and Option 1 – SA-1/SA-2 Sub option would also have similar contributions (37 and 18 pedestrians, respectively). Option 2 and its three sub options, which focus conceptual growth in other locations of the City, would not contribute pedestrian or walking trips to these crosswalks and therefore, pedestrian conditions would remain similar to existing conditions. It should be noted that planned improvements as part of the Transit Center District Plan (TCDP) Street Realm Improvements and Second Street Improvement Project would further improve pedestrian conditions at one of the intersections, and in the vicinity of other study areas in the TCDP area.[225,226]

The addition of Project-generated PM peak hour pedestrian and walking trips on the sidewalks and at the intersections within the study areas related to program-level growth would generally not substantially impact sidewalk and crosswalk capacity or operations or increase pedestrian-vehicular conflicts. For example, SA-5 under one conceptual development option would experience the highest amount of pedestrian and walking trips, 2,092 PM peak hour trips. The trips would be spread over the peak hour and would likely occur near one or more building locations within the study area. Intersections examined for pedestrian LOS near this study area indicate that, even with the addition of these pedestrian and walking trips, crosswalks at nearby intersection would continue to operate acceptably. Sidewalks in the study area, which vary in widths, could, similar to existing conditions, experience intermittent walking delays but could accommodate Project-generated pedestrian trips. Furthermore, the Project's contribution of pedestrian and walking trips where delays could occur would not be considered substantial. Study areas experiencing similar moderate to high amounts of Project pedestrian and walking trips, such as SA-7, would have similar pedestrian impacts. In study areas with low amounts of pedestrian trips, such as SA-1 and SA-2, the added pedestrian and walking trips would not substantially alter pedestrian conditions as compared to existing conditions.

As discussed above, Project development would result in the addition of up to 610 vehicle trips, of which up to 406 would be attributed to program-level growth in the study areas. Considering pedestrian volumes and existing pedestrian facilities in the study areas, this amount of vehicle traffic, distributed to streets in or near study areas over the peak hour, was found to not substantially increase the potential for vehicle-pedestrian conflicts. In two study areas, SA-7 and SA-8, existing pedestrian conflicts were observed, and the Project would add a combination of Project-generated PM peak hour pedestrian trips and vehicle trips. Although the Project could add

[225] The Transit Center District Plan (TCDP), approved by the Board of Supervisors, proposes to widen the east crosswalk at Howard Street/Second Street by up to three feet, improving the pedestrian density from 10.8 to 13.1 sf per pedestrian; however, the crosswalk would continue to operate at LOS E.

[226] The Second Street Improvement Project, under environmental review, would improve pedestrian conditions in SA-8 by constructing new curbsides, buffered and raised cycle tracks, wider sidewalks, consolidated transit stops, and transit boarding islands.

to these observed conflict areas, project-generated vehicle trips and additional pedestrian trips would not represent a substantial contribution to these existing conditions.

As discussed above, walking trips related to the addition of project-generated AAU shuttle bus passenger trips during the PM peak hour are included in the above analysis. Under existing conditions, it was reported that SFMTA occasionally receives complaints related to shuttle passengers waiting at AAU shuttle stops constricting or blocking sidewalk traffic. As discussed above, at most locations throughout the City, sidewalks are wide enough to accommodate both waiting passengers and pedestrian traffic on the sidewalks. However, intermittent pedestrian delays may occur at certain shuttle stops during shuttle service hours.

As noted previously in "AAU Shuttle Impacts," p. 4.6-84, AAU established a Shuttle Bus Service Policy (Appendix B) in June 2014 that will address this concern in several ways: provide a framework to help determine where shuttle routes and stops could be located; provide a contact person clearly identified on the AAU website for AAU shuttle stop and other concerns from the public; and track complaints and concerns received. Resolutions of public complaints and concerns will be made available to the City upon request. Furthermore, AAU has indicated they will continue to work with SFMTA on resolving existing public complaints and concerns, including sidewalk crowding at AAU buildings and shuttle stop locations. The Shuttle Bus Service Policy will be enhanced by Mitigation Measure M-TR-3.1, Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, and by Improvement Measure I-TR-2 - AAU Shuttle Activities Monitoring, p. 4.6-155, which are also described in "AAU Shuttle Impacts," p. 4.6-84. In combination, the Shuttle Bus Service Policy, M-TR-3.1, and I-TR-2 would help to prevent Proposed Project development near such existing locations from making conditions worse. Such resolutions could include the relocation of shuttle stops, adjustment of headways, or adjustment of shuttle waiting area.

Based on the above analysis, the Proposed Project, including growth within the 12 study areas, would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, nor create potentially hazardous conditions for pedestrians. Therefore, the impact of the Proposed Project's potential growth in the 12 study areas on pedestrian facilities and operations would be less than significant.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-4.2 **The Proposed Project, including growth at the six project sites, would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, or create potentially hazardous conditions for pedestrians. (Less than Significant)**

As shown in Table 4.6-20, Comparison of Travel Demand for Options and Sub options (PM Peak-Hour Person and Vehicle Trips), p. 4.6-61, under the Proposed Project four of the six project sites

(PS-1, PS-2, PS-3, and PS-4) would add a total of 296 PM peak hour pedestrian trips, ranging from 14 pedestrian trips at PS-2 to 110 trips at PS-3.[227] At the remaining two project sites, PS-5 and PS-6, no increase in pedestrian activity (excluding shuttle trips) is expected because faculty, staff, and students would be expected to access these two project sites by driving or using an AAU shuttle bus.

At PS-1, project-level growth is estimated to generate 577 pedestrian and walking trips (includes walking trips to transit, shuttles and parking); this growth would not cause the PM peak hour LOS to change and crosswalks would still operate acceptably. This would also be the case at PS-3 and PS-4, which would generate 406 and 322 pedestrian and walking trips, respectively. Project-generated pedestrian and walking trips at the project sites and the proposed locations of the AAU shuttle stops could cause intermittent walking delays on adjacent sidewalks, but would not substantially affect sidewalk and crosswalk capacity or operations or increase pedestrian-vehicular conflicts. The proposed shuttle stop at PS-4 would be located within the adjacent parking garage with building access through the parking garage and, therefore, walking trips related to the AAU shuttle service would be limited. At the remaining project site (PS-2), the contribution of project-generated pedestrian and walking trips would be marginal (14 pedestrian trips) and would not substantially affect existing pedestrian conditions at this project site.

The addition of up to 204 project-generated PM peak hour vehicle trips at or near the six project sites would generally not substantially increase the potential for vehicle-pedestrian conflicts. Most project sites would not include on-site parking, with the exception of PS-4 and PS-6. At PS-4, there is an existing curb-cut for the driveway to the 208-space garage in the project site. An increase in pedestrian volumes could potentially increase pedestrian-vehicle conflicts along Hayes Street; however, given the number of pedestrian and walking trips that could cross this driveway, the pedestrian-vehicle conflicts are expected to be similar to Existing conditions. PS-6 pedestrian conditions are further discussed below.

Between 50 and 85 AAU shuttle bus passenger trips would be generated at four of the six project sites; the remaining two project sites (PS-2 and PS-5) are not served by AAU shuttle buses. Two of these four project sites would propose an on-street shuttle zone (PS-1 and PS-3), with PS-4 and PS-6 proposing on-site shuttle stops. The addition of project-generated AAU shuttle bus passenger trips at these two project sites during the PM peak hour would generally be spread over the peak hour. The additional shuttle passengers at PS-1 and PS-3 would not cause sidewalk crowding at shuttle bus stops or on sidewalks providing access to the project sites. At PS-6, while the proposed recreational use would not increase the number of pedestrian trips, most student trips would be made by AAU shuttle.

The proposed shuttle stop at PS-6 would be located just east of the existing parking lot in front of the loading dock area. Since the prior use at the project site was primarily industrial in nature, there is

[227] Not including walking trips to transit, shuttles and parking.

no clear pedestrian path from the proposed shuttle stop or adjacent parking lot to the front entrance of the building. Additionally, nearly the entire street frontage consists of three large curb cuts serving the loading and parking areas and any loading activities that are retained at PS-6 would likely conflict with AAU student shuttle passengers between the shuttle stop and the building entrance. Due to the level of anticipated shuttle passengers (85 during the PM peak hour) and loading activities, this pedestrian conflict and design at PS-6 would be less than significant.

Overall, the Proposed Project, including growth at the six project sites, would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, nor create potentially hazardous pedestrian conditions and this impact would be less than significant.

Although the pedestrian impact at PS-6 would be less than significant, an improvement measure is recommended at this location to improve pedestrian conditions. Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at 2225 Jerrold Avenue would create a clear pedestrian walkway between the proposed AAU shuttle stop and adjacent parking lot to the building entrance, which may require AAU to stop utilizing up to two of the six existing loading docks east of the parking lot. Additionally, and as part of the abandonment of these loading dock areas, AAU shall remove or reduce in size the curb cuts along Jerrold Avenue, improving pedestrian conditions along Jerrold Avenue. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-4.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, or create potentially hazardous conditions for pedestrians. (Less than Significant)**

Proposed Project growth would increase pedestrian traffic in the 12 study areas and to and from each of the six project sites by an estimated 4,600 pedestrian and walking trips in the PM peak hour. Although project-generated pedestrian trips would be added to intersections and sidewalks in or near the study areas and project sites, the pedestrian LOS analysis, as shown in Table 4.6-27, Pedestrian Delay and LOS, Existing plus Project (PM Peak Hour), p. 4.6-100, demonstrates that all study crosswalks and adjacent sidewalks would continue to operate acceptably. At the two intersections where the Proposed Project would contribute pedestrian trips to crosswalks already operating at unacceptable conditions (LOS E or F), the Project contribution would be less than five percent and would, therefore, be less than significant.

Similarly, the addition of Project-generated PM peak hour pedestrian and walking trips on pedestrian facilities in or near the study areas and at the project sites would not substantially impact

sidewalk and crosswalk capacity or operations. Within some study areas or at some project sites where existing pedestrian volumes are higher, Project-related pedestrian and walking trips, similar to existing conditions, could cause intermittent walking delays on some sidewalks. However, sidewalks overall could accommodate Project-generated pedestrian and walking trips. Furthermore, at locations where delays could occur, the Project's contribution of pedestrian and walking trips to the existing pedestrian volumes would be marginal. The proposed shuttle stop at PS-4 would be located within the adjacent parking garage with building access through the parking garage and, therefore, walking trips related to the AAU shuttle service would be limited. At the remaining three project sites (PS-2, PS-5, and PS-6), the contribution of Project-generated pedestrian and walking trips would be marginal (zero to 14 pedestrian trips) and would not substantially affect existing pedestrian conditions at these project sites.

Project development in the 12 study areas and at the six project sites would result in the addition of up to 610 PM peak hour vehicle trips. Considering the study areas and project sites pedestrian volumes and existing pedestrian facilities, this amount of vehicle traffic, distributed to streets in or near study areas or project sites over the peak hour, was found not to substantially increase the potential for vehicle-pedestrian conflicts. In two study areas, SA-7 and SA-8, existing pedestrian conflicts were observed, and the Project would add a combination of project-generated PM peak hour pedestrian trips and vehicle trips. Although the Project could add to these observed conflict areas, Project-generated vehicle trips and additional pedestrian trips would not represent a substantial contribution to these existing conditions. The potential for conflicts between pedestrians and vehicles at the project sites would occur predominantly at driveways to on-site parking; only PS-4 and PS-6 would provide on-site parking. At PS-4, there is an existing curb-cut for the driveway to the 208-space garage in the project site. An increase in pedestrian volumes could potentially increase pedestrian-vehicle conflicts along Hayes Street; however, given the number of pedestrian and walking trips that could cross this driveway, the pedestrian-vehicle conflicts are expected to be similar to existing conditions. Pedestrian conditions at PS-6 are further addressed below. Given sufficient sidewalk and crosswalk capacity combined with the design of the proposed six project sites and planned improvements to pedestrian facilities, Project-generated vehicle trips would not substantially impact sidewalk and crosswalk capacity or operation or increase pedestrian-vehicular conflicts.

The addition of Project-generated AAU shuttle bus passenger trips during the PM peak hour would generally be spread over the peak hour and would not cause substantial conflicts or sidewalk crowding. Considering the locations of the proposed shuttle stops at four of the project sites (service would not be provided to PS-2 or PS-5), and estimated Project-generated shuttle trips, sidewalk crowding is not anticipated. Under existing conditions, it was reported that SFMTA occasionally receives complaints related to shuttle passengers waiting at AAU shuttle stops constricting or blocking sidewalk traffic. As discussed above, at most locations throughout the City sidewalks are

wide enough to accommodate both waiting passengers and pedestrian traffic on the sidewalks. However, congestion may occur at certain bus and shuttle stops at certain times of the day.

As noted previously in "AAU Shuttle Impacts," p. 4.6-84, AAU established a Shuttle Bus Service Policy (Appendix B) in June 2014 as part of the Project that will address this concern by providing a framework to help determine where shuttle routes and stops could be located. AAU will provide a contact person clearly identified on the AAU website for AAU shuttle stop and other concerns from the public, and will track complaints and concerns received. Resolutions of public complaints and concerns will be made available to the City upon request. Furthermore, AAU has indicated they will continue to work with SFMTA on resolving existing public complaints and concerns, including sidewalk crowding at AAU buildings and shuttle stop locations. This will prevent potential Project development near such existing locations from making these conditions worse. Such resolutions could include the relocation of shuttle stops, adjustment of headways, or adjustment of shuttle waiting area.

Therefore, based on the above analysis, Project development in 12 study areas and at the six project sites would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, nor create potentially hazardous pedestrian conditions and this impact would be less than significant.

As stated previously in the project-level impact discussion, while this pedestrian impact would be less than significant, Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at 2225 Jerrold Avenue is recommended at this location to create a clear pedestrian walkway between the proposed AAU shuttle stop and adjacent parking lot to the building entrance, which may require AAU to stop utilizing up to two of the six existing loading docks east of the parking lot. Additionally, and as part of the abandonment of these loading dock areas, AAU shall remove or reduce in size the curb cuts along Jerrold Avenue, improving pedestrian conditions along Jerrold Avenue. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Mitigation: None required.

Bicycle Impacts

The bicycle impact analysis for Existing plus Project conditions was conducted qualitatively by considering how Project-related bicycle trips, projected at between 156 and 158 bicycle trips under Option 1 and 165 bicycle trips under Option 2 in the PM peak hour, would affect existing (2010) bicycle facilities and conditions. The number of Project-related bicycle trips would be low overall because based on travel surveys and observations, AAU students and staff overwhelmingly choose to walk or take the shuttle buses or transit for most of their trips. Additionally, AAU buildings, when converted to institutional use, generally include limited to no bicycle parking facilities.

Due to the program-level analysis within broad study areas, specific bicycle conditions and access to buildings cannot be assessed. Instead, general conditions and expected growth in bicycle trips in the study areas is analyzed. Further, site-specific analysis related to access and *Planning Code* consistency with each site would occur in the future at a project level once AAU has selected specific buildings in study areas to accommodate their projected growth. For the six project sites, specific conditions, bicycle parking requirements, circulation and potential conflicts were analyzed.

The largest number of program- and project-level bicycle trips (165) would be generated by Option 2 and all three of its sub options. In comparison, Project bicycle trips for Option 1 and all sub options would be less, and would be distributed among the study areas differently. However, the types of potential impacts, such as impacts to bicycle facilities, hazardous conditions for bicycles and bicycle accessibility would be similar. As such, the results for Option 2 are presented here and represent the Proposed Project's maximum potential impact to bicycle safety and accessibility. The impact analysis for the six project sites would remain the same across both options and all sub options.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-5.1 **The Proposed Project, including growth in the 12 study areas, would not result in potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (Less than Significant)**

The Proposed Project would generate up to a total of 117 PM peak hour bicycle trips resulting from growth in the 12 study areas. These bicycle trips would be spread across study areas based on where conceptual growth would occur and would range from two (SA-1) to 87 (SA-5) PM peak hour bicycle trips. Examining the Project contributions to the study areas, the addition of up to 117 bicycle trips in the PM peak hour spread over the multiple study areas and nearby streets would not substantially change the existing bicycling conditions or affect bicycle facilities. For example, SA-5 and SA-7 are the two study areas that would attract the highest number of potential Project-related bicycle trips related to growth in the 12 study areas. Both study areas have sufficient bicycle facilities, including Bicycle Routes 5, 19, 23, 25, and 30, to accommodate these project-generated trips. Therefore, new bicycle trips generated by the Proposed Project in all study areas could be reasonably accommodated in existing bicycle facilities, and compared to existing volumes, would not be substantial enough to increase the potential for bicycle-vehicular conflicts (or other potential hazards) or otherwise substantially interfere with bicycle accessibility to the study areas.

Potential shuttle loading activities in the study areas would generally occur on-street and could occur on streets with bicycle facilities, including bicycle lanes. Similar to transit and other vehicle operations crossing these facilities, bicycles could conflict with shuttle vehicles. However, at a program-level considering the amount of the potential shuttle traffic during the peak hours that could conflict with bicycle traffic if shuttle loading activities occur on a street with bicycle facilities would not significantly increase the potential for conflicts and hazards related to bicycle operation. As indicated previously, when a site is selected within a study area to accommodate projected

growth under the Proposed Project, project specific review of potential bicycle parking, circulation, existing and proposed facilities, and potential conflicts, including with any proposed shuttle bus stops, would occur.

Overall, the Proposed Project, including growth in the 12 study areas, would not result in potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the site and adjoining areas, and this impact would be less than significant.

Although Project bicycle impacts would be less-than-significant, Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities, is recommended and would require AAU to add on- or off-street (or some combination thereof) of bicycle parking facilities at project sites (including the six project sites included with the Proposed Project). Although additional bicycle parking may not be required under the Planning Code, AAU shall strive to reach the bicycle parking levels consistent with Planning Code for such use categories as for student housing, offices, and postsecondary educational institutions, or consistent with other college campuses for similar types of use. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-5.2 **The Proposed Project, including growth at the six project sites, would not result in potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (Less than Significant)**

The Proposed Project would generate between two (at PS-2) and 17 (at PS-1) PM peak hour bicycle trips at four of the six project sites. These bicycle trips would be added to local bicycle routes near the project sites including Route 2 near PS-1, Route 11 near PS-2, and Route 25 near PS-3 and PS-4. At two of the six project sites, PS-5 and PS-6, the Project would not result in additional bicycle trips. This is due to the location of PS-6 and the proposed bus yard use at PS-5. Given the amount of Project-generated bicycle trips at the six project sites, these trips could be accommodated on nearby bicycle routes, and would not substantially affect bicycle operations on those routes.

With one exception (PS-4), bicycle parking facilities are not provided at any of the project sites, and no additional bicycle parking is proposed with the Proposed Project. At PS-4, two bicycle racks with a capacity of approximately 20 bicycle parking spaces are provided in the adjacent parking garage and as reported in "Bicycle Conditions," p. 4.6-36; these spaces were observed to be full during the PM peak period. Similarly, existing bicycle racks on sidewalks at or near the project sites, such as at PS-1 and PS-2 that could be used by AAU students, faculty, and staff were also observed to be well-utilized. The occupancy and change of use of existing buildings at the six project sites would not alter any adjacent bicycle parking facilities. Planning Staff review of the AAU proposals at the six project sites indicated that converting the existing uses to the proposed institutional or other

(recreational, administrative office) uses would not increase the bicycle parking space requirements under the *Planning Code*.[228] As noted above, Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities, is recommended and would require AAU to add on- or off-street (or some combination thereof) of bicycle parking facilities at project sites (including the six project sites included with the Proposed Project). The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

The addition of bicycle trips to the project sites during the PM peak hour would not substantially increase bicycle hazards by increasing the potential for bicycle-vehicle conflicts near the project sites. The Proposed Project would generate between five and 99 PM peak hour vehicle trips to the four project sites where bicycle trips would be added (including 41 vehicle trips at PS-3. However, these vehicle trips would be distributed to nearby garages or on-street parking spaces, with the exception of PS-4, which includes an on-site parking garage on Hayes Street. Hayes Street is not a designated bicycle route. Project-related vehicle trips would not be substantial or concentrated enough to increase the potential for bicycle-vehicle conflicts or otherwise substantially interfere with bicycle accessibility at the six project sites.

The Proposed Project at four of the six project sites would result in shuttle loading activities which, except for PS-1 and PS-3, would occur off-street. Shuttle service would not be provided to PS-2 and PS-5. Similar to transit and other vehicle operations crossing these facilities, bicycles could conflict with shuttle vehicles. The shuttle stop at PS-1 would not occur on streets with designated bicycle routes. The Project at PS-3 proposes a shuttle stop on Polk Street in front of the project site. Polk Street is part of the citywide bicycle network (Route 25); however, with the estimated amount of project shuttle trips (two to three trips during the peak hours), potential conflicts between bicycle and shuttle loading activities would be low. Due to low volume of project-related bicycle trips, Project development at the six project sites would not significantly affect the capacity of existing bicycle facilities or substantially increase the potential for vehicle-bicycle conflicts at the six project sites. The Proposed Project, including growth at the six project sites would not result in potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the site and adjoining areas, and this impact would be less than significant.

Mitigation: None required.

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

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-5.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not result in potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (Less than Significant)**

The Proposed Project would add up to 165 PM peak hour bicycle trips, which would range from two in SA-1 to 87 in SA-5 for program-level growth in the 12 study areas, and from zero at PS-5 and PS-6 to 17 at PS-1 at the six project sites. These trips could be accommodated in existing nearby bicycle facilities.

Bicycle parking facilities are generally not provided at any of the project sites, with one exception (PS-4), and none are proposed at the six project sites under the Proposed Project. Existing bicycle racks on sidewalks at or near the project sites are present at two project sites, PS-1 and PS-2, and can be used by AAU students, faculty, and staff. Planning Staff review of the AAU proposals at the six project sites indicated that converting the existing uses to the proposed institutional or other (recreational, administrative office) uses would not increase the bicycle parking space requirements under the *Planning Code*.[229] As noted above, Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities, is recommended and would require AAU to add on- or off-street (or some combination thereof) of bicycle parking facilities at project sites (including the six project sites included with the Proposed Project). The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.With the addition of a limited number of project-related bicycle and vehicle trips in each study area and at each project site, the potential for conflicts and hazards related to this bicycle traffic would not be significant. Potential and proposed shuttle loading activities in the study areas and at two project sites (PS-1 and PS-3) would occur on-street and could occur on streets with bicycle facilities, including bicycle lanes. Similar to transit and other vehicle operations crossing these facilities, bicycles could conflict with shuttle vehicles, but this condition would not change substantially over Existing conditions. The shuttle stop at PS-1 would not be located on a street with designated bicycle routes. At PS-3, the Project proposes a shuttle stop on Polk Street in front of the project site. Polk Street is part of the citywide bicycle network (Route 25); however, with the projected two to three peak hour shuttle buses, potential conflicts between bicycle and shuttle loading activities would be low.

The addition of bicycle trips and the changes to vehicle, loading, and shuttle traffic resulting from the Project would not result in new potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the six project sites or at a program-level for

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

growth in the 12 study areas. When a building within the study area is selected to accommodate projected growth under the Proposed Project, project-specific review of potential bicycle parking, circulation, existing and proposed facilities, and potential conflicts, including with any proposed shuttle bus stops, would occur. Therefore, the Proposed Project's impact to bicycles and bicycle facilities would be less than significant.

Mitigation: None required.

Commercial Loading Impacts

Potential Project-related impacts to commercial loading were analyzed at a program and project-level. For growth within the 12 study areas, the program-level analysis examines whether the commercial loading demand would represent a substantial change to loading conditions within any given study area. The Project commercial loading demand in the 12 study areas and at the six project sites was determined by the methodology and truck trip generation rates presented in the *SF Guidelines.* The analysis estimated daily truck trip generation, and peak and average demand based on the amount and type of predominant (institutional) land use proposed. Since this does not account for any existing loading activities at buildings, or consider AAU's centralized distribution system described under "Commercial Loading Conditions," p. 4.6-40, these demand estimates for both the study areas and project sites are conservative and likely overestimate demand.

Since no specific buildings have been identified within the study areas, it would be speculative to predict where loading demand could be met within the 12 study areas. Once specific buildings are identified by AAU to locate the growth within the study areas, additional project- level analysis of commercial loading demand, supply, *Planning Code* requirements, and conflicts would occur. This analysis would be similar to that presented under the project site analysis.

As shown in Table 4.6-22, Freight Delivery Demand, p. 4.6-67, Project growth in the 12 study areas and at the six project sites would generate a total of 144 to 145 daily truck trips, with an average hour loading demand of seven spaces, and a peak hour demand of nine spaces. In comparing the conceptual development options and sub options, the locations and amount of the loading demand within study areas would vary by option, but impacts within study areas at a program level would be similar, as further discussed below.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-6.1 **The Proposed Project, including growth in the 12 study areas, would not substantially increase loading demand and would, therefore, have a less-than-significant commercial loading impact. (Less than Significant)**

Under the Proposed Project, growth in the 12 study areas would result in a total of 70 to 71 average daily truck trips in the study areas ranging from less than one (in SA-1 and SA-12) to 51 (in SA-5). This represents an average hourly demand of between zero and three loading spaces and a peak hour demand of between zero and four loading spaces from growth in the 12 study areas. On-street

commercial or other parking within each study area may or may not be available during the midday and evening periods. However, the estimated demand associated with the Proposed Project per study area would not, at a program-level, represent a substantial change in commercial loading demand, even in areas with limited commercial parking available and with the highest Project loading demand such as SA-5 and SA-7, as noted under "Commercial Loading Conditions," p. 4.6-40, and described below.

SA-5 would experience an increase in loading demand of up to two average and three peak hour loading spaces from Project growth in the 12 study areas. During the midday (1:00 p.m. to 3:00 p.m.) and evening (6:00 p.m. to 8:00 p.m.) periods, the majority of on-street parking spaces are occupied in this study area and loading availability along Market and Mission Streets is generally limited. Loading and parking spaces, however, are generally available on other streets in SA-5 during both the midday and evening periods. SA-7 would experience an increase in loading demand of up to two average and peak hour loading spaces from potential Project development in the 12 study areas. In SA-7, on-street freight and passenger loading parking spaces are less available during the midday period but spaces are generally available during the evening period.

Further analysis would occur at a project level, similar to the project site discussions below, once buildings are selected within the study areas. According to *Planning Code* Section 152, institutional land uses have lower loading space requirements than typical prior uses, such as office and retail land uses. Preliminary analysis of the project sites by the Planning Department (as detailed below) indicates that even if the Proposed Project represents a change in land use under the *Planning Code* (such as changing from an office to an institutional land use), the proposed institutional land use would not likely increase the loading space requirements for the project site. Therefore, although project-level analysis would be required at any future project sites within study areas, based on the project-site analysis (below), additional loading spaces may not be required under the *Planning Code* at any of the further AAU-occupied buildings used to accommodate program-level growth.

The introduction of any new AAU shuttle bus stop in the study areas, subject to SFMTA approval, may also affect the availability of on-street commercial parking spaces in that it could potentially displace parking designated for other uses (i.e., commercial loading or parking spaces). The loss of one to two parking spaces in the study areas would, at a program level, not be considered substantial. Further, this would be analyzed at a project level, similar to the project site discussions below, once buildings and potential shuttle stop locations are selected within the study areas.

Therefore, due to the amount of Project-generated commercial truck deliveries and the availability of on-street commercial parking, although limited in some areas, Project development in the study areas at a program-level would not result in substantial commercial loading demand that would substantially constrain roadways, such that a potentially hazardous condition is created or significant delay affecting traffic, transit, bicycles or pedestrians occurs.

Although the Project's commercial loading impact would be less than significant, Improvement Measure I-TR-5 – AAU Monitoring of Commercial Loading Activities is recommended to further improve conditions in study areas with high existing commercial loading demand, such as SA-5 and SA-7, 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 could improve commercial loading activities in the study areas. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-6.2 **The Proposed Project, including growth at the six project sites, would not substantially increase loading demand and would, therefore, have a less-than-significant commercial loading impact. (Less than Significant)**

Proposed Project development at the six project sites would generate a total of approximately 74 daily commercial truck trips, which equates to a loading demand of up to three average and four peak hour loading spaces. Three project sites (PS-2, PS-3, and PS-5) would result in a demand of less than one average and peak hour loading space due to the amount or type of use proposed. The Proposed Project at PS-1 and PS-4 would result in a demand for one average and one peak hour loading space each; PS-6, with its mix of office, recreational, and warehouse use, would generate a demand for two average and two peak hour loading spaces. Planning Staff review of the AAU proposals at the project sites indicated that converting the existing uses to the proposed uses would not increase commercial loading space requirements under the *Planning Code*.[230]

As described in "Commercial Loading Conditions," p. 4.6-40, the majority of the project sites do not have any off-street loading spaces, with the exception of PS-6. PS-6 has six off-street loading docks and a loading door/ramp located along Jerrold Avenue in front of the building, and two loading doors at the rear of the building along McKinnon Avenue. Existing off-street loading facilities at PS-6 could meet the projected Project demand of two average and two peak hour commercial loading spaces. For commercial loading at PS-1 and PS-4, and to a lesser extent at PS-2 and PS-3, similar to Existing conditions, it is anticipated that AAU would rely on the on-street loading spaces at or near these sites for commercial loading activities. Most metered spaces near these project sites are restricted by time of day, only allowing commercial loading during certain hours (usually in the morning) and then opening up to general metered parking for the remainder of the day.

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

The analysis of commercial loading availability near these project sites indicated available spaces near PS-1, PS-2, PS-3, and outside of the immediate area at PS-4. At PS-3, the Proposed Project proposes to establish a shuttle bus stop along Polk Street, which would remove up to two commercial loading spaces.[231] Other commercial parking would be available in the area, such as on the other side of Polk Street and on Turk Street, and field observations indicated low to moderate use of these loading spaces. At PS-4, off-street loading in the adjacent garage would not be available, as the garage ceiling clearance does not allow for access by commercial vehicles. Limited on-street commercial and other parking is available adjacent to the building on Hayes Street, but additional parking and loading is available on Polk Street and in Lech Walesa Alley.

Considering the above, the additional demand for up to two average and two peak hour commercial loading spaces for the Project development at the six project sites could be met on- or off-street in the vicinity of the project sites. The additional demand at the six project sites would not substantially alter the existing on-street commercial loading activities, such that conflicts with other modes of travel, including transit, pedestrians and bicycles would occur. Therefore, the Proposed Project, including growth at the six project sites, would not substantially increase loading demand, and this impact would be less than significant.

Although commercial loading impacts of Project development at the six project sites would be less than significant, implementation of Improvement Measure I-TR-5 – AAU Monitoring of Commercial Loading Activities is recommended for three of the six project sites: PS-1, PS-3, and PS-4. With this improvement measure, AAU would monitor the commercial loading activities at project sites, and as needed, adjust commercial loading delivery hours or apply for additional commercial loading spaces from SFMTA. Since AAU has a centralized delivery system, and on-street commercial loading space hours vary at these project sites, commercial deliveries could be managed to occur when higher amounts of on-street commercial loading spaces are available. This could improve AAU commercial loading activities at the project sites. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

It should also be noted that Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at PS-6, 2225 Jerrold Avenue, as described under "Pedestrian Impacts," p. 4.6-99, would remove up to two of the six loading docks at the front of the building and related curb cuts along Jerrold Avenue. Implementation of this improvement measure would, therefore, reduce the number of off-street loading docks at PS-6 from six to four, with the loading door at the front and the two loading doors at the rear to remain. Despite this reduction in capacity, average and peak hour loading demand could still be met through off-street loading facilities.

Mitigation: None required.

[231] AAU shuttle buses, as of the writing of this document, currently stop on Polk Street and SFMTA granted the conversion of these commercial spaces to a white passenger loading/unloading zone for AAU shuttles.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-6.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not substantially increase loading demand and would, therefore, have a less-than-significant commercial loading impact. (Less than Significant)**

The addition of project-generated commercial loading demand to the 12 study areas and at the six project sites, including 144 to 145 daily truck trips, with an average hour loading demand of seven spaces, and a peak hour demand of nine spaces would not result in a substantial increase in the demand for loading spaces at any of the 12 study areas or six project sites. It is estimated that AAU growth within the 12 study areas would result in a demand of between zero and three average and between zero and four peak commercial loading spaces per study area, and up to three average and four peak hour loading spaces at the six project sites.

Considering the existing supply of on-street commercial or other parking within each study area and at the project sites, the additional commercial loading demand resulting from Project development in the 12 study areas and at the six project sites would not represent a substantial change in the commercial loading demand, even in areas with limited commercial parking. At the one project site with off-street loading facilities (PS-6), the projected Project demand of two average and two peak hour commercial loading spaces could be accommodated at either the loading area located along Jerrold Avenue in front of the building or the loading area at the rear of the building along McKinnon Avenue. The Proposed Project at the six project sites would generate a total of approximately 74 daily commercial truck trips, which equates to a loading demand of up to three average and four peak hour loading spaces. Three project sites (PS-2, PS-3, and PS-5) would result in a demand of less than one average and peak hour loading space due to the amount or type of use proposed. The Proposed Project at PS-1 and PS-4 would result in a demand for one average and one peak hour loading space each. The analysis of commercial loading availability near these project sites indicated available spaces near PS-1, PS-2, PS-3, and outside of the immediate area at PS-4. The estimated demand associated with the Proposed Project would not, at a program- or project-level, represent a substantial change in commercial loading demand, even in areas with limited commercial parking available. Therefore, the Project would not result in substantial commercial loading demand that would substantially constrain roadways, such that a potentially hazardous condition is created or significant delay affecting traffic, transit, bicycles or pedestrians occurs. Based on these findings, the Proposed Project's impact on commercial loading conditions in any of the study areas and/or project sites would be less than significant.

Although the Project's commercial loading impact would be less than significant, Improvement Measure I-TR-5 – AAU Monitoring of Commercial Loading Activities is proposed to further improve conditions in study areas and at project sites 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. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Mitigation: None required.

Parking Impacts

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

a) The project is in a transit priority area.

b) The project is on an infill site.

c) The project is residential, mixed-use residential, or an employment center.

While some of the Proposed Project sites may meet the above criteria, the Project consists of a mix of program- and project-level growth, parking impacts are analyzed for the Proposed Project as a whole. Therefore, parking impacts related to planned AAU growth within the study areas and project-level impacts for the six project sites are both examined. As buildings are selected by AAU to accommodate the study area growth, project-level review including the applicability of Public Resources Code Section 21099(d), Planning Code requirements related to on-site parking supply and location, and circulation and access would occur.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, and from month to month. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's Transit First Policy and numerous *San Francisco General Plan* Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A, Section 115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if more convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e., walking, biking, transit, taxi). If this were to occur, any secondary environmental impacts resulting from a shortfall in parking in the vicinity of the Proposed Project would be minor, and the traffic assignments used in the transportation analysis (as well as in the associated air quality, noise, and pedestrian safety analyses) would reasonably address potential secondary effects.

As shown in Table 4.6-21, Total Project Peak Parking Demand, p. 4.6-65, Project development in the 12 study areas and at the six project sites, under all options and sub options, would have a peak parking demand of between 588 and 706 long-term spaces and up to 36 short-term spaces, for a total demand of between 624 and 742 parking spaces during the weekday PM peak hour. The highest demand for program- and project-level parking spaces (742) would be generated by Option 1 – SA-10/SA-11 Sub option. In comparing the parking analysis from this sub option with other options and sub options, the distribution of the parking demand would be different, and parking conditions between study areas may vary. However, the types of potential impacts, such as unmet parking demand, parking space removal and potential conflicts with other modes of travel would be similar. As such, the parking demand results for this sub option are discussed here and represent the Proposed Project's maximum potential parking impact. Variations in study area parking conditions or impacts for other options or sub options are also discussed.

The following discussion presents the estimated parking demand and the existing parking supply for the 12 study areas and six project sites. While commuter student parking is included in the total parking demand, it is not feasible to assess at the study area or project site level. This is because of the unpredictability of where a commuter student might park at the start or end of their day, thus making such a discussion speculative. The parking impact discussion below for study areas and project sites, therefore, focuses on faculty, staff, and visitor parking. At the six project sites, parking provision, *Planning Code* requirements, location, circulation and potential conflicts with other travel modes are analyzed at a project level. As AAU places growth within the study areas at specific buildings, a similar project-level analysis would occur.

Program-Level Impacts (Growth in the 12 Study Areas)

Impact TR-7.1 **The Proposed Project, including growth in the 12 study areas, would not substantially increase parking demand nor would it cause unsafe or delayed conditions for other transportation activities. (Less than Significant)**

Under the Proposed Project, growth in the 12 study areas would generate an estimated peak parking demand of 436 long-term spaces and five short-term spaces, for a total parking demand of 441

spaces during the weekday PM peak hour. The parking demand distribution in study areas would result in a total parking demand of up to 81 parking spaces (in SA-5). Study areas that would experience only AAU residential growth would likely experience small increases in parking demand. Although the travel surveys indicated residential students do not commute via automobile on a daily basis, the surveys did not ask about vehicle ownership. According to AAU, very few if any residential students bring private vehicles to the City and the AAU Department of Student Housing strongly discourages incoming students from bringing private vehicles to San Francisco. Parking demand for commuter students (which could include students living in the City), is included in the total Project parking demand.

It is unknown at this point whether buildings AAU could use in the study areas would have off-street parking facilities. If on-site parking is not available at future AAU buildings, the Proposed Project would result in a total unmet parking demand of up to 441 spaces. Based on the existing parking occupancy data provided in "Parking Conditions," p. 4.6-42, parking may be available on- and off-street to meet some of the unmet parking demand during both midday (1:00 p.m. to 3:00 p.m.) and evening (6:00 p.m. to 8:00 p.m.) periods, which overall would increase competition and demand for these parking spaces within the study areas.

In SA-5 and SA-7, the two study areas that could experience the highest amounts of parking demand, parking occupancy ranged from 71 to 76 percent occupancy, respectively in the midday and 70 to 78 percent occupancy, respectively in the evening. Most other study areas had parking occupancy rates within this range, with some (SA-2, SA-4, and SA-6 during evening hours) approaching 80 to 85 percent occupancy. In areas with higher parking occupancy, drivers may be required to seek parking spaces further away from a site, or switch to other modes of travel. All study areas are served by Muni, and faculty, staff, and visitors would have access to AAU shuttle routes that would pick up and drop off passengers. Given the amount of potential parking demand created by the AAU program-level growth in the study areas and the availability of on-street parking, although limited in some areas, Project development in the study areas at a program level is not expected to affect overall parking conditions or create hazardous conditions or delays for other travel modes in the study areas.

It should be noted that the Proposed Project could result in adding AAU shuttle stops within study areas and/or at project site locations. Installation of new shuttle stops along the public right-of-way (sidewalk area) could remove on-street parking spaces, where present. However, as buildings for the planned AAU growth within the study areas are identified, shuttle services to each building and stop locations would be reviewed at a project level. Furthermore, for changes to on-street spaces AAU would be required to seek the necessary approvals to remove any parking spaces.

Also, the implementation of Improvement Measure I-TR-5 – AAU Monitoring of Commercial Loading Activities, p. 4.6-156, discussed in "Commercial Loading Impacts," p. 4.6-114, may generate request(s) by AAU for additional on-street commercial loading spaces from SFMTA in study areas

with high existing commercial loading demand, such as SA-5 and SA-7. Such a request could result in the conversion of one or two existing on-street parking spaces to commercial loading, at least for a designated time period, effectively reducing the on-street parking supply in the affected study area(s). Any change to parking spaces would require the review and approval of SFMTA. At a program level, the reduction of one or two spaces in on-street parking supply in any given study area is not expected to affect overall parking conditions in the study areas.

Based on these findings, the Proposed Project, including growth within the study areas, would not result in a substantial unmet parking demand, such that it would create hazardous conditions or significant delays to transit, traffic, bicycles or pedestrians or demonstrably render these modes infeasible, and this impact would be less than significant.

Although the Project's parking impact for the growth in the 12 study areas would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce single occupancy vehicles generated by the Proposed Project and encourage the use of alternative modes of transportation, is proposed. This improvement measure would further reduce the estimated parking demand of faculty, staff, visitors, and students, and the full text of this improvement measure is included at the end of this section, beginning on p. 4.6-154

Mitigation: None required.

Project-Level Impacts (Growth at the Six Project Sites)

Impact TR-7.2 **The Proposed Project, including growth at the six project sites, would not substantially increase parking demand nor would it cause unsafe or delayed conditions for other transportation activities. (Less than Significant)**

The Proposed Project development at the six project sites would generate demand for 143 long-term and 30 short-term parking spaces, or a total parking demand of 174 spaces. At the project sites the total parking demand would range from two spaces (at PS-2) to 50 spaces (at PS-4). With the exception of PS-4 and PS-6, the project sites would not include any off-street parking and, therefore, would result in an unmet parking demand that would need to be accommodated on-street or at nearby off-street parking facilities.

At PS-6, an estimated 20 spaces would be provided for staff-permit parking.[232] The estimated parking demand of 28 spaces could, therefore, be accommodated mostly on-site at PS-4 with some on-street parking being utilized. On-street parking occupancy near PS-6 ranges from 73 percent in the evening to 82 percent midday. At PS-4, staff and visitors would likely utilize the existing on-site public parking garage with 208 parking spaces for both monthly and hourly fee parking. It is unlikely that the PS-4 parking demand for 40 spaces could be met wholly through the use of this garage. Based on the existing parking occupancy data provided in "Parking Conditions," p. 4.6-42,

[232] Parking is estimated at 2225 Jerrold Avenue, as the front and back parking areas are not striped.

parking may be available on- and off-street to meet some of the unmet parking demand during both midday (1:00 p.m. to 3:00 p.m.) and evening (6:00 p.m. to 8:00 p.m.) periods, which overall would increase competition and demand for these parking spaces within the vicinity of the project site.

On-street parking occupancy at the six project sites ranges from 36 percent (at PS-1) to 96 percent (at PS-5) during the weekday mid-day and from 33 percent (PS-4) to 95 percent (at PS-2) in the evening. In areas with higher on-street parking occupancy, drivers may be required to seek parking spaces further away from the project site, or switch to other modes of travel. All six project sites are served by Muni, and employees and visitors would have access to AAU shuttle routes that would pick up and drop off passengers at all but two of the project sites (PS-2 and PS-5).

In consideration of where some on-site parking would be provided and the availability of parking near the project sites, the unmet parking demand at the project sites of between two and 50 spaces, would not be considered substantial, such that it would create hazardous conditions or significant delays to transit, traffic, bicycles or pedestrians or demonstrably render these modes infeasible.

Proposed AAU shuttle stops would not substantially affect parking spaces. Shuttles serving PS-1 would utilize the existing block-long white zone on Jones Street south of Beach Street; shuttles serving PS-3, as discussed under "Commercial Loading Impacts," p. 4.6-114, would utilize a proposed white zone that would displace two commercial parking spaces; shuttles to PS-4 would utilize the on-site parking garage; and shuttles to PS-6 would utilize an area in front of the existing on-site loading area. Shuttle buses would not serve the remaining two project sites, PS-2 and PS-5.

Planning Staff review of the AAU proposals at the project sites indicated that converting the existing uses to the proposed uses would not increase the parking space requirements under the *Planning Code*.[233] It should also be noted that the Proposed Project at the six project sites would not introduce any design features or modify the existing design and configuration of existing parking facilities, such as the existing parking garage driveway at PS-4. At PS-6, Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at 2225 Jerrold Avenue, as described under "Pedestrian Impacts," p. 4.6-99, recommends pedestrian improvements such as existing driveways on Jerrold Avenue be reduced or removed, which could increase the amount of on-street parking by up to four spaces. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-156.

Based on these findings, the Proposed Project at the six project sites would not result in a substantial unmet parking demand, such that it would create hazardous conditions or significant delays to

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

transit, traffic, bicycles or pedestrians or demonstrably render these modes infeasible, and this impact would be less than significant.

Although the Project's parking impact for growth at the six project sites would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce single occupancy vehicles generated by the Proposed Project and encourage the use of alternative modes of transportation, is proposed. This improvement measure would further reduce the estimated parking demand of faculty, staff, visitors, and students and is discussed at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Proposed Project Impacts (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact TR-7.3 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not substantially increase parking demand nor would it cause unsafe or delayed conditions for other transportation activities. (Less than Significant)**

The Proposed Project growth in the 12 study areas and at the six project sites would have a peak parking demand of between 588 and 706 long-term spaces and up to 36 short-term spaces, for a total demand of between 624 and 742 parking spaces during the weekday PM peak hour. For program-level growth, it is unknown whether buildings AAU would develop in the study areas would have off-street parking facilities. Two of the six project sites include off-street parking. As described above in the detailed discussion of program- and project-level impacts, parking occupancies on streets in the study areas and near the project sites vary from 33 percent to 95 percent, indicating that in some locations on-street parking may be available to meet some of this demand, and in other locations on-street parking may be in high demand. In the areas with higher parking occupancy, drivers may be required to seek parking spaces further away from the study areas, or switch to other modes of travel. All 12 study areas and six project sites are served by Muni, and employees and visitors would have access to AAU shuttle routes that would pick up and drop off passengers at the majority of AAU's facilities.

Given the amount of potential parking demand created by growth in the 12 study areas and at the six project sites, and considering the availability of on-street parking and the provision of on-site parking at two project sites, the Project's unmet parking demand would not be considered substantial, such that it would create hazardous conditions or significant delays to transit, traffic, bicycles or pedestrians or render these modes infeasible. Therefore, this impact would be less than significant.

As noted for both the program- and project-level impact discussions, while this impact would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand

Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce single occupancy vehicles generated by the Proposed Project and encourage the use of alternative modes of transportation, is recommended to further reduce the estimated parking demand of faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Emergency Access Impacts

The following presents an evaluation to determine the extent to which the Proposed Project (all options and sub options) would affect emergency access at the study areas and at each project site. The evaluation applies to all options and sub options, as the development and physical changes that may affect emergency access at the project sites would be similar. Therefore, the discussion of program- and project-level emergency access impacts is combined below.

Impact TR-8 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not result in inadequate emergency access. (Less than Significant)**

AAU projected growth within the 12 study areas and development at the six project sites, including project-related vehicle and shuttle traffic would not substantially affect traffic flow or change the ability of emergency vehicles to travel within the 12 study areas or access the six project sites. Vehicle access, including emergency vehicle access to any occupied sites within the 12 study areas or at the six project sites would not substantially change relative to existing conditions. Emergency vehicles such as fire trucks and first responders typically use the arterial roads that border or are within most of the study areas, and they have the right-of-way when traveling to and from emergency events. The roadway network and circulation routes and access to existing buildings in the study areas and at the six project sites would not be changed as a result of the Project and therefore, the Proposed Project would have a less-than-significant impact to emergency access.

Mitigation: None required.

Construction Impacts

Construction-related information was provided by AAU and based on similar types of construction projects located throughout the City. Construction impacts for both options and all sub options would be similar for the 12 study areas and six project sites. Therefore, the discussion of program- and project-level construction impacts for construction impacts is combined below.

Impact TR-9 **The Proposed Project, including growth within the 12 study areas and at the six project sites, would not result in construction-related transportation impacts because of their temporary and limited duration. (Less than Significant)**

As AAU occupies buildings in the 12 study areas and at the six project sites, tenant improvements would likely occur on a building-by-building basis, with primarily interior renovations being conducted. Exterior renovations to the building façade, building entries, signage, off-street parking spaces (if any), commercial loading spaces (if any) and on-street shuttle loading spaces could also occur. Limited excavation is anticipated, and would most likely be related to meeting Building Code requirements, earthquake-related upgrades, utility, or sidewalk/vehicle entry alterations (if any). No new buildings would be constructed.

Tenant improvements and related construction activities for future sites in the study areas and at known project sites would be expected to last from one month to three months most likely during winter and/or summer breaks. Most construction and construction staging would be conducted internal to the building but any external work or materials staging could require the temporary closure of sidewalks, parking or travel lanes. Typical AAU projects do not usually require the detour of vehicles on streets. However, where detours may be required for the Proposed Project, the detours would be for a limited time (estimated one to three days) when material was delivered or a scaffold was being erected. As an estimate, about 10 percent of AAU construction projects may require sidewalk closures and diversions for up to one week, depending on the nature of deliveries and construction activities.

Any parking, travel lane or sidewalk closures are subject to review and approval by the City's Transportation Advisory Staff Committee (TASC). In general, there would be no construction activities associated with the six project sites, except regular maintenance and repairs or tenant improvements. As such, no parking, travel lane, or sidewalk closures are anticipated related to construction activities at the six project sites. Establishing the shuttle stop at PS-3, as discussed above, would convert up to two parking spaces to a white zone. Establishing the shuttle stops at PS-4 and PS-6 may require some construction activities on each of these project sites, but would not be anticipated to alter any on-street parking lanes or sidewalks.

Construction activities at future sites would be conducted in accordance with City of San Francisco's Regulations for Working in San Francisco Streets (i.e., the Blue Book) including those regarding sidewalk and lane closures, to minimize traffic safety hazards during construction (for example, through the installation of signs to warn motorists, bicyclists, and pedestrians of the construction zone and the use of flaggers, illuminated signs, and flashing yellow signs). When a project affecting street operations proceeds to construction, the construction contractor(s) would be required to contact Muni's Street Operations and Special Events Office to coordinate construction activities and reduce potential impacts on transit routes in the vicinity of the Proposed Project.

The duration of construction at each building site would vary based on the size and use of the building. Construction-related activities would typically occur Monday through Friday, between 7:00 a.m. and 5:00 p.m. Construction is not anticipated to occur on Saturdays, Sundays or major legal holidays, but could occur on an as-needed basis.[234] The hours of construction would be stipulated by the Department of Building Inspection, and the construction contractor(s) would be required to comply with the San Francisco Noise Ordinance.

During any Project construction, temporary and intermittent traffic and transit delays could result from truck movements to and from construction sites. The increase in vehicles traveling to and from the project sites during construction could increase traffic safety hazards from potential conflicts between any large construction vehicles (with slower speeds and wider turning radii than autos) and automobiles, transit, bicyclists, and pedestrians. At project sites with no off-street loading spaces construction-related vehicles would use on-street commercial loading or other parking spaces. During the construction period, construction workers would travel to and from project sites on a daily basis. It is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the Proposed Project and would be temporary in nature. Construction workers who drive to the site would cause a temporary parking demand, and would either park on-street or off-street at nearby parking garages. Due to the amount of anticipated parking demand and the temporary nature of construction, this construction-related parking demand would not substantially affect areawide parking conditions.

Overall, because construction activities would be temporary and limited in duration and are required to be conducted in accordance with City requirements, construction-related transportation impacts related to both options and all sub options would be less than significant.

While construction-related impacts would be less than significant for the Proposed Project, improvement measures could be implemented to further reduce these less-than-significant impacts. Improvement Measures I-TR-6 – Construction Truck Deliveries During Off-Peak Periods and I-TR-7 – Additions to the Construction Management Plan (CMP), are recommended to further minimize disruption of the general traffic flow on adjacent streets during weekday commute peak commute periods, require additional measures be added to the CMP to minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers. These improvement measures are discussed at the end of this section, beginning on pp. 4.6-156 and 4.6-156, respectively.

Mitigation: None required.

[234] San Francisco Building Code permits construction to occur at buildings during the hours of 7:00 a.m. to 8:00 p.m., seven days a week, including holidays.

Cumulative Impacts

SFCTA's SF-CHAMP citywide travel demand model was used to develop future year traffic and transit forecasts for the Cumulative transportation analysis. Future cumulative (Year 2035) transportation conditions were evaluated for Cumulative (No Project) Conditions and Cumulative plus Project conditions. A Cumulative plus Project analysis was conducted because the type of proposed use, institutional, is not typically accounted for in cumulative land use growth projections. That is, the SF-CHAMP model projects anticipated city-wide employment and housing growth which would not capture the growth of all types of land uses, or large development projects. The project-generated traffic volumes were, therefore, added on top of the projected background growth to formulate Cumulative plus Project conditions. Similar to the Existing plus Project analysis discussion, AAU program-level growth would likely occur in existing buildings within the study areas, replacing any existing (and trip generating) land use. Therefore, the following analysis likely provides a conservative assessment of future transportation conditions with implementation of the Proposed Project under all options and sub options.[235]

The SF-CHAMP model incorporates projections for employment and housing growth in San Francisco and the nine-county Bay Area (i.e., the Projections 2011 – Focused Future scenario). The SF-CHAMP 2035 projections included major land use projects and plans such as:

- Eastern Neighborhoods Rezoning and Area Plans
- Market and Octavia Neighborhood Plan
- Transit Center District Plan
- Mission Bay Development Plan
- Treasure Island Development Plan
- Candlestick Point-Hunters Point Shipyard Development Plan
- Park Merced Redevelopment Plan
- Western SoMa Community Development Plan
- Presidio Development Plan
- California Pacific Medical Center Long Range Development Plan

The future year 2035 Cumulative analysis also assumes completion of certain planned and reasonably foreseeable traffic, pedestrian, transit and bicycle changes, such as:

- Muni Transit Effectiveness Project (TEP)
- Central Subway Project

[235] This represents a conservative analysis because it essentially adds program and project-level growth on top of cumulative growth, which normally would already account for existing/planned land uses through the horizon year.

- Van Ness Avenue Bus Rapid Transit (BRT)
- Geary Corridor BRT (physical improvements)
- Presidio Parkway/Doyle Drive Project
- Transit Center District Plan Public Realm Plan
- Build-out of the Mission Bay roadway network
- Roadway improvements related to the Candlestick Point – Hunters Point Shipyard Development Plan and Park Merced Redevelopment Plan
- San Francisco Bicycle Plan projects

Public projects, such as the SFMTA TEP improvements would be implemented based on funding and resource availability. For example, the TEP Implementation Strategy anticipates that many of the improvements would be implemented sometime between Fiscal Year 2014 and Fiscal Year 2019, subject to funding sources and resource availability.[236]

Traffic

The impact analysis for Cumulative and Cumulative plus Project conditions was conducted by adding Project trips to future 2035 traffic volume conditions. Cumulative traffic circulation impacts are also analyzed for the project sites (which are the same under all of the conceptual growth options). Under the Proposed Project, due to the program-level analysis within broad study areas, it is not feasible to assess circulation and access to specific buildings within the study areas. This analysis would occur in the future at a project-level once AAU has selected specific buildings to accommodate their projected growth.

As indicated under the Existing plus Project analysis, the largest number of program- and project-level vehicle trips (610) would be generated by Option 1 – SA-10/SA-11 Sub option. Although similar to Option 1, the intersection vehicle delay results for Option 2 and each sub option vary slightly, by less than one second at the study intersections. Unlike the Existing plus Project analysis, which had one variation among options and sub options, the LOS under each option and sub option under Cumulative conditions, including for the six project sites, is the same. Therefore, Option 1 – SA-10/SA-11 Sub option, with the highest number of vehicle trips and similar study LOS analysis is presented here to represent the Proposed Project's potential impact to intersection operations. In case project-level traffic impacts are identified for this option (Option 1 – SA-10/SA-11 Sub option), whether other options would reduce this impact is also discussed. Similarly, other options or sub options traffic analysis may also be summarized.

[236] San Francisco Planning Department, *TEP Final EIR* (March 27, 2014), http://tepeir.sfplanning.org (accessed July 10, 2014). The document and supporting information may also be viewed at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA in Case No. 2011.0558E.

Under Cumulative and Cumulative plus Project conditions, 51 Project study intersections would continue to operate acceptably with a LOS D or better. Sixteen of the 67 study intersections would operate poorly (at LOS E or F) during the AM or PM peak hours under Cumulative and Cumulative plus Project conditions. Table 4.6-28, Cumulative (2035) and Cumulative plus Project LOS E or LOS F AM and PM Peak Hour Intersections, p. 4.6-131, presents the intersections operating at LOS E or F under Cumulative and Cumulative plus Project during the AM and PM peak hours. The Project-generated vehicle trip contributions to the LOS E or LOS F critical movements or worst approach (for unsignalized intersections) under Cumulative plus Project were therefore examined to determine significance. These project trip contributions are shown in Table 4.6-29, Cumulative (2035) AM & PM Peak Hour Project Trip Contributions to LOS E and LOS F Intersections, p. 4.6-132.

Table 4.6-28 Cumulative (2035) and Cumulative plus Project LOS E or LOS F AM and PM Peak Hour Intersections

Study Area/ Project Site	*Intersection*		*Cumulative (2035)*		*Cumulative plus Project Option 1 – SA-10/SA-11 Sub option*	
	#	*Location*	*LOS*	*Average Delay (seconds)*[a]	*LOS*	*Average Delay (seconds)*[a]
AM Peak Hour						
SA-2, Lombard St/Van Ness Ave (Program Level)	7	Broadway St/Van Ness Ave	**F**	**>80 (1.41)**	**F**	**>80 (1.41)**
SA-5, Mid-Market St/ PS-4, 150 Hayes St (Program/Project Level)	29	Van Ness Ave/Hayes St	**E**	**65.2**	**E**	**67.4**
	30	Van Ness Ave/Market St	**F**	**>80 (1.47)**	**F**	**>80 (1.47)**
PM Peak Hour						
SA-5, Mid-Market St/ PS-4, 150 Hayes St (Program/Project Level)	30	Van Ness Ave/Market St	**F**	**>80 (1.27)**	**F**	**>80(1.27)**
	31	S. Van Ness Ave/Mission St	**F**	**>80 (1.10)**	**F**	**>80 (1.10)**
	34	Eighth St/Market St	**E**	**70.8**	**E**	**72.7**
	35	Sixth St/Market St	**F**	**>80 (0.91)**	**F**	**>80 (0.91)**
	36	Sixth St/Mission St	**E**	**71.2**	**E**	**72.8**
SA-8, Third St/Bryant St (Program Level)[b]	42	Second St/Folsom St	**E**	**55.4**	**E**	**60.4**
SA-9, Second St/Brannan St (Program Level)	51	Third St/King St	**F**	**>80 (1.30)**	**F**	**>80 (1.31)**
SA-10, Fifth St/Brannan St (Program Level)	55	Fifth St/Bryant St	**F**	**>80 (1.54)**	**F**	**>80 (1.54)**
	56	Sixth St/Brannan St	**F**	**>80 (1.15)**	**F**	**>80 (1.16)**
SA-11, Sixth St/Folsom St (Program Level)	58	Sixth St/Folsom St	**E**	**63.6**	**E**	**69.2**
SA-12, Ninth St/Folsom St (Program Level) PS-6, 2225 Jerrold Ave (Project Level)	63	Pennsylvania Ave/Cesar Chavez St/I-280 NB Off-Ramp	**F**	**>80 (1.26)**	**F**	**>80 (1.27)**
	64	Cesar Chavez St/Evans Ave	**F**	**>80 (1.53)**	**F**	**>80 (1.53)**
	65*	Jerrold Ave/Barneveld Ave	**F**	**WB>50**	**F**	**WB>50**
	67	Industrial St/Bayshore Blvd	**F**	**>80 (1.56)**	**F**	**>80 (1.56)**

SOURCE: Atkins, 2014

Bold indicates that the intersection would operate at unacceptable LOS conditions (LOS E or F).

* For the unsignalized intersection, WB>50 stands for worst approach (i.e., LOS for unsignalized intersections is based on the worst approach LOS).

a. Volume-to-Capacity (V/C) ratio presented for signalized intersections operating at LOS F.

b. This intersection is located adjacent to SA-8, but not located within the study area. However, the intersection is described as under SA-8 for purposes of the traffic analysis and to characterize traffic conditions in and adjacent to SA-8.

Table 4.6-29 Cumulative (2035) AM & PM Peak Hour Project Trip Contributions to LOS E and LOS F Intersections

Intersection		*Critical Movement Volumes*		
#	*Location*	*Critical Movement*[a]	*Project Trips*	*% Change*
AM Peak Hour				
7	Broadway St/Van Ness Ave	SBL	18	2.04%
		EBT	1	0.13%
29	Van Ness Ave/Hayes St	NBT	11	0.66%
		WBT	5	0.13%
30	Van Ness Ave/Market St	NBT	10	0.41%
		EBT	0	0%
PM Peak Hour				
30	Van Ness Ave/Market St	NBT	3	0.18%
		WBT	0	0%
31	S Van Ness Ave/Mission St	SBT	5	0.50%
		WBL	0	0%
34	Eighth St/Market St	SBR	0	0%
35	Sixth St/Market St	NBT	3	0.18%
36	Sixth St/Mission St	NBT	3	0.23%
42	Second St/Folsom St	EBR	5	1.68%
51	Third St/King St	NBT	0	0%
		EBL	0	0%
		WBT	22	1.72%
55	Fifth St/Bryant St	EBT	0	0%
56	Sixth St/Brannan St	NBR	10	1.25%
		EBT	4	0.76%
58	Sixth St/Folsom St	EBT	46	2.15%
63	Pennsylvania Ave/Cesar Chavez St/I-280 NB Off-Ramp	NBL	0	0%
		EBL	0	0%
64	Cesar Chavez St/Evans Ave	NBL	0	0%
		WBL	5	0.65%
65	Jerrold Ave/Barneveld Ave	WB Approach	29	4.45%
67	Industrial St/Bayshore Blvd	NBL	0	0%
		SBR	0	0%
		EBL	1	0.36%
		WBT	8	0.54%

SOURCE: CHS Consulting Group and Atkins, *Academy of Art University Transportation Impact Study*, Planning Department Case No. 2008.0586! (February 2014).

Cumulative plus Project LOS results are presented for Option 1 – SA-10/SA-11 Sub option.

a. LOS E or F Critical Movements are abbreviated (e.g., NBT = Northbound Through, WBL = Westbound Left, SBR = Southbound Right)

Program-Level Impacts (Growth in the 12 Study Areas)

Impact C-TR-1.1 **The Proposed Project, including growth in the 12 study areas, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas, would not result in a substantial adverse impact at any of the study intersections, or cause major traffic hazards. (Less than Significant)**

As shown in Table 4.6-28, Cumulative (2035) and Cumulative plus Project LOS E or LOS F AM and PM Peak Hour Intersections, p. 4.6-131, three signalized intersections would operate at LOS E or LOS F during the AM peak hour and 14 study intersections in or near the 12 study areas would operate at LOS E or LOS F during the PM peak hour, under both Cumulative and Cumulative plus Project conditions.[237] As shown in Table 4.6-29, Cumulative (2035) AM & PM Peak Hour Project Trip Contributions to LOS E and LOS F Intersections, p. 4.6-132, the Proposed Project would contribute up to 18 vehicle trips to critical movements during the AM peak hour and up to 46 vehicle trips to the critical movements during the PM peak hour at these intersections, for a contribution of up to 2.04 percent and 4.45 percent, respectively. Under Option 1 – Dispersed Distribution, the Project contribution would be slightly higher during the AM peak hour with up to 21 trips (2.38 percent) added to critical movements. The highest percentage Project contribution (still less than five percent) would be at the intersection of Jerrold Avenue/Barneveld Avenue during the PM peak hour, which would operate at LOS F under both Cumulative and Cumulative plus Project conditions, and as an unsignalized intersection would meet peak hour signal warrants.

Therefore, with a Project contribution of less than five percent, Project-generated traffic would not contribute substantially to the sixteen intersections operating at LOS E or F during the AM and PM peak hours. Therefore, the Proposed Project in the 12 study areas and in combination with past, present, and reasonably foreseeable future projects, under Cumulative conditions, would have a less-than-significant cumulative traffic impact. Although this traffic impact of program-level growth would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce vehicle demand generated by the Proposed Project and encourage the use of alternative modes of transportation, is recommended to further reduce the estimated vehicle trips for faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

[237] The intersection of Van Ness Avenue and Market Street was analyzed for both AM and PM peak hour conditions and would result in LOS E or F operating conditions during both peak hours under Cumulative and Cumulative plus Project conditions.

Project-Level Impacts (Growth at the Six Project Sites)

Impact C-TR-1.2 **The Proposed Project, including growth at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project sites, would not result in a substantial adverse impact at any of the study intersections, or cause major traffic hazards. (Less than Significant)**

As shown in Table 4.6-28, Cumulative (2035) and Cumulative plus Project LOS E or LOS F AM and PM Peak Hour Intersections, p. 4.6-131, project-level growth at the six project sites would contribute to poorly operating intersections (LOS E or LOS F) at PS-4 and PS-6, as discussed below. Under Cumulative conditions, study intersections near the other four project sites (PS-1, PS-2, PS-3, and PS-5) would continue to operate at LOS D or better operating conditions or (as with PS-2 and PS-5) project-level growth would not substantially contribute to traffic operating conditions in the project vicinity.[238]

Near PS-4, two study intersections, Van Ness Avenue/Hayes Street and Van Ness Avenue/Market Street, would operate at unacceptable conditions (LOS E or F) during the AM peak hour under Cumulative conditions both with and without implementation of the Proposed Project. Three nearby study intersections, Van Ness Avenue/Market Street, South Van Ness Avenue/Mission Street, and Eighth Street/Market Street, would also operate at unacceptable conditions during the PM peak hour under Cumulative conditions both with and without implementation of the Proposed Project. The Project would contribute between zero and five vehicle trips to the LOS E or F critical movements at these intersections, or between zero to less than one percent of the critical movement traffic volumes. Therefore, Project-generated traffic would not contribute substantially to the LOS E or F critical movements at these intersections.

Near PS-6, four out of the five study intersections, Pennsylvania Avenue/Cesar-Chavez Street, Cesar Chavez Street/Evans Avenue, Jerrold Avenue/Barneveld Avenue, and Industrial Street/Bayshore Boulevard, would operate at unacceptable conditions (LOS E or F) during PM peak hour Cumulative conditions both with and without implementation of the Proposed Project. The Project would contribute between zero and 29 vehicle trips to the LOS E or F critical movements at these intersections, or between zero and 4.45 percent of the critical movement traffic volumes. Therefore, the Project-generated traffic would not contribute substantially (more than five percent) to the LOS E or F critical movements at these intersections. Project vehicle trips associated with PS-4 and PS-6 would not, in the cumulative context and in consideration of other development near the project site, substantially contribute to LOS E or LOS F operating conditions near the project sites.

The Proposed Project would not eliminate or modify any existing access locations to the project sites. Two project sites, PS-4 and PS-6, would provide off-street parking; however, the estimated

[238] Similar to Existing conditions, project growth at PS-2 and PS-5 with two and eight PM peak hour vehicle trips, respectively, would not considerably alter traffic volumes in the project vicinity; therefore, no study intersections were evaluated near PS-2 or PS-5.

project PM peak hour vehicle trips, 34 and 17 respectively, entering and exiting the project sites would not interfere with adjacent traffic operations. Other Project vehicle trips, including the 99 PM peak hour vehicle trips at PS-1 where parking is not proposed, would be dispersed on nearby and adjacent streets. Considering the amount of Project-generated vehicle trips at each project site, in comparison with the site-specific transportation circulation patterns, Project vehicle trips were not found to substantially conflict with adjacent traffic conditions. Similarly, project site development and related vehicle trips would not conflict or interfere with the implementation of any nearby cumulative projects (e.g., Van Ness Avenue BRT, Candlestick Point-Hunters Point Shipyard Development Plan, etc.).

Therefore, under Cumulative Conditions, the Proposed Project at the six project sites, in combination with past, present, and reasonably foreseeable future projects, would result in a less-than-significant cumulative traffic impact.

Similar to program-level growth, although the cumulative traffic impact of the project site development would be less than significant, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips, which includes specific measures to reduce vehicle demand generated by the Proposed Project and encourage the use of alternative modes of transportation, is recommended to further reduce the estimated vehicle trips for faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Project Analysis (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact C-TR-1.3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas and project sites, would not result in a substantial adverse impact at any of the study intersections, or cause major traffic hazards. (Less than Significant)**

As shown in Table 4.6-28, Cumulative (2035) and Cumulative plus Project LOS E or LOS F AM and PM Peak Hour Intersections, p. 4.6-131, under Cumulative and Cumulative plus Project conditions, 51 of the 67 intersections analyzed in the AM and PM peak hour would operate at acceptable conditions (LOS D or better). Three intersections in the AM peak hour and 14 in the PM peak hour would operate at unacceptable conditions (LOS E or LOS F) under Cumulative Conditions, both with and without implementation of the Proposed Project.

Signalized Intersections

- Broadway Street/Van Ness Avenue – LOS F (AM)
- Van Ness Avenue/Hayes Street – LOS E (AM)

- Van Ness Avenue/Market Street – LOS F (AM and PM)
- South Van Ness Avenue/Mission Street – LOS F (PM)
- Eighth Street/Market Street – LOS E (PM)
- Sixth Street/Market Street – LOS F (PM)
- Sixth Street/Mission Street – LOS E (PM)
- Second Street/Folsom Street – LOS E (PM)
- Third Street/King Street – LOS F (PM)
- Fifth Street/Bryant Street – LOS F (PM)
- Sixth Street/Brannan Street – LOS F (PM)
- Sixth Street/Folsom Street – LOS E (PM)
- Pennsylvania Avenue/Cesar Chavez Street/I-280 Northbound Off-Ramp – LOS F (PM)
- Cesar Chavez Street/Evans Avenue – LOS F (PM)
- Industrial Street/Bayshore Boulevard – LOS F (PM)

Unsignalized Intersection

- Jerrold Avenue/Barneveld Avenue – LOS F (PM)

Although the 16 intersections listed above would operate at unacceptable LOS conditions with implementation of the Proposed Project, the additional traffic volumes from the Proposed Project resulting from Project development in the 12 study areas and at the six project sites would not result in a substantial contribution (of more than five percent) to the poorly operating conditions at these LOS E or F study intersections under Cumulative conditions. Project vehicle trips at the six project sites would similarly not substantially alter intersection or traffic operations during the PM peak hour, nor would they cause traffic hazards. Project site development and related vehicle trips would not conflict or interfere with the implementation of any nearby cumulative projects (e.g., Van Ness Avenue BRT, Geary Corridor BRT, etc.).

For these reasons, under Cumulative Conditions, the Proposed Project in the 12 study areas and the six project sites, and in combination with past, present, and reasonably foreseeable future projects, would result in a less than significant cumulative traffic impact.

As noted in the program- and project-level cumulative analysis, Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips would further reduce the estimated vehicle trips for faculty, staff, visitors, and students. The full text of this improvement measure is provided at the end of this section, beginning on p. 4.6-154.

Mitigation: None required.

Transit

The local and regional transit impact analysis for Cumulative and Cumulative plus Project conditions was conducted by adding project transit trips to future 2035 transit volumes, specifically projected transit ridership at the four local and three regional transit screenlines. Cumulative transit operational impacts are also analyzed for the project sites, which are the same under all the conceptual growth scenarios. Under the Proposed Project, due to the program-level analysis within broad study areas, it is not feasible to assess impacts to transit facilities at specific buildings within the study areas. This analysis would occur in the future at a project-level once AAU has selected specific buildings to accommodate their projected growth.

As indicated under the Existing plus Project analysis, the largest number of Project transit trips (2,156) would be generated by Option 1 – SA-10/SA-11 Sub option. Although similar to Option 1 – SA-10/SA-11 Sub option, the transit trip distribution and transit capacity utilization results for the two options and other sub options would vary slightly. The local capacity utilization for the two options and five sub options would vary by between one and four percent, with some corridor capacity utilizations at one to two percent higher than Option 1 – SA-10/SA-11. Where the screenlines and corridors would operate under the capacity utilization thresholds, these variations would not alter the transit demand or operational impacts discussed below. Where significant cumulative impacts for transit demand or operations are identified using the option that produces the highest transit trips, whether other options or sub options would reduce this impact is also discussed. As such, the transit ridership for Option 1 – SA-10/SA-11 was utilized to represent the Proposed Project's maximum potential transit demand impact to Muni and/or regional transit capacity. Similarly, potential impacts for options or sub options with fewer transit trips, when they substantially vary from the option representing the maximum potential impact, are also briefly summarized.

Capacity utilization for local and regional screenlines for Cumulative and Cumulative plus Project conditions are shown below in Table 4.6-30, Muni Downtown Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-138, and Table 4.6-31, Regional Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-139.

Table 4.6-30 Muni Downtown Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound)

Screenline/Corridor	*Cumulative (2035)*			*Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option*		
	Ridership	*Capacity*	*Capacity Utilization*	*Project Ridership*	*Total Ridership*	*Capacity Utilization*
Northeast						
Kearny/Stockton	1,841	2,359	78%	**213**	**2,054**	**87%**
All Other Lines	799	1,218	66%	88	887	73%
Subtotal	*2,640*	*3,577*	*74%*	*301*	*2,941*	*82%*
Northwest						
Geary Corridor	3,267	3,826	85%	**49**	**3,316**	**87%**
California	1,178	1,841	64%	37	1,215	66%
Sutter/Clement	433	630	69%	13	446	71%
Fulton/Hayes	1,081	1,386	78%	26	1,107	80%
Balboa	730	929	79%	18	748	80%
Subtotal	*6,689*	*8,611*	*78%*	*143*	*6,832*	*79%*
Southeast						
Third Street	1,974	2,856	69%	22	1,996	70%
Mission Street	2,104	2,836	74%	57	2,161	76%
San Bruno/Bayshore	1,739	2,134	81%	50	1,789	84%
All Other Lines	1,189	1,801	66%	40	1,229	68%
Subtotal	*7,007*	*9,627*	*73%*	*169*	*7,175*	*75%*
Southwest						
Subway Lines	5,157	6,624	78%	88	5,245	79%
Haight/Noriega	1,248	1,554	80%	31	1,279	82%
All Other Lines	318	840	38%	4	322	38%
Subtotal	*6,723*	*9,018*	*75%*	*123*	*6,846*	*76%*
Muni Screenlines Total	***23,059***	***30,833***	***75%***	***736***	***23,794***	***77%***

SOURCES: SFMTA TEP Project, Case No. 2011.0558E, October 2012; Atkins, 2013

Bold indicates that the screenline and/or corridor would exceed Muni's 85 percent capacity utilization performance standard (Screenline totals are also shown in **bold**, although they do not exceed 85 percent.

Table 4.6-31 Regional Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound)

Screenline/Corridor	*Cumulative (2035)*			*Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option*		
	Ridership	*Capacity*	*Capacity Utilization*	*Project Ridership*	*Total Ridership*	*Capacity Utilization*
East Bay						
BART	28,780	33,170	87%	299	29,079	88%
AC Transit	7,000	12,000	58%	34	7,034	59%
Ferries	5,319	5,940	90%	12	5,331	90%
Subtotal	*41,099*	*51,110*	*80%*	*346*	*41,445*	*81%*
North Bay						
GGT Buses	2,070	2,817	73%	58	2,128	76%
GGT Ferries	1,619	1,959	83%	40	1,659	85%
Subtotal	*3,689*	*4,776*	*77%*	*98*	*3,787*	*79%*
South Bay						
BART	13,847	24,182	57%	144	13,991	58%
Caltrain	2,529	3,600	70%	32	2,561	71%
SamTrans	150	320	47%	2	152	47%
Ferries	59	200	30%	0	59	30%
Subtotal	*16,585*	*28,302*	*59%*	*177*	*16,703*	*59%*
Regional Screenlines Total	***61,373***	***84,188***	***73%***	***621***	***61,935***	***74%***

SOURCES: SFMTA TEP Project, Case No. 2011.0558E (October 2012); Atkins (2013).

Program-Level Analysis (Growth in the 12 Study Areas)

Local Transit Analysis

Impact C-TR-2.1a **The Proposed Project, including growth in the 12 study areas, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity at the Kearny/Stockton and Geary corridors under 2035 Cumulative plus Project conditions. (Significant and Unavoidable)**

As indicated in Table 4.6-30, Muni Downtown Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-138, under Cumulative (2035) conditions, all the screenlines and most of the corridors within the screenlines would operate below Muni's standard of 85 percent capacity utilization in the PM peak hour. Without the Project trips, the Geary corridor within the Northwest screenline under Cumulative Conditions would operate at 85 percent capacity utilization, and with the Project transit trips would increase to 87 percent capacity utilization.

Project development in the 12 study areas would generate up to 736 outbound PM peak hour local transit (Muni) trips. Under Cumulative conditions with the Proposed Project transit trips, all of the Muni screenlines and corridors would experience an increase in transit demand. All of the screenlines would continue to operate below Muni's 85 percent capacity utilization performance standard during the PM peak period. Two corridors, the Kearny/Stockton corridor within the Northeast screenline and the Geary corridor within the Northwest screenline would operate above Muni's 85 percent capacity utilization performance standard.

The increase in transit trips due to Project development in the 12 study areas would cause an exceedance of the 85 percent capacity utilization performance standard to the Kearny/Stockton corridor (from 78 percent to 87 percent). Under Option 1 – Dispersed Distribution, and Option 1 – SA-1/SA-2 sub option, the Kearny/Stockton corridor capacity utilization would improve to 86 percent, and would be one percent less than under Option 1 – SA-10/SA-11 Sub option. Option 2 and its three sub options would avoid the significant and unavoidable impact under Option 1 on the Kearny/Stockton corridor with a projected transit capacity utilization of 84 percent in the PM peak hour under Cumulative plus Project conditions. Therefore, the Proposed Project, under Option 1 and sub options would result in a significant cumulative transit impact to the Kearny/Stockton corridor. Under Option 2 and related sub options, this cumulative transit demand would be avoided.

In addition to the Kearny/Stockton corridor, the increase in Project transit trips would worsen the exceedance of the 85 percent capacity utilization performance standard at the Geary corridor (an increase from 85 percent to 87 percent) under Cumulative plus Project conditions, under all options and sub options. Option 1 and Option 1 – SA-1/SA-2 Sub option would contribute more transit trips to the Geary corridor with 50 versus 49 transit trips. Option 2 and Option 2 sub options would contribute fewer transit trips (43 versus 49 transit trips). Even with these variations in transit trips between the options and sub options, the capacity utilization for all the conceptual growth scenarios on the Geary corridor under Cumulative plus Project conditions would remain at 87 percent. Therefore, the Proposed Project would result in a significant cumulative transit impact to the Geary corridor.

Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact, below, is proposed to potentially reduce this significant cumulative transit impact to the Kearny/Stockton and Geary corridors under Cumulative plus Project conditions:

> **Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact.** AAU shall be required to make a fair share contribution to mitigate the cumulative transit demand impact related to AAU growth in transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to SFMTA.

For all institutional use, AAU shall pay a fee in the amount of the applicable Transit Impact Development Fee (TIDF), found in *Planning Code* Section 411.3(e) for "Cultural/Institution/Education, Post-Secondary School" as that fee is indexed annually, or any successor fee that supersedes this fee. The fee will be based on the total square footage of use in the EIR for each Project Site and for the proposed square footage of use when a Project in one of the Study Areas is proposed. None of the credits permitted by Section 411 et seq., or any successor fee ordinance, shall apply. Any payment or proportional payment is due prior to the issuance of a building permit for the Project or portion of the Project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the fee in this mitigation measure shall satisfy the AAU's obligations under the TIDF for all projects where the mitigation measure applies.

For residential uses, any proposed AAU student housing proposal shall be subject to future transit impact fees if adopted. The City has conducted a nexus analysis, including on residential development, to support a future Transportation Sustainability Fee. The City anticipates that the Board of Supervisors may adopt a new impact fee or fees to offset the impact of residential use on San Francisco's transportation network. AAU student housing or other residential projects shall be subject to any future residential transit impact fees that are established prior to the project receiving a final project approval including a building permit or first certificate of occupancy, whichever occurs later. The Planning Department or the Planning Commission shall make payment of any future residential transit impact fee a condition of approval of all AAU student housing or residential project consistent with future legislation.

AAU may apply to the ERO to reduce, adjust, or modify this fee prior to a project approval based on substantial evidence supporting the absence of any reasonable relationship between the impact of the AAU use on cumulative transit demand and the amount of fee charged.

Significance after Mitigation: As a fair share contribution to corridor improvements, the source or sources of additional funding for transit service improvements are unknown at this time. Additionally, SFMTA cannot commit to future funding appropriations nor be certain of its ability to provide additional service citywide to maintain capacity utilization performance standards, among other service goals. As a result, the feasibility of these improvements would be uncertain and this impact would be significant and unavoidable.

Regional Transit Analysis

Impact C-TR-2.1b **The Proposed Project, including growth in the 12 study areas, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas, would not result in a substantial increase in regional transit demand that could not be accommodated by regional transit capacity under 2035 Cumulative plus Project conditions. (Less than Significant)**

As shown in Table 4.6-31, Regional Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-139, program-level growth would generate a total of 621 outbound regional transit trips during the PM peak hour. The majority of the Project trips from the 12 study areas would travel through the East Bay screenline (about 346 outbound trips), including 299 trips on BART. Approximately 177 outbound transit trips would cross the South Bay screenline and the remaining 98 outbound regional transit trips would cross the North Bay screenline. Under Cumulative and Cumulative plus Project conditions, all regional transit screenlines would remain below their performance standard of 100 percent capacity utilization during the PM peak hour.

Therefore, the Proposed Project in the 12 study areas and in combination with past, present, and reasonably foreseeable future projects would, under Cumulative conditions have a less-than-significant cumulative regional transit impact.

Mitigation: None required.

Project-Level Analysis (Growth at the Six Project Sites)

Local Transit Analysis

Impact C-TR-2.2a **The Proposed Project, including growth at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project sites, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity at the Kearny/Stockton corridor and Geary corridor under 2035 Cumulative plus Project conditions. (Significant and Unavoidable)**

Under the Proposed Project, four of the six project sites (PS-1, PS-2, PS-3, and PS-4) would generate between 23 (at PS-2) and 309 (at PS-1) PM peak hour local public transit trips, with 231 of the total local transit trips from the project sites in the outbound (peak) direction. At the remaining two project sites, PS-5 and PS-6, no increase in PM peak hour local transit demand is expected because faculty, staff, and students would be expected to access the sites by driving or using an AAU shuttle bus.

As indicated in Table 4.6-30, Muni Downtown Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-138, under Cumulative (2035) conditions, all the screenlines and most of the corridors within the screenlines would operate below Muni's capacity utilization standard of 85 percent in the PM peak hour. Two

corridors, the Kearny/Stockton corridor within the Northeast screenline and the Geary corridor within the Northwest screenline would operate at or above Muni's 85 percent capacity utilization performance standard.

The increase in transit trips under the Proposed Project at the six project sites would contribute to an exceedance of the 85 percent capacity utilization performance standard at the Kearny/Stockton corridor (from 78 percent to 87 percent). The Proposed Project at the six project sites would contribute 63 outbound transit trips during the PM peak hour under both options and all sub options, including 30 PM peak hour transit trips from PS-1, 16 from PS-3, and 17 from PS-4. Therefore, the Proposed Project at the six project sites would contribute to a significant cumulative transit impact to the Kearny/Stockton corridor.

In addition to the Kearny/Stockton corridor, the increase in Proposed Project transit trips at the six project sites would contribute to an exceedance of the 85 percent capacity utilization performance standard at the Geary corridor (an increase from 85 percent to 87 percent) under Cumulative plus Project conditions, under all options and sub options. The Proposed Project at the six project sites would contribute 16 outbound transit trips during the PM peak hour under both options and all sub options, including six PM peak hour transit trips from PS-1, one transit trip from PS-2, six transit trips from PS-3, and three PM peak hour transit trips from PS-4. Therefore, the Proposed Project at the six project sites would contribute to a significant cumulative transit impact to the Geary corridor.

It should be noted that the TEP proposes a number of modifications to existing transit routes and new routes in the vicinity of all six project sites, which would allow transit patrons more options in choosing their preferred transit route, or provide them with more frequent service. Improvements would include increased frequencies, extended or simplified routing, and new or expanded transit-only lanes. At PS-1, the F Market & Wharves streetcar would include expanded service to accommodate cumulative growth. This route experiences overcrowded conditions under Existing PM peak hour conditions in the outbound direction and could experience, even with increased service, similar overcrowded conditions under Cumulative Conditions. The Proposed Project at PS-1 would add 93 outbound transit trips. These trips would be distributed to local routes including the F Market & Wharves streetcar, the 30 Stockton route, Powell-Hyde streetcar and 47 Van Ness route. Based on transit trip distribution, the Project would add 38 transit trips to the Northeast screenline, of which about eight transit trips would be generated along the "All Other Lines" corridor, which includes the F Market & Wharves streetcar. This increase, in consideration of potential future ridership levels along the F Market & Wharves streetcar route, would represent less than one percent of the potential future peak hour load and would not considerably contribute to potential overcrowded conditions along this route. Additionally, other Muni service, such as the 30 Stockton and 47 Van Ness Avenue routes, would be available during the PM peak hour.

At PS-2, cumulative transit conditions would include the addition of Central Subway service and increased service on Muni routes related to TEP service improvements, such as 1 California, 10 Townsend and 30X Marina Express.

At PS-3, cumulative transit conditions would include improvements to such routes as the 16X Noriega Express and 19 Polk. The PS-3 shuttle stop is proposed for Polk Street (with no adjacent transit service). In the future, through the implementation of the SFMTA Polk Street Improvement Project, the shuttle stop may be moved to Turk Street, which is along the 16X Noriega Express route. Although not part of the Proposed Project, the proposed shuttle bus stop on Polk Street may be relocated as part of the SFMTA Polk Street Improvements Project to Turk Street. Based on the frequency of the potential AAU shuttle service and 16X Noriega express route service hours, the relocation of shuttle bus operations would not substantially conflict with future transit service on Turk Street.

At PS-4, cumulative transit conditions would include improvements to Van Ness Avenue service (Van Ness Avenue BRT project) as well as TEP improvements to several nearby routes including the 21 Hayes, 47 Van Ness and 49L Van Ness-Mission Limited. At PS-5, although the project site (bus yard) would not produce PM peak hour transit trips, cumulative transit conditions would include improvements to the 16th Street corridor and the 22 Fillmore route, as well as improvements to the 10 Townsend route. Similarly, at PS-6, project site development would not result in any new PM peak hour transit trips as most trips are anticipated to be made by AAU shuttle or private vehicle. Cumulative transit conditions would be altered under the TEP through the relocation of the 23 Monterey route to continue on Oakdale Avenue, resulting in an additional walking distance of one block from the project site.

The Proposed Project at the six project sites would not introduce any design features that would preclude or alter access to any future nearby transit facilities or improvements.

Based on the discussion above, the Proposed Project at the six project sites, in consideration of other cumulative growth and development, would contribute to a significant cumulative transit impact to the Geary and Kearny/Stockton corridors.

As discussed previously, implementation of Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact, p. 4.6-140, requires that AAU make a fair share contribution to mitigate the cumulative transit demand related to AAU growth transit ridership on the Kearny/Stockton and Geary corridors to SFMTA. However, as a fair share contribution to corridor improvements, the source or sources of additional funding for transit service improvements are unknown at this time. Additionally, SFMTA cannot commit to future funding appropriations nor be certain of its ability to provide additional service citywide to maintain capacity utilization performance standards, among other service goals. As a result, the feasibility of these improvements is uncertain and this impact would be significant and unavoidable.

Mitigation: Implement Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact, p. 4.6-140.

Significance after Mitigation: Significant and Unavoidable.

Regional Transit Analysis

Impact C-TR-2.2b **The Proposed Project, including growth at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project sites, would not result in a substantial increase in regional transit demand that could not be accommodated by regional transit capacity under 2035 Cumulative plus Project conditions. (Less than Significant)**

The project sites are expected to contribute between seven and 88 outbound transit trips to regional screenlines during the PM peak hour, predominantly to the BART lines in the East Bay and South Bay screenlines. These lines would operate below their 100 percent capacity utilization performance standard under 2035 Cumulative conditions, both with and without implementation of the Proposed Project. No new future regional transit facilities or improvements are planned near the six project sites.

Therefore, impacts to future local and regional transit demand and operations resulting from proposed development at the six project sites and in combination with past, present and reasonably foreseeable future projects, would be less-than-significant.

Mitigation: None required.

Project Analysis (Growth in the 12 Study Areas Combined with Growth at the Six Project Sites)

Impact C-TR-2.3a **The Proposed Project, including growth in the 12 study areas and at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas and project sites, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity at the Kearny/Stockton corridor and Geary Corridor under 2035 Cumulative plus Project conditions. (Significant and Unavoidable)**

Impact C-TR-2.3b **The Proposed Project would not result in a substantial increase in regional transit demand that could not be accommodated by regional transit capacity under 2035 Cumulative plus Project conditions. (Less than Significant)**

The addition of Project-generated transit trips to the 12 study areas and six project sites under the Proposed Project would include program-level growth of up to 1,199 local transit (Muni) trips and 956 regional transit trips during the PM peak hour. The project site growth would result in between 23 and 309 local public transit trips per project site (372 total local transit trips) and between seven and 88 regional transit trips per project site, or 302 total regional transit trips during the PM peak hour.

As indicated in Table 4.6-31, Regional Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-139, under Cumulative and Cumulative plus Project conditions, all regional screenlines would operate below their 100 percent capacity utilization performance standard during the PM peak hour. In addition, the Proposed Project would not introduce any design features that would preclude or alter access to any future nearby regional transit facilities or improvements. Therefore, the Proposed Project, including growth in the 12 study areas and at the six project sites, in combination with past, present, and reasonably foreseeable future projects would, under Cumulative conditions have a less-than-significant cumulative regional transit impact.

As indicated in Table 4.6-30, Muni Downtown Transit Screenlines, Cumulative and Cumulative plus Project: Option 1 – SA-10/SA-11 Sub option (PM Peak Hour Outbound), p. 4.6-138, under Cumulative (2035) conditions, all the screenlines and most of the corridors within the screenlines would operate below Muni's capacity utilization standard of 85 percent in the PM peak hour. The increase in transit trips due to Project development in the 12 study areas and at the six project sites would cause an exceedance of the 85 percent capacity utilization performance standard to the Kearny/Stockton corridor (from 78 percent to 87 percent). Under Option 1, Dispersed Distribution, and Option 1 – SA-1/SA-2 Sub option, the Kearny/Stockton corridor capacity utilization would improve to 86 percent, and would be one percent less than under Option 1 – SA-10/SA-11 Sub option. Option 2 and its three sub options would avoid the significant and unavoidable impact under Option 1 on the Kearny/Stockton corridor with a projected transit capacity utilization of 84 percent in the PM peak hour under Cumulative plus Project conditions. Therefore, the Proposed Project, under Project Option 1 and sub options would result in a significant cumulative transit impact to the Kearny/Stockton corridor. Under Option 2 and related sub options, this cumulative transit demand would be avoided.

In addition to the Kearny/Stockton corridor, the increase in Project transit trips would worsen the 85 percent capacity utilization at the Geary corridor to 87 percent under Cumulative plus Project conditions, under all options and sub options. Therefore, the Proposed Project would result in a significant cumulative transit impact to the Geary corridor.

It should also be noted that the addition of Project-generated transit trips to individual transit lines where overcrowded conditions are anticipated in the future, such as the F Market & Wharves streetcar, would not considerably contribute (five percent or more) to potential overcrowded conditions. Additionally, other nearby transit service would be available during the PM peak hour. The Proposed Project in the study areas and at the project sites would not substantially conflict with TEP and other cumulative transit improvements that are anticipated to occur in the vicinity of the study areas and project sites.

Based on the discussion above, the Proposed Project growth in the 12 study areas and at the six project sites, in consideration of other cumulative growth and development, would contribute to a significant cumulative transit impact to the Geary and Kearny/Stockton corridors.

The Proposed Project, in consideration of other cumulative growth and development, would result in a less-than-significant cumulative transit impact to regional transit service.

As discussed previously, implementation of Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact, p. 4.6-140, requires that AAU make a fair share contribution to mitigate the cumulative transit demand related to AAU growth transit ridership on the Kearny/Stockton and Geary corridors to SFMTA. However, as a fair share contribution to corridor improvements, the source or sources of additional funding for transit service improvements are unknown at this time. Additionally, SFMTA cannot commit to future funding appropriations nor be certain of its ability to provide additional service citywide to maintain capacity utilization performance standards, among other service goals. As a result, the feasibility of these improvements is uncertain and this impact would be significant and unavoidable.

Mitigation: Implement Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact, p. 4.6-140.

Significance after Mitigation: Significant and Unavoidable.

Other Cumulative Impacts

Impact C-TR-3 **The Proposed Project, including growth in the 12 study areas and at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas and project sites, would have less–than-significant with mitigation cumulative AAU shuttle impact. (Less than Significant with Mitigation)**

Cumulative AAU Shuttle Impacts

As described previously in "Passenger Loading (Shuttle) Demand," p. 4.6-67, and as shown in Table 4.6-19, AAU Trip Distribution Percentages, p. 4.6-60, shuttle bus demand generated by Project development within the 12 study areas and at the six project sites was estimated to generate a fixed-route (regular) shuttle bus demand of between 895 and 934 shuttle trips in the PM peak hour. The Project proposes to add eight shuttle buses and likely restructure the existing (2010) service to accommodate this growth, but the specifics of this future shuttle service is unknown.[239] Given the available capacity of 2010 shuttle routes and the potential distribution of Project development, including the six project sites, it was calculated that capacity on existing shuttles would not be adequate to accommodate all Project growth. Over time, AAU program-level growth would require the addition of fixed-route shuttles. Substantial unmet shuttle demand could result in mode shifts to other travel modes, including transit, bicycle, walking and private vehicles. Therefore, program-

[239] Since 2010, the shuttle routes have been altered, as described, for informational purposes, later in the analysis.

level and project site growth would result in unmet shuttle demand that if it is not met, could result in a significant impact to the City's transit or transportation system. Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89, which requires monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system, would reduce this impact to a less-than-significant level. The Proposed Project expanded shuttle system would not result in substantial conflicts with traffic, public transit, pedestrians, bicycles or commercial loading. Although the impact is less-than-significant, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended and would include measures to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way.

Considering the operational impacts of the additional eight shuttle buses over time, on any given route, and considering the shortest potential headway (approximately 15 minutes or four shuttles during the peak hour), program-level and project site growth would not substantially alter the transportation system including traffic, transit, bicycles, and commercial loading in the study areas or at the project sites. The location of shuttle stops (white zones) under the Project, if located on-street, could displace one to two parking or loading spaces, and in some locations, such as PS-1 may be shared with other adjacent land uses. In the event that shuttle or white zones were not approved, AAU shuttle drivers would likely search for on-street parking, other adjacent white or yellow zones, and based on Existing conditions potentially double park in some locations. While these traffic conflicts could be inconvenient, due to the level of anticipated shuttle traffic, it would not be considered significant. In a cumulative context, parking and commercial loading demand in combination with other growth and development would increase, however the Project's proportion (loss of one to two parking spaces per site where shuttle service is provided) would not be considerable. Furthermore, white zones are subject to the review and approval of SFMTA.

Although future AAU shuttle service has not been determined at this point in time, it is important to note that the planned AAU shuttle bus stop (which would consist of a 80-foot-long passenger loading zone) on Polk Street at PS-3 may be moved in the future to the north side of Turk Street, adjacent to the project site. The relocation of the planned AAU shuttle bus stop from Polk Street to Turk Street would be the result of the SFMTA Polk Street Streetscape Plan, which proposes to install bicycle lanes along the southbound Polk Street approach; construction of the streetscape plan is planned for Year 2015.

Due to this relocation of the planned AAU shuttle stop on Turk Street, approximately two on-street parking spaces and about 10 motorcycle parking spaces would be removed. Muni bus route 16X Noriega Express would continue to operate along Turk Street and no changes are planned under cumulative conditions as part of the SFMTA TEP for this route. The future shuttle bus loading activity on Turk Street, due to the amount of service to be provided and the location of the AAU shuttle stop, would not conflict with future transit service or other users of the street. Therefore, the

relocation of the AAU shuttle stop under the SFMTA Polk Street Streetscape Plan would not substantially change the parking, traffic or transit conditions at PS-3.

No other foreseeable changes to existing or proposed AAU shuttle bus stops or related service are proposed under future conditions and as stated, any proposed changes to AAU shuttle bus service and associated cumulative effects to future transportation modes would be subject to project-level analysis and review. Based on the above findings, the Proposed Project, in combination with past, present and reasonably foreseeable developments in San Francisco, would result in a less-than-significant with mitigation cumulative AAU shuttle impact.

Assuming AAU shuttle demand is adequately met and AAU shuttle activities would not significantly affect the operation of other modes of travel, Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring, p. 4.6-155, is recommended as a standard condition of approval to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles on the public right-of-way.

Mitigation: Implement Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard, p. 4.6-89.

Significance after Mitigation: Less than Significant.

Cumulative Pedestrian Impacts

Pedestrian circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. Specific pedestrian-level, streetscape and landscape improvements contained in the Better Streets Plan are generally encouraged on a project-by-project basis and as the City continues to grow and develop, such efforts would enhance the overall pedestrian environment and provide better connectivity to transportation modes and land uses while also promoting public safety and enhancing the quality of life for residents, employees, and visitors of San Francisco. Additionally, under Cumulative conditions pedestrian improvements in or near the study areas may occur in relation to other private and public development projects such as the CPMC Long Range Development Plan, 5M Project, Van Ness Avenue BRT, Geary Corridor BRT, Second Street Corridor Improvements, TCDP Public Realm Plan, and Central SoMa Plan. At PS-1, anticipated improvements, as outlined in the approved Fisherman's Wharf Public Realm Plan, would transform Jefferson Street into a primary route for pedestrians and cyclists with limited usage by vehicles except for commercial and passenger loading/unloading.[240] This includes narrowing street crossings, widening pedestrian facilities, and traffic calming for vehicles. Implementation of the Project would not interfere with the implementation of any of the pedestrian-related improvements of these projects.

[240] Phase 1 (Hyde to Jones) was completed in 2013; Phase 2 (Jones to Powell) is still seeking funding.

The Proposed Project, under all options and sub options, would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians under cumulative conditions. Pedestrian volumes could increase through the completion of the Proposed Project and future conditions due to increased growth throughout the City as well as pedestrian-related improvements. The Proposed Project's contribution to any resulting pedestrian delays or deterioration of pedestrian facilities, in consideration of other cumulative growth near these facilities, would not be considered substantial.

There would be a projected increase in background vehicle traffic between Existing plus Project and 2035 Cumulative Conditions. This would result in an increase in the potential for vehicle-pedestrian conflicts citywide, and in the study areas and at the six project sites. While there would be a general increase in vehicle traffic that is expected through the future conditions, the Proposed Project's portion of that vehicle growth would not be considered substantial.

Based on these findings, the Proposed Project, in combination with past, present, and reasonably foreseeable developments in San Francisco, would result in a less-than-significant cumulative pedestrian impact.

Mitigation: None required.

Cumulative Bicycle Impacts

Bicycle circulation impacts by their nature tend to be site-specific and generally do not contribute to impacts from other development projects. Bicycle trips throughout the City could increase under the cumulative scenario due to general land use growth and the implementation of city-wide bicycle infrastructure improvement projects (for example, projects outlined in the San Francisco Bicycle Plan, Second Street improvements, Central SoMa Plan, and improvements along Market Street, Polk Street, and other streets). At PS-1, anticipated improvements, as outlined in the approved Fisherman's Wharf Public Realm Plan, would transform Jefferson Street into a primary route for pedestrians and cyclists with limited usage by vehicles except for commercial and passenger loading/unloading.[241] This includes narrowing street crossings, widening pedestrian facilities, and traffic calming for vehicles. The Proposed Project at PS-1 would not interfere with the implementation of elements of this plan. Implementation of the Proposed Project would not interfere with the implementation of any of the bicycle improvement projects.

Bicycle trips generated by the Proposed Project (under all options and sub options) would include up to 165 PM peak hour bicycle trips to and from each project site and within each study area. These trips would not result in overcrowding of bicycle facilities or create potentially hazardous conditions for bicyclists or otherwise interfere with bicyclists' accessibility to project sites or study areas. At PS-3, the implementation of the SFMTA Polk Street Improvement Project could relocate the

[241] Phase 1 (Hyde to Jones) was completed in 2013; Phase 2 (Jones to Powell) is still seeking funding.

proposed AAU shuttle stop from Polk Street to Turk Street, away from the Polk Street bicycle route. Increases in the number of project-related vehicle trips in combination with cumulative traffic growth, could increase conflicts between bicyclists and vehicles in a cumulative context, including along the streets used to access the study areas and project sites; however, the Proposed Project's portion of that growth would not be considered substantial.

The Proposed Project (under all options and sub options) would not add a conflict (e.g., new curb cut or loading zone) along a near or long-term project identified in the San Francisco Bicycle Plan or established or programmed City-wide plan (e.g., Western SoMa Plan).

Based on these findings, the Proposed Project in combination with past, present, and reasonably foreseeable developments in San Francisco, would result in less-than-significant cumulative impacts on bicyclists. Although the impact would be less than significant, Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities, p. 4.6-156, is recommended and would require AAU to add on- or off-street (or some combination thereof) of bicycle parking facilities at project sites (including the six project sites included with the Proposed Project).

Mitigation: None required.

Cumulative Loading Impacts

Cumulative growth in commercial activities within San Francisco would result in increased commercial vehicle loading/unloading demand over time. Cumulative conditions through other development and projects could alter the availability of commercial loading and other parking spaces in the study areas and near the six project sites. For example, implementation of the SFMTA Polk Street Improvement Project near PS-3 may remove additional parking, possibly commercial parking on Polk Street, as part of the street and bicycle lane improvements. Similar changes may occur along Mission and Market Streets within SA-5; Folsom and Howard Streets in SA-6, SA-11, and SA-12; Second Street in SA-8 and SA-9; Jefferson Street near PS-1; and Van Ness Avenue near PS-3 and PS-4.

Implementation of the Proposed Project could result in an increased use of on-street commercial parking spaces, since most AAU buildings do not include off-street loading facilities, and would contribute to this demand. The impact of the increased demand would vary by AAU building, as it varies across the City. In some locations commercial deliveries may, due to lack of available spaces, be required to park further away, or although undesirable, may choose to double park to unload. Due to the amount of commercial truck deliveries and some availability of on-street commercial parking, although limited in some areas, the Proposed Project would not result in substantial lack of commercial loading demand that would constrain roadways, such that a potentially hazardous condition is created or significant delay of traffic, transit, bicycles or pedestrians would occur. Therefore, the Proposed Project was found to have a less than significant loading impact. Under Cumulative Conditions, although the demand for on-street commercial parking spaces would

further increase with additional city-wide development, the Proposed Project's portion of this cumulative growth in commercial parking demand would not be considered substantial.

Therefore, the Proposed Project would not result in a cumulatively considerable contribution to adverse cumulative loading conditions. Based on these findings, the Proposed Project in combination with past, present and reasonably foreseeable developments in San Francisco, would result in less-than-significant cumulative impacts on commercial loading.

Although the Proposed Project (under all options and sub options) loading and cumulative loading impact would be less than significant, Improvement Measure I-TR-5 – Monitoring of Commercial Loading Activities, p. 4.6-156, is recommended to further reduce this less-than-significant impact.

Mitigation: None required.

Cumulative Parking Impacts

Considering cumulative parking conditions over time, land use development and increased density anticipated within the City would increase parking demand and competition for on- and off-street parking. Additionally, through the implementation of the City's Transit First Policy and City's Better Streets program and related projects, especially along commercial corridors, on-street parking may be further removed to promote alternative modes of travel and sustainable street designs. For example, implementation of the SFMTA Polk Street Improvement Project near PS-3 may remove additional parking on Polk Street, as part of the street and bicycle lane improvements. Similar changes may occur along Mission and Market Streets within SA-5; Folsom and Howard Streets in SA-6, SA-11, and SA-12; Second Street in SA-8 and SA-9; Jefferson Street near PS-1; and Van Ness Avenue near PS-3 and PS-4.

Implementation of the Proposed Project could result in an increased use of on-street parking spaces, since most AAU buildings do not include off-street parking spaces, and would therefore, contribute to this demand. The impact of the increased parking demand would vary by AAU building, as it varies across the City. In some locations, drivers, including AAU employees, visitors, and commuting students, could be required to park further away or forego their private vehicle and choose to use public transit, AAU shuttle service, walking or bicycle to and from each project site or within each study area. As discussed, all of the study areas and project sites are served by public transit and some transit service to these areas and project sites would be enhanced as a part of SFMTA's TEP. Due to the level of Project parking demand and some availability of off-street or on-street parking, although limited in some areas, the Proposed Project would not result in substantial parking demand, such that it would create hazardous conditions or significant delays to transit, traffic, bicycles or pedestrians or demonstrably render these modes infeasible. Therefore, the Proposed Project was found to have a less-than-significant parking impact. Under Cumulative Conditions, although the demand for on-street parking spaces would further increase with

additional city-wide development, and the Proposed Project would add to this demand, the Project's portion of this cumulative growth in parking demand would not be considered substantial.

Therefore, the Proposed Project would not result in a cumulatively considerable contribution to adverse cumulative parking conditions. Based on these findings, the Proposed Project, in combination with past, present, and reasonably foreseeable developments in San Francisco, would result in a less-than-significant cumulative parking impact.

Mitigation: None required.

Cumulative Construction Impacts

Construction related to the Proposed Project, within each study area or at each project site, could overlap with the construction of other projects located throughout the City, including the projects listed at the beginning of this section. Construction activities associated with these projects could affect transportation access, vehicle and other travel, and pedestrians on streets used as construction access routes to and from each study area or project site. Overall, localized cumulative construction-related transportation impacts could occur as a result of other land use development or projects that generate increased traffic at the same time and on the same roads as the Proposed Project. The construction manager for each individual project, including AAU projects, would be required to coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian/bicycle movements adjacent to the construction area for the duration of construction overlap. The cumulative impacts of the Proposed Project construction in relation to any nearby construction projects would not be cumulative considerable. Most of the AAU construction activities would be internal tenant improvements with limited external construction. Therefore, the Proposed Project would not result in a cumulatively considerable contribution to adverse cumulative construction conditions. Based on these findings, the Proposed Project, in combination with past, present, and reasonably foreseeable developments in San Francisco, would result in a less-than-significant cumulative construction-related transportation impact.

Although cumulative construction impacts would be less than significant, improvement measures (see Improvement Measures I-TR-6 – Construction Truck Deliveries during Off-Peak Periods, p. 4.6-156, and I-TR-7 – Additions to the Construction Management Plan, p. 4.6-156) would be recommended to further reduce the Proposed Project's less-than-significant construction-related impacts related to potential conflicts between construction activities and pedestrians, transit, and autos, including construction truck traffic management, project construction updates for adjacent businesses and residents, and carpool and transit access for construction workers, which would also apply to the cumulative construction of AAU projects over time.

Mitigation: None required.

Improvement Measures

This section presents the transportation improvement measures that would improve operating conditions where there would be less-than-significant impacts (i.e., traffic, pedestrian, loading, and construction). Improvement measures would not be required by CEQA, but are recommended for consideration as conditions of approval by decision-makers as part of individual project approvals.

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., NextMuni 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.

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, 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 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, 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.

Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at PS-6, 2225 Jerrold Avenue. To improve pedestrian conditions at the 2225 Jerrold Avenue building entry, AAU would create a clear pedestrian walkway between the proposed AAU shuttle stop and adjacent parking lot to the building entrance, which may require AAU to stop utilizing up to two of the six existing loading docks east of the parking lot. Additionally, and as part of the abandonment of these loading dock area, AAU shall remove or reduce in size the curb cuts along Jerrold Avenue, improving pedestrian conditions along Jerrold Avenue.

Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at AAU Facilities. To improve bicycle parking and conditions for bicyclists at the six project sites and 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* 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).

Improvement Measure I-TR-5 – AAU Monitoring of Commercial Loading Activities. AAU would further improve conditions in study areas with high existing commercial loading demand, such as SA-5 and SA-7, 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.

Improvement Measure I-TR-6 – Construction Truck Deliveries during Off-Peak Periods. 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.

Improvement Measure I-TR-7 – Additions to the Construction Management Plan. In addition to items required in the Construction Management Plan, AAU shall include the following additional items:

- Carpool and Transit Access for Construction Workers – As an improvement to minimize parking demand and vehicle trips associated with construction workers,

the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.

- Project Construction Updates – As an improvement to reduce construction-related disruption on nearby businesses and neighborhoods, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.