



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Institutional Master Plan

HEARING DATE: JULY 25, 2019

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Date: July 18, 2019
Case No.: **2019-012970IMP**
Project Name: **Academy of Art University (AAU)**
Project Sponsor: Academy of Art University
c/o J. Abrams Law, P.C.
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Recommendation: **No Action – Informational Item**

BACKGROUND ON INSTITUTIONAL MASTER PLANS

Planning Code Section 304.5 requires Post-Secondary Educational Institutions and Hospitals in the City to have an Institutional Master Plan ("IMP") on file with the Planning Department, with an update provided every two years. The IMP requires a description of the following: the institution's physical plant; employment characteristics; services provided and service population; ownership of properties through the City and County of San Francisco; parking availability; development plans for the next 10 years and its impact on the General Plan and any neighborhood plans on file; and any other relevant general information.

The purpose of the IMP is to provide this information to the Planning Commission ("Commission") and the public and to receive comment on it at a public hearing. This enables the institution to modify its master plan before seeking entitlements. Any proposed changes in land use described in the IMP would require separate review and approval by the Commission, Department staff, and/or the Board of Supervisors, as applicable. The IMP is available for public review and has been posted on the Planning Department's ("Department") website.

PROCEDURAL BACKGROUND

The Academy of Art University ("AAU" or "the Academy") is a private, for-profit post-secondary educational institution and is therefore subject to the IMP requirements of Planning Code Section 304.5. The last IMP document for AAU to be accepted as complete by the Planning Commission was presented on November 17, 2011. As required pursuant to Planning Code Section 304.5, AAU submitted IMP Updates in 2013 and 2015.

On May 6, 2016, the City Attorney, on behalf of the City and the People of the State of California, commenced litigation against the Academy and other related parties in *People v. Stephens Institute, et. al*, San Francisco Superior Court Number CGC-16-551-832 (the "Lawsuit"), alleging violations of the City's Administrative Code, Planning Code, Building Code and the State Unfair Competition Law, Business and

Professions Code Section 17200 et seq. ("UCL"). Thereafter, the City, through the City Attorney, the Planning Department, and the Mayor's Office of Housing and Community Development, entered negotiations with AAU, under the supervision of Judge Harold Kahn of the San Francisco Superior Court, to settle the Lawsuit.

On December 19, 2016, AAU submitted an application for a Development Agreement ("DA"; Case No. 2008.0586DVA), which included a Term Sheet for Global Resolution between the City and County of San Francisco and AAU ("Term Sheet") in settlement of the Lawsuit. The Term Sheet requires that an updated IMP be filed and accepted by the Commission, to ensure that AAU's future operations will be consistent with the Term Sheet, the DA, and Planning Code Section 304.5. On July 27, 2017 and on November 2, 2017, the Commission considered new IMPs prepared by AAU; however, these IMP submittals were not accepted by the Commission as complete.

On April 9, 2019, AAU submitted a new IMP document to the Department, which was reviewed by Department staff. A final IMP was submitted on July 5, 2019, which has been posted on the Department's website and made available to the public for review, and which will be considered for acceptance by the Commission at today's hearing on July 25, 2019.

On July 10, 2019, the parties entered a Supplement to the Term Sheet ("Supplement"), updating terms relating to AAU's provision of an affordable housing benefit, housing metering, and other provisions of the original Term Sheet.

Since acceptance of the last IMP document in 2011, there are significant changes proposed to the use of Academy facilities including the addition of three properties to, and the removal of nine properties from the Academy's campus within the City and County of San Francisco, along with other changes in use of existing facilities that were not discussed in the prior IMP. These changes alone would require submittal and acceptance of a new IMP document; however, as discussed above, in this case the Term Sheet also explicitly requires submittal and acceptance of a new IMP to demonstrate consistency with that Term Sheet and the DA. The acceptance of the IMP will not result in the Commission's approval of any use described in the IMP. Rather, all proposed uses will be subject to further approvals described in the DA and a Master Conditional Use Authorization, to be heard by the Commission at a future hearing.

Pursuant to Planning Code Section 304.5(h), in the case of any institution subject to the institutional master plan requirements of this Section, no conditional use or any other entitlement requiring Commission action for development by the institution can be authorized by the Commission unless such development has been described in an IMP that has been accepted by the Commission. Additionally, no hearing can be held nor item approved by the Commission on any conditional use or other entitlement until three months have elapsed after the date on which the public hearing is closed and the IMP is accepted. If the Commission proceeds with acceptance of the current IMP at the July 25th hearing, the Department anticipates bringing the Settlement Agreement, DA, Stipulated Injunction and associated project approvals forward to the Commission in three months' time or shortly thereafter.

SITE DESCRIPTION AND PRESENT USE

The Academy of Art University's headquarters are located at 77-79 New Montgomery Street, between Mission and Jessie Streets. The Academy's campus footprint currently includes 17 residential, student

housing buildings, 21 institutional buildings for academic instruction and other institutional administrative functions, and two properties for storage of institution-related goods and shuttle vehicles. As described in the IMP document, AAU proposes an overall reduction to their campus footprint resulting in 16 residential, student housing buildings, 17 institutional buildings, and one property for Academy storage and shuttle parking.

A full list of the 43 AAU-affiliated properties, which are part of either the existing or proposed campus, may be found at the end of this section along with their corresponding zoning districts. These properties are located throughout the City, though primarily clustered along the Van Ness Avenue corridor or around Sutter Street near Union Square; other properties may also be found in parts of the Financial District and South of Market areas.

LIST OF PROPERTIES OWNED OR LEASED BY ACADEMY OF ART UNIVERSITY				
Property Address	Cross Street(s)	Block/Lot	Zoning District	Area Plan
77-79 New Montgomery St.	Mission St., Jessie St.	3707 / 014	C-3-O(SD), 150-S	Downtown, Transit Center District
180 New Montgomery St.	Howard St., Natoma St.	3722 / 022	C-3-O(SD), 150-S	Downtown, Transit Center District
58-60 Federal St.	2 nd St., Rincon Alley	3774 / 074	MUO, 65-X	East SoMa (EN)
575 Harrison St.	2 nd St.	3764 / 198-230	MUO, 65-X	East SoMa (EN)
601 Brannan St.	5 th St., Bluxome St.	3785 / 132	MUG, 160-CS	Western SoMa (EN), Central SoMa
460 Townsend St.	6 th St.	3785 / 023	CMUO, 85-X	Western SoMa (EN), Central SoMa
466 Townsend St.	6 th St.	3785 / 005	CMUO, 85-X	Western SoMa (EN), Central SoMa
168 Bluxome St.	6 th St.	3785 / 137-184	MUG, 65-X	Western SoMa (EN), Central SoMa
410 Bush St.	Kearny St., Pine St.	0270 / 007	C-3-O, 80-130-F	Downtown
700 Montgomery St.	Washington St.	0196 / 028	C-2, 65-A	None
540 Powell St.	Anson Pl. (between Sutter and Bush St.)	0285 / 009	C-3-R, 80-130-F	Downtown
560 Powell St.	Bush St., Anson Pl.	0285 / 010	RC-4, 80-130-F	None
491 Post St.	Mason St.	0307 / 009	C-3-G, 80-130-F	Downtown
620 Sutter St.	Mason St.	0283 / 004A	C-3-G, 80-130-F	Downtown
625-629 Sutter St.	Mason St.	0297 / 014	C-3-G, 80-130-F	Downtown
655 Sutter St.	Mason and Taylor St.	0297 / 012	C-3-G, 80-130-F	Downtown
680-688 Sutter St.	Taylor St.	0283 / 007	C-3-G, 160-F	Downtown
740 Taylor St.	Sutter and Bush St.	0283 / 012	RC-4, 65-A	None
1055 Pine St.	Taylor and Jones St.	0275 / 009	RM-4, 65-A	None

Property Address	Cross Street(s)	Block/Lot	Zoning District	Area Plan
1069 Pine St.	Jones St.	0275 / 008	RM-4, 65-A	None
736 Jones St.	Sutter St.	0298 / 027	RC-4, 80-A	None
817-831 Sutter St.	Jones St.	0299 / 021	RC-4, 80-A	None
860 Sutter St.	Jones and Leavenworth St.	0281 / 006	RC-4, 80-A	None
1080 Bush St.	Leavenworth St.	0276 / 015	RC-4, 65-A	None
1153 Bush St.	Leavenworth and Hyde St.	0280 / 026	RC-4, 65-A	None
150 Hayes St.	Van Ness Ave. and Polk St.	0811 / 022	C-3-G, 120-X	Downtown, Civic Center
950 Van Ness Ave.	O'Farrell St., Olive St.	0718 / 021	RC-4, 130-V	Van Ness Corridor
625 Polk St.	Turk St.	0742 / 002	NC-3, 130-E	Van Ness Corridor
1142 Van Ness Ave.	Post St., Cedar St.	0694 / 011	RC-4, 130-V	Van Ness Corridor
1916 Octavia St.	Sacramento St.	0640 / 011	RH-2, 40-X	None
1900 Jackson St.	Gough St.	0592 / 004A	RH-2, 40-X	None
1849 Van Ness Ave.	Washington St.	0618 / 001	RC-4, 80-D	Van Ness Corridor
1946 Van Ness Ave.	Jackson St.	0598 / 010A	RC-4, 80-D	Van Ness Corridor
2151 Van Ness Ave.	Broadway	0575 / 015	RC-4, 80-D	Van Ness Corridor
2209 Van Ness Ave.	Broadway and Vallejo St.	0570 / 029	RC-3, 80-D	Van Ness Corridor
2211 Van Ness Ave.	Broadway and Vallejo St.	0570 / 005	RC-4, 80-D	Van Ness Corridor
2550 Van Ness Ave.	Filbert St.	0526 / 021	RC-3, RM-3, 65-A	None
1727 Lombard St.	Octavia and Laguna St.	0506 / 036	RH-2, NC-3, 40-X	None
2801 Leavenworth St.	Jefferson St., Beach St.	0010 / 001	C-2, 40-X	Northeast Waterfront
2295 Taylor St.	Chestnut St.	0066 / 001	North Beach NCD, 40-X	None
2340 Stockton St.	North Point St., Beach St.	0018 / 004	C-2, 40-X	Northeast Waterfront
121 Wisconsin St.	16 th and 17 th St., Arkansas St.	3953 / 004	UMU, 68-X	Showplace Square/ Potrero Hill (EN)
2225 Jerrold Ave.	Upton St., McKinnon Ave.	5286A / 020	PDR-2, 65-J	Bayview Hunters Point

SUMMARY OF THE CONTENTS OF THE IMP

Nature of the Institution, History and Growth: The Academy of Art University was established in 1929 and is a private, for-profit accredited university of art and design. Founded by Richard S. Stephens, the school began modestly in a rented room at 251 Kearny Street. In 1951, Richard A. Stephens took over as president of the university and expanded the school's enrollment from 50 students to 5,000 students and

in 1966 the school was incorporated and granted authority to offer a bachelor's degree in Fine Art. During this same era, the campus expanded from one to three buildings in San Francisco. Beginning in 1992, under Elisa Stephens as the new president of the university, AAU rapidly expanded adding 14 buildings during the remaining portion of that decade and an additional 23 buildings between 2000 and 2012.

Physical Changes in the Neighborhood: As discussed above, the AAU campus has expanded significantly, particularly from 1992 – 2012. The Academy has, or will operate buildings in the following neighborhoods: Bayview, Chinatown, Downtown/Civic Center, Financial District, Marina, Nob Hill, North Beach, Pacific Heights, Potrero Hill, Russian Hill, and South of Market.

The physical enlargement of the campus has resulted in visible changes throughout the City where these buildings are located. For many buildings acquired during this time, the Academy began using these either for academic institutional use or residential student housing without first obtaining the necessary permits. Some of the residential student housing buildings were previously occupied by other types of residential use including some residential hotels; the change to student housing has had the effect of disrupting existing housing resources, particularly in the case of residential hotels, which are often seen as an affordable housing resource for the city's most vulnerable populations. In some cases, the student housing densities achieved by the Academy exceeded any residential density otherwise allowable by Code for that district. These impacts on housing resources are addressed in the Term Sheet, Supplement and the DA.

Other physical changes include signs that were installed on these buildings, some with required permits and some without. This has led to visual impacts, particularly in areas such as those around Sutter Street and along Van Ness Avenue, which have the densest concentration of Academy buildings. Use of these buildings by the Academy has also had physical impacts to the surrounding neighborhood due to the use of Academy shuttle buses, which circulate on regular routes and which have sometimes been in conflict with other vehicles and MUNI buses. It was in part these issues – unpermitted uses, signage, and shuttle bus impacts – that began the Department's history of enforcement upon the Academy and which has subsequently evolved into the negotiated settlement agreement between AAU and the City that will be memorialized through the forthcoming Development Agreement. Like the housing issue referenced above, the impacts associated with signage, exterior modifications to buildings and shuttle service are addressed in the Term Sheet, Supplement and DA as part of the settlement of the Lawsuit.

Services Provided and Service Population: The AAU is a private, for-profit university that currently offers a range of degrees across 22 different academic schools or programs; these academic programs and degrees can be found on pages 13-15 of the IMP submittal. The AAU maintains an athletics program for both men's and women's sports, participating at the collegiate level. Lastly, the Academy operates several gallery spaces throughout the City, some of which are used as an extension of the classroom in that students can get direct experience in running a seasonal gallery or fashion store. In addition to these galleries, AAU has an extensive classic automobile collection, which is displayed and available to the public by appointment at 1849 Van Ness Avenue and 950 Van Ness Avenue.

As of the Fall 2018 semester, AAU had 6,710 total students taking at least one class in San Francisco. This includes 5,524 full-time students, of which 3,776 are undergraduates (at least 12 credit hours) and 1,748 are graduate students (at least 9 credit hours). The remaining student body are part-time students, with 741 undergraduates and 445 graduate students falling into this category. Approximately 40 percent of the

undergraduate student population and 78 percent of the graduate student population are international students, non-U.S. citizens. By comparison in Fall 2011, at the time of the last IMP acceptance, AAU's student enrollment included 9,136 full-time students (6,293 undergraduate and 2,843 graduate) and 2,500 part-time students, a total enrollment of 11,636 students taking at least one course in San Francisco. In addition to enrollment decreasing by more than 40 percent over this time period, AAU has also seen a shift toward online learning; whereas in 2011, approximately only 33 percent of full-time students were taking some of their coursework online, by Fall 2018, this has increased to 47 percent of full-time students with at least one online course. These enrollment numbers discussed here do not include students that are only taking online classes through AAU; these numbers are not discussed in the IMP as there is no direct physical impact from these students on the City.

Employment Characteristics: During Fall 2018, AAU employed 212 full-time faculty and 552 part-time faculty for on-site instruction; this does not include faculty who teach courses online only. The Academy also provides employment opportunities for other staff, including administrative positions, admissions representatives and recruiters, and maintenance staff; for Fall 2018, these included 637 full-time and 156 part-time staff positions. Certain janitorial and food service jobs, and management of its residential facilities are contracted to third parties and have not been included in these numbers.

Facilities: As discussed above, under the "Site Description and Present Use" section, AAU's campus footprint currently includes 17 residential student housing buildings, 21 institutional buildings for academic instruction and other institutional administrative functions, and two properties for storage of institution-related goods and shuttle vehicles. Looking to the future, AAU proposes an overall reduction to their campus footprint resulting in 16 residential, student housing buildings, 17 institutional buildings, and one property for Academy storage and shuttle parking. A brief discussion of each property may be found in Appendix A of the IMP document, pages 68-103.

Parking and Access to Facilities: The AAU strives to be a car-free campus, however, provides some accessory parking for faculty and staff at certain campus buildings; students are not permitted to use these spaces. As described in the IMP, there are 8 properties that would include some accessory parking, for a total of approximately 134 spaces; this represents a reduction of parking from what exists today at several buildings. Other parking demand is met through available on-street parking. As envisioned through the Development Agreement, many Academy buildings will provide an increased amount of Class 1 bicycle parking, along with improved access to these spaces and enhanced security by virtue of providing these spaces at secure, interior locations. The Academy also operates a private shuttle bus system throughout the week to transport students between various AAU academic and residential buildings. Multiple shuttle lines operate during the week, with reduced services on Fridays and weekends. For a full discussion on campus access to facilities, parking availability and the AAU shuttle system, please see Section IV of the IMP, pages 48-61.

Current Projects/Future Expansion: Consistent with the Term Sheet, Supplement and DA, the Academy will withdraw from nine of its existing buildings; however, AAU will also transfer some uses to three new buildings that were not previously part of the Academy campus.

The Academy will withdraw from two residential, student housing buildings – 1055 Pine Street and 168 Bluxome Street; these properties accommodated 374 beds of student housing. A new residential building

will be added to the campus at 2550 Van Ness, formerly the DaVinci Hotel, which will replace 306 student housing beds.

The other seven properties from which AAU will withdraw are institutional in nature and include academic/instructional buildings, administrative offices and a vehicle storage lot. A brief summary is provided below:

- 1069 Pine Street – recreation and gym facilities
- 700 Montgomery Street – administrative offices
- 150 Hayes Street – administrative offices
- 2295 Taylor Street – academic instruction and graduate studios
- 460 Townsend Street – academic instruction
- 2340 Stockton Street – academic instruction, administrative offices
- 121 Wisconsin Street – shuttle bus and vehicle storage

Two new institutional buildings will be added to the AAU campus at 1142 Van Ness Avenue and 1946 Van Ness Avenue. The former building was last used as a private community facility (the Concordia Club) and includes kitchen and event space, as well as recreation amenities including a pool at the basement level. AAU intends to use the building for academic instruction as part of the School of Fashion, the primary location for which is located nearby at 625 Polk Street. AAU will also use the building on an as-needed basis for event space and the recreational facilities at the basement will be available to students, faculty and staff. The second building at 1946 Van Ness Avenue is a former retail and light industrial manufacturing building and will be used as academic instructional space for the Academy's Auto Restoration and Industrial Design programs.

In addition to these physical additions and subtractions to the Academy campus, the Term Sheet and DA call for programmatic changes to the Academy's use of the Cannery at 2801 Leavenworth Street. Specifically, academic and administrative institutional functions will no longer be permitted at the ground floor of this building, with an obligation that these spaces must instead be programmed with retail sales and services, or other active, public-facing uses. Such retail uses at the ground floor may be operated by a third party unaffiliated with the Academy, or may be operated directly by the Academy, provided that they are open to the general public and do not confer any benefits exclusively to Academy students for their use.

Programmatic change is also anticipated for the property at 2225 Jerrold Avenue, located in the Bayview neighborhood. Currently, the Academy uses the building for commercial storage of goods related to the operation of AAU buildings and university programs, as well as for vehicle storage of shuttle buses; both uses also include accessory office space. Additionally, some space in the building is used as commercial storage and accessory office by the San Francisco Fire Department's Toys for Tots program. As envisioned for the future, these uses would continue to operate within the building; however, the building would also include a Community Facility use, to be operated by a non-AAU affiliated non-profit organization. The Community Facility will consist of an improved outdoor area, helping provide a more welcoming pedestrian experience as well as space for outdoor activity, an indoor lounge, and a full basketball court gym space that can also function as a multi-purpose event room. The Academy would have the ability to use the Community Facility on an accessory basis, up to one-third of the monthly hours that the Community Facility is actually used by other, non-AAU users.

Upon approval of, and consistent with the Term Sheet, Supplement and DA, AAU would submit building permits for each property to the Department for review and approval. These permits will establish a legal record of the uses approved pursuant to the Term Sheet, Supplement and DA, will provide new open space areas as in the case of 1727 Lombard which is proposed for conversion from tourist motel to residential student housing, will install Code-required bicycle parking, and will address historic preservation issues at building facades with respect to signage, lighting, security cameras and other features. Physical expansion of existing buildings is not proposed at this time. As part of the settlement agreement, AAU will be subject to a Housing Metering Requirement whereby enrollment numbers are tied as a percentage to the number of available beds the Academy has available for student housing. If the Academy does not wish to cap enrollment, they will be required to provide new, Code-compliant student housing without taking existing residential units off the market; any such proposed new building would require a new IMP to be filed with the Department and accepted by the Commission prior to any approval for the associated project.

ENVIRONMENTAL REVIEW

Institutional Master Plans are non-action items, and therefore do not require review under the California Environmental Quality Act (CEQA).

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 5, 2019	July 3, 2019	22 days
Posted Notice	20 days	July 5, 2019	July 5, 2019	20 days
Mailed Notice	20 days	July 5, 2019	July 5, 2019	20 days

PUBLIC COMMENT/COMMUNITY OUTREACH

- During the notification period for the current IMP submittal, the Department has received approximately five phone calls with general inquiries regarding the submitted IMP and any anticipated changes to the AAU campus within San Francisco. One caller specifically was excited by the prospect of having increased activity at the 1946 Van Ness property, which is one of the three new properties that would be added to the AAU campus; however, the caller was concerned that post-approval, the building would continue to remain empty or used as storage for the Academy, and encouraged the DA to set forth timelines for compliance or permit progress.
- The Department has also received comments from a member of the public (Sue Hestor) regarding the notification that was conducted for this July 25, 2019 IMP hearing. The Zoning Administrator has reviewed these concerns and the noticing that was conducted for this hearing, and has determined that noticing was performed in accordance with the requirements of Planning Code Section 333.

REQUIRED COMMISSION ACTION

No formal Planning Commission action is required and the Commission's acceptance of the IMP by closing the public hearing does not indicate approval of any project. By closing the public hearing, the Commission acknowledges that the IMP contains the required items outlined in Planning Code Section 304.5 and that there has been a public hearing.

BASIS FOR RECOMMENDATION

The Institutional Master Plan for the Academy of Art University (AAU) complies with the requirements of Planning Code Section 304.5.

RECOMMENDATION: No Action Necessary – Informational Item
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Attachments:

Academy of Art University (AAU) Institutional Master Plan (July 5, 2019)
Term Sheet for Global Resolution, dated November 15, 2016
Supplement to Term Sheet for Global Resolution, dated July 10, 2019



ACADEMY *of* ART UNIVERSITY®

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JULY 5, 2019

INSTITUTIONAL MASTER PLAN





JULY 5, 2019

INSTITUTIONAL MASTER PLAN

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Executive Summary

Academy of Art University (Academy), established in 1929, is one of the largest private, for profit regionally accredited universities of art and design in the United States. The Academy offers both undergraduate and graduate degrees with a mission to offer hands-on, professional training for aspiring artists and designers.

As of Fall 2018, the Academy enrolled approximately 5,524 full-time undergraduate and graduate students taking at least one class on-site in San Francisco and 1,186 part-time undergraduate and graduate students taking at least one class on-site in San Francisco (see Section II: Student Population for more detail). Students are from the United States and around the globe. Supporting this student body, there are 212 full-time and 552 adjunct faculty members in San Francisco. In addition, the Academy employs 637 full-time and 156 part-time non-faculty staff onsite in San Francisco.

The Academy campus currently comprises 40 properties accounting for approximately 1,889,561 square feet of space for its educational programs, student housing, administrative functions and recreational uses and storage. These properties are connected by an efficient shuttle transportation system and are clustered in five areas: the Van Ness Transit Corridor, Fisherman's Wharf/North Beach, Union Square, the Financial District, and South of Market. As described below, some of the Fisherman's Wharf/North Beach uses will be transitioned to the Van Ness Transit Corridor as part of the Academy's plan to concentrate its campus. The Academy is currently negotiating the global resolution of a lawsuit filed by the City alleging various land use violations. As part of that global resolution, the Academy and City would agree to a development agreement (the "Development Agreement") that would bring the Academy's uses into compliance with the Planning Code and provide significant affordable housing benefits to the City. This Institutional Master Plan is being presented to the Planning Department and Planning Commission in advance of the Development Agreement (and corollary approvals to the Development Agreement), which will be presented to the Planning Commission at a later date, with separate opportunities for public review and comment of each of the Institutional Master Plan and the Development Agreement.

As will be reflected in further detail in the Development Agreement, the Academy is exploring four strategies that would affect its facilities and operations within the near term:

Provide Student Housing

The Academy has the policy of first offering housing to first-year, full-time graduate students (enrolled in at least 9 units) and full-time undergraduate students (enrolled in at least 12 units) taking all of their courses on-site in San Francisco. To the extent beds remain available, other full-time graduate and undergraduate students taking all of their courses on-site in San Francisco and full-time graduate and undergraduate students taking no more than one class online per semester may apply to fill any remaining beds. Only to the extent beds remain available after the student populations above have had the opportunity to apply for housing will the Academy consider applications for housing from full-time students that take two or more online classes or part-time students. The Academy gives lower priority to full-time students electing to take two or more online courses per semester, as it is the policy of the Academy to encourage students located in the Bay Area to take advantage of in-class learning. As part of the Development Agreement, the Academy will provide annual occupancy reports to the Planning Department and agree to maintain (either by capping enrollment or constructing new Code-compliant Student Housing) a minimum number of Planning Code-compliant Student Housing beds available ("Housing Metering Requirement"). The Housing Metering Requirement remains under review by the Planning Department and will be described in detail to the Planning Commission and public at the time of the approval hearing for the Development Agreement.

Consolidate and Centralize its Campus

As part of long-term institutional planning efforts and dialogue with the City regarding the Development Agreement, the Academy plans to consolidate and centralize its campus buildings, with an emphasis on transitioning some of its uses in the Fisherman's Wharf/North Beach area to the Van Ness corridor. Further, the Academy will withdraw its use of 1055 Pine Street and 168 Bluxome Street, with students relocated to other existing Academy student housing and 2550 Van Ness Avenue (aka the "Da Vinci"), which will be converted from a tourist hotel to student housing pursuant to the Development Agreement. Pursuant to a schedule of performance set forth in a Development Agreement between the City and the Academy, the Academy will either entirely or partially withdraw uses in nine buildings totaling 261,955 square feet of institutional uses and two student housing buildings. Specifically, the Academy will withdraw from: 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton, 1055 Pine Street, 1069 Pine Street, 168 Bluxome Street, 460 Townsend Street, 121 Wisconsin Street, and 150 Hayes Street, and will also withdraw classroom uses from the ground floor of 2801 Leavenworth Street.

As part of this consolidation, the Academy will occupy and change the use of 1946 Van Ness Avenue (aka "the Bakery") for its Auto Restoration program, placing it near the existing Industrial Design program located at 1849 Van Ness Avenue and within the historic 'auto row' district. The School of Fashion will transition from 2340 Stockton to 1142 Van Ness Avenue (aka "the Concordia Club"). The transition of the School of Fashion to 1142 Van Ness Avenue is strategically located to be close to 625 Polk Street, which is where the main School of Fashion is currently based. As described in the preceding paragraph, 2550 Van Ness will be converted from a tourist hotel to student housing.

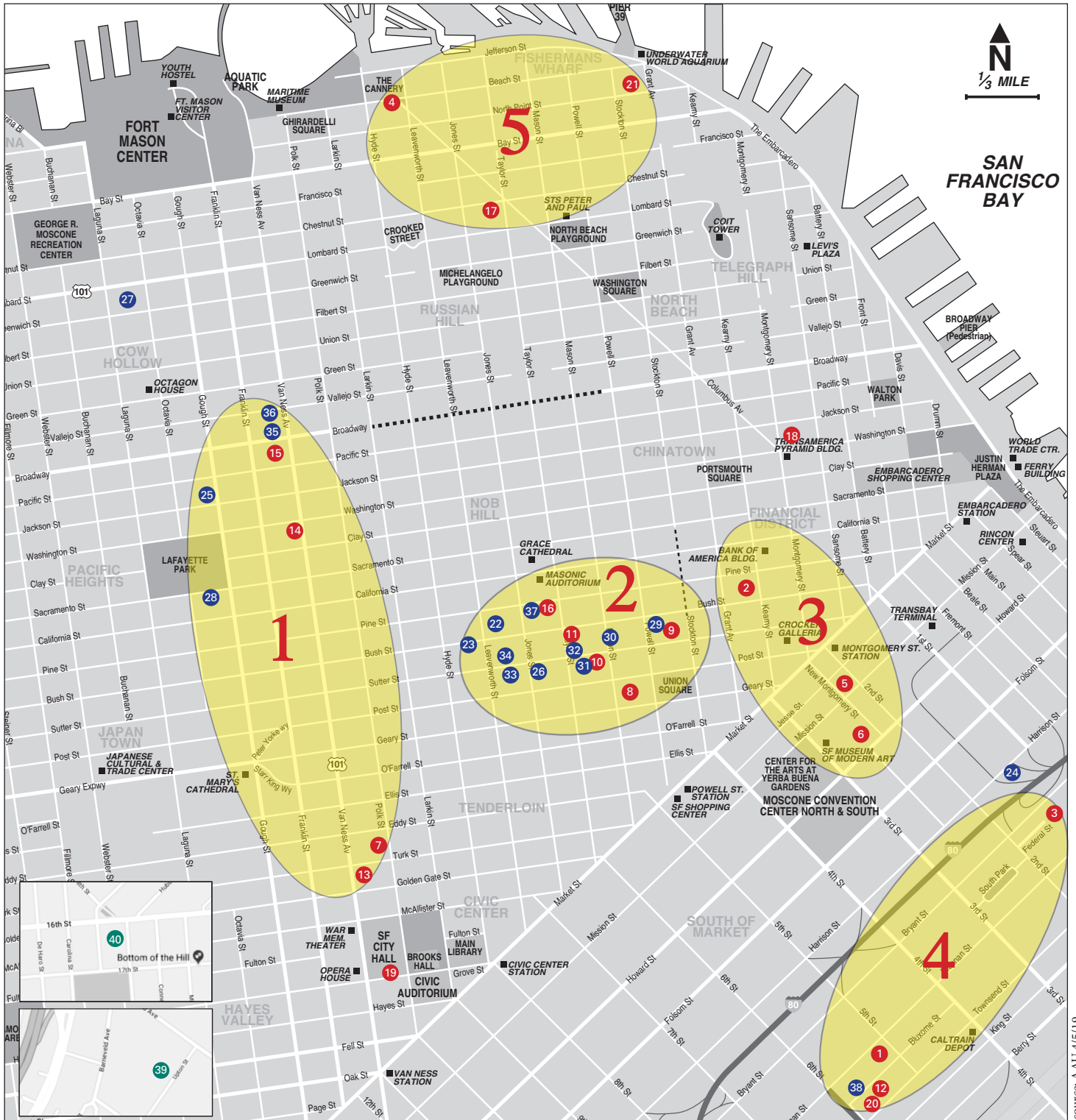
Improve the Efficiency of its Shuttle System

The Academy continues to improve the efficiency of its shuttle system, which supplements public transit by providing for on-time transportation of students and staff among Academy sites. Ongoing improvements include the elimination or consolidation of stop locations, modification of routes and schedules to better connect classrooms and residences, and minimization of the underutilization of shuttle vehicles. The shuttle system is modified on an ongoing basis as classroom and other locations are changed, based on regular data collection and analysis of ridership. The Academy has also focused on reducing traffic and air emissions by replacing diesel vehicles with gasoline-powered vehicles along with installing new filters on all buses. Following its existing practice and as set forth in a Transportation Management Plan described below, the Academy continues to constantly monitor demand and reduce service wherever possible.

Building Improvements

The Development Agreement approvals will include plan sets for each of the properties the Academy will continue to occupy. The plan sets will set forth approvals and improvements required to achieve compliance with the current Planning Code. Examples of improvements include the development of residential open space at 1727 Lombard (which is being converted from a last-legal Hotel use to Student Housing), the institution of significant amounts of Class I and Class II bicycle parking at both the Academy's Institutional and Student Housing sites, and exterior alterations to address historic preservation review of each of the Academy's sites.

Academy of Art University – Existing Campus



source: A.A.U. 4/5/19

Institutional Sites

1. 601 Brannan St.
2. 410 Bush St.
3. 58-60 Federal St.
4. 2801 Leavenworth St.
5. 77-79 New Montgomery St.
6. 180 New Montgomery St.
7. 625 Polk St.
8. 491 Post St.
9. 540 Powell St.
10. 625-629 Sutter St.
11. 740 Taylor St.
12. 466 Townsend St.
13. 950 Van Ness Ave./963 O'Farrell St.
14. 1849 Van Ness Ave.
15. 2151 Van Ness Ave.
16. 1069 Pine St.
17. 2295 Taylor St.
18. 700 Montgomery St.
19. 150 Hayes St.
20. 460 Townsend St.
21. 2340 Stockton St.

Residential Sites

22. 1080 Bush St.
23. 1153 Bush St.
24. 575 Harrison St.
25. 1900 Jackson St.
26. 736 Jones St.
27. 1727 Lombard St.
28. 1916 Octavia St.
29. 560 Powell St.
30. 620 Sutter St.
31. 655 Sutter St.
32. 680-688 Sutter St.
33. 817-831 Sutter St.
34. 860 Sutter St.
35. 2209 Van Ness Ave.
36. 2211 Van Ness Ave.
37. 1055 Pine St.
38. 168 Bluxome St.

Other

39. 2225 Jerrold Ave. *Commercial Storage & Private Parking Garage (and lot) with Accessory Office*
40. 121 Wisconsin St. *(Vehicle Storage)*

Clusters

1. Van Ness Transit Corridor
2. Union Square
3. Financial District
4. South of Market
5. Fisherman's Wharf

Academy of Art University – Proposed Campus



Institutional Sites

1. 601 Brannan St.
2. 410 Bush St.
3. 58-60 Federal St.
4. 2801 Leavenworth St.
5. 77-79 New Montgomery St.
6. 180 New Montgomery St.
7. 625 Polk St.
8. 491 Post St.
9. 540 Powell St.
10. 625-629 Sutter St.
11. 740 Taylor St.
12. 466 Townsend St.
13. 1849 Van Ness Ave.
14. 2151 Van Ness Ave.
15. 1946 Van Ness Ave.
16. 1142 Van Ness Ave.

Residential Sites

17. 1080 Bush St.
18. 1153 Bush St.
19. 575 Harrison St.
20. 1900 Jackson St.
21. 736 Jones St.
22. 1727 Lombard St.
23. 1916 Octavia St.
24. 560 Powell St.
25. 620 Sutter St.
26. 655 Sutter St.
27. 680-688 Sutter St.
28. 817-831 Sutter St.
29. 860 Sutter St.
30. 2209 Van Ness Ave.
31. 2211 Van Ness Ave.
32. 2550 Van Ness Ave.

Other

33. 2225 Jerrold Ave.
*(Commercial Storage & Private Parking Garage
(and lot) with Accessory Office; Community Facility)*
34. 950 Van Ness Ave./963 O'Farrell St.
*Private Parking Garage with groundfloor classic
car museum ancillary to museum located at
1849 Van Ness Ave.*

Clusters

1. Van Ness Transit Corridor
2. Union Square
3. Financial District
4. South of Market

I. Introduction

Academy of Art University (“Academy” or “University”) submits this 2019 Institutional Master Plan (“IMP”) to replace its 2011 IMP currently on file with the San Francisco Planning Department (including bi-annual IMP update filings and draft IMP filings in February 2018 and March 2018). San Francisco Planning Code Section 304.5(e) requires postsecondary educational institutions (“PSEI”) to prepare and file an IMP. While the Planning Commission takes no action on the IMP, the IMP itself is an informational document with the primary purpose of informing City officials and the public of an institution’s current and future growth plans.

Since the Academy’s first IMP was accepted in 2011, the Academy has filed timely updates in 2013, 2015 and most recently in May 2017 (revised in July and October 2017). The Zoning Administrator determined in May 2017 that a new IMP for the Academy was required pursuant to Planning Code Section 304.5(b). The Academy has filed iterative drafts of a replacement IMP in February 2018 and March 2018, which were posted on the Planning Department’s website while the Planning Department concurrently reviewed. This new IMP provides an overview of the Academy’s current programs and facilities and its plans for future growth that will guide the Academy’s decision making regarding future facilities and site improvements in the coming years. The Planning Commission certified an Environmental Impact Report (“EIR”) and approved an Existing Sites Technical Memorandum (“ESTM”) in 2016 for the Academy of Art University Project. The Planning Department is currently preparing an Addendum to the EIR which analyzes changes to the Project in conjunction with the proposed Development Agreement that will bring all the Academy’s uses into compliance with the Planning Code, provide significant affordable housing benefits to the City, and set forth on-going compliance measures applicable to the Academy’s operations in the City. Those changes are described in this 2019 IMP.

The Academy was established in San Francisco in 1929 by Richard S. Stephens, a creative director with *Sunset Magazine*. The school began in a rented room at 251 Kearny Street with expansion periods in 1933, when the curriculum was expanded and in 1951 when Richard A. Stephens took over the Presidency and expanded the school from 50 students to more than 5,000 students. In 1966 the school was incorporated and granted authority to offer a bachelor’s degree in Fine Art by the Bureau for Private Postsecondary and Vocational Education of the State of California. In the 1980’s, the campus expanded from 1 to 3 properties. In 1992, Richard S. Stephen’s granddaughter, Elisa Stephens succeeded her father as President and further expanded the campus and curriculum. In the early 2000’s the campus comprised of 19 properties, expanding to 28 properties by 2006 and to 40 properties by 2011. In Fall 2011 the Academy had approximately 18,272 students in San Francisco and online.

Today, the Academy operates an urban campus and currently owns or leases 40 properties accounting for 1,889,561 square feet of space for its educational programs, student housing, administrative functions and recreational uses. These buildings are connected by an extensive transportation system and are clustered in several different neighborhoods; principally in the northeastern sector of the City, including Union Square, the Van Ness Transit Corridor, South of Market, Fisherman’s Wharf/North Beach, and the Financial District. Some of the Academy’s existing uses in the Fisherman’s Wharf/North Beach area will be transitioned to the Van Ness Transit Corridor as part of the Academy’s near-term plan to consolidate its campus. Near term plans include the reduction in the number of properties to 34, resulting in an Academy urban campus of 1,762,133 square feet.

10-Year Plan Period

The Academy has seen an overall decline in student enrollment since its 2011 IMP. In 2011, enrollment of part-time and full-time students taking one or more classes in San Francisco was 11,636. The 2011 IMP projected growth to 15,969 by 2018. The EIR (which was initiated in the years following the 2011 IMP, included growth projections intended to study the most use-intensive scenario for growth of the Academy in order to ensure possible environmental effects were adequately studied. For 2018, the EIR projected an onsite enrollment of 16,062¹. Over the past years, both the 2011 IMP's and the EIR's projections for growth have fallen out of line with actual enrollment trends, which have been impacted by growing demand for online-only education, as well as a strong economy in which many prospective students have elected to postpone or forego post-secondary education in favor of participating in the workforce. Actual enrollment of full-time and part-time students taking one or more class on-site in the Fall of 2018 was 6,710, or 42% of enrollment projections.

Responding both to enrollment trends, the pedagogical and technological changes to the delivery and administration of high-quality postsecondary education, and dialogue with the City regarding the proposed Development Agreement, the Academy has undertaken ongoing efforts to consolidate and centralize its campus buildings. Near-term plans (to be set forth in a schedule of performance in the Development Agreement) include the closure of three of the outermost buildings in North Beach located at 700 Montgomery Street, 2295 Taylor Street and 2340 Stockton Street, as well as 1055 Pine Street, 1069 Pine Street, 150 Hayes Street, 460 Townsend Street, 121 Wisconsin Street and 168 Bluxome Street. The closure of these buildings is scheduled to be completed in coordination with the final approval of the Development Agreement, and as a result, the Academy will withdraw approximately 151,920 sq. ft. of institutional uses and move students out of two student housing buildings (374 beds). The Academy's withdrawal from 150 Hayes Street (which currently houses the majority of its regional headquarter office space), will result in Academy headquarter office use being centralized primarily at 79 New Montgomery.

As part of its 10-year plan and consistent with the 'cluster' concept for future growth, the Academy proposes to concentrate future growth in the Van Ness area. This area is historically known as "Auto Row" and is cited by a Planning Department Survey as the Van Ness Auto Row; supports structures which highlight the historical importance of not only the automobile showrooms and public garages of "Auto Row" but buildings that housed an automobile engineering college. Future plans are to occupy 1946 Van Ness Avenue (aka the Bakery) for Industrial Design, specifically the Auto Restoration program, and to occupy 1142 Van Ness Avenue (aka the Concordia Club) for the School of Fashion so it will be in closer proximity to 625 Polk Street, which is currently utilized by the School of Fashion. The Academy will occupy 2550 Van Ness (aka the Da Vinci Hotel) to provide student housing for beds being vacated at 1055 Pine and 168 Bluxome.

1: AAU EIR p.2-1: 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.

Student Housing

The Academy continues to monitor and provide student housing in coordination with its enrollment to minimize negative effects on San Francisco's general housing supply. The Academy's current student housing capacity has up to approximately 1,810 beds. The Academy may, on a semester-by-semester basis, reserve a portion of its bed spaces for other uses, such as visiting faculty and study rooms, which allows for flexibility to program residential space to accommodate needs of the university or enhance student amenities depending on housing demand year-to-year. The Academy will withdraw from two properties, 1055 Pine Street and 168 Bluxome, currently used for student housing. Students living at 1055 Pine Street and 168 Bluxome Street will be moved to 2550 Van Ness Avenue and other existing Student Housing sites. The vacation of 168 Bluxome Street (219 beds) and 1055 Pine Street (155 beds), occupation of 2550 Van Ness Avenue (306 beds), and plan set review process (which will set forth the bed count permitted by Planning Code in each of the Academy's residential buildings as they exist currently) is anticipated to result in a net decrease in the current beds of approximately 3 beds or 1,807.² This total excludes beds that will become available for Academy student housing at the time 11 units in Academy residential buildings currently occupied by non-Academy permanent residents are voluntarily vacated (approximately 32 beds can be supported in those 11 units as described in more detail in Section III: Strategic Overview below). This number differs slightly from what was provided in the ESTM (1,809). The exact number of permitted student housing beds will be verified through a building permit application process, following approval of the Development Agreement.

Transportation

Congestion in the city has increased over the years and this can be attributed to many factors, including major construction throughout the city, and increased usage of car share services such as Uber/Lyft. The Academy has and continues to promote a policy discouraging automobile use by students and employees, supports bicycle usage by students and employees, operates shuttles to supplement MUNI transit and concentrates most of its facilities around transit corridors. Additionally, and as reflected in the plan sets to be approved in conjunction with the Development Agreement, the Academy will continue to support bicycle usage by improving onsite bicycle storage and updating its racks throughout its facilities.

The Academy shuttle system provides for efficient, on-time transportation of students and staff among Academy sites with minimal traffic impacts. The shuttle system is modified on an ongoing basis as classroom and other locations are changed, based on regular data collection and analysis of ridership. Current shuttle routes are depicted on the map entitled "Current Shuttle Bus System Map." The Academy has eliminated or consolidated stop locations, modified routes and schedules to better connect classrooms and residences, and minimized underutilization of shuttle vehicles. The Academy has also focused on reducing traffic and air emissions by replacing diesel vehicles with gasoline-powered vehicles along with installing new filters on all buses (commencing in 2009).

Overall shuttle usage has decreased. Average ridership per weekday in Fall 2018 was 1,511. This number represents 2,359 fewer weekday riders than the 2015 IMP Update³. The decrease in shuttle ridership is likely the result of a combination of factors, including a decrease in on-site student enrollment and the consolidation of course offerings within Academy buildings which necessitates fewer transfers. The Academy constantly monitors demand and reduces service whenever possible.

¹⁰ 2: See Near-Term Student Housing Availability table for more detail.

3: 2015 IMP average daily ridership was 3,870. The draft new IMP in March 2018 showed an average daily ridership of 2,319 as of Spring 2017.

Affordable Housing Public Benefits

As part of the global resolution of on-going litigation between the Academy and City and the Development Agreement, the landlord of the Academy will provide an affordable housing public benefit to the City in the form of paying an in-lieu fee accounting for the conversion of 160 residential hotel units. The Academy will also vacate 1055 Pine and 168 Bluxome, which will thereafter be available for non-Student Housing residential uses, while developing new student housing at 2550 Van Ness without displacing any current residential use at that site.

Economic Benefits and Impacts

Among the many benefits the Academy brings to San Francisco are the adaptive re-use of underutilized, often historic buildings, the contribution of hundreds of millions in direct operational expenditures and in direct student spending, local employment of hundreds of artists and administrators, and participation in numerous charitable and volunteer efforts by both the Academy and its students. The Academy provides business opportunities to neighborhoods that otherwise might not have enough pedestrian and other traffic to support them. For example, the proposal to occupy the long-vacant property located at 1946 Van Ness, as well as 1142 Van Ness for institutional use will help to activate the Van Ness corridor. Gallery and storefront spaces along Sutter Street operated by the Academy as part of its educational programming are open to the public encouraging foot traffic along Sutter Street for both Academy uses and other commercial uses along the street. Generally, distribution of students throughout the City increases student spending at local businesses; the resulting increase in sales taxes is also an indirect benefit to the City.

II. Nature of Institution

Mission and Institutional Goals

The Academy prepares aspiring professionals in the field of design, communication and the arts by delivering excellent undergraduate and graduate degrees and certificate and portfolio development programs.

To achieve its mission, the Academy:

- Maintains an inclusive admissions policy for all persons who meet basic requirements for admission and instruction and who want to obtain higher learning in a wide spectrum of disciplines in art and design;
- Teaches a disciplined approach to the study of art and design that encourages students to develop their own styles that blend their talents, technical skills and creative aspirations with professional knowledge;
- Enlists a dedicated and very able full-time and part-time faculty of career artists, designers, and scholars who are professionals and whose success as educators comes from their ability to teach students through the wisdom and skill they have amassed through years of experience and study;
- Operates in an urban context so that academic programs can draw upon and contribute back to the cultural wealth of San Francisco;
- Provides a creative environment that is at once supportive and challenging and underpinned by excellent personalized teaching and support services that address the needs of students of diverse ages and backgrounds;
- Offers an undergraduate general education program designed develop critical thinking, and communications skills and to encourage emerging artists to draw upon a variety of disciplines and look at issues from multiple perspectives, and to cultivate the ability to function as educated global citizens;
- Manages its operations in a prudent and efficient manner; and
- Fosters optimum quality in all aspects of programs and services.

Programs Offered

The Academy currently has 22 academic departments, each with their own unique concentrations.

School of Acting

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Advertising

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

Studio Production for Advertising & Design

Undergraduate
Associate of Arts

**School of Animation
& Visual Effects**

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Architecture

Undergraduate
Bachelor of Architecture
Graduate
Master of Architecture

Architectural Design

Undergraduate
Bachelor of Arts

Advanced Architectural Design

Graduate
Master of Arts

School of Art Education

Undergraduate
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Arts in Teaching

School of Art History

Undergraduate
Bachelor of Arts
Bachelor of Fine Arts
Graduate
Master of Arts

**School of Communications
& Media Technologies**

Undergraduate
Bachelor of Arts
Graduate
Master of Arts

School of Fashion

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

Costume Design

Undergraduate
Bachelor of Fine Arts
Graduate
Master of Fine Arts
Master of Arts

Fashion Journalism

Undergraduate
Associate of Arts
Bachelor of Arts
Graduate
Master of Arts

Footwear & Accessory Design

Undergraduate
Bachelor of Fine Arts
Graduate
Master of Fine Arts

Knitwear Design

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Fine Arts

Fashion Marketing

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Fashion Marketing & Brand
Management

Graduate

Master of Arts

Master of Fine Arts

Fashion Merchandising

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Arts

Fashion Merchandising & Management

Graduate

Master of Fine Arts

Fashion Product Development

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Fine Arts

Fashion Styling

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Textile Design

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Fine Arts

Fashion Visual Merchandising

Undergraduate

Associate of Arts

Bachelor of Fine Arts

School of Fine Art

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Arts

Master of Fine Arts

School of Game Development

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Arts

Master of Fine Arts

Game Programing

Undergraduate

Bachelor of Science

School of Graphic Design

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Arts

Master of Fine Arts

School of Illustration

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Arts

Master of Fine Arts

School of Industrial Design

Undergraduate

Associate of Arts

Bachelor of Fine Arts

Graduate

Master of Arts

Master of Fine Arts

Automotive Restoration

Undergraduate

Associate of Arts

**School of Interior
Architecture & Design**

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Jewelry & Metal Art

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Landscape Architecture

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Motion Pictures & Television

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Fine Arts

Writing & Directing for Film

Graduate
Master of Arts

**School of Music Production &
Sound Design for Visual Media**

Music Production
Undergraduate
Associate of Arts
Bachelor of Fine Arts

Music Scoring & Composition

Undergraduate
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

Sound Design

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Photography

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Visual Development

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

School of Web Design & New Media

Undergraduate
Associate of Arts
Bachelor of Fine Arts
Graduate
Master of Arts
Master of Fine Arts

**School of Writing for Film,
Television & Digital Media**

Undergraduate
Bachelor of Fine Arts
Graduate
Master of Fine Arts

Additional Services Offered

The Academy's Athletics program includes: men's baseball, basketball, cross country, golf, soccer, track and field, and women's basketball, cross country, golf, soccer, softball, tennis, track and field and volleyball. Student athletes use the following facilities: Kezar Pavilion, Kezar Stadium, City College of San Francisco, Beach Chalet Soccer Field, Mission Blue Field, Laney College Baseball Field, Bay Club Tennis San Francisco, College of Alameda, Harding Park golf course, Wente Vineyards, Paul Goode Field, Presidio Golf Course, San Francisco State University, San Francisco Baseball Academy, and Up the Middle Batting Cages. As part of the Development Agreement, the Academy will entitle a community recreational facility at 2225 Jerrold Avenue, which the Academy will use on a part-time, accessory basis.

Accreditations

- The WASC Senior College and University Commission (WSCUC)
- The National Association of Schools of Art and Design (NASAD)
- The Council for Interior Design Accreditation (CIDA) (BFA Interior Architecture & Design and MFA Interior Architecture & Design programs)
- The National Architectural Accrediting Board (NAAB) (the Bachelor of Architecture and Masters in Architecture Programs)
- CTC Accreditation California Commission on Teacher Credentialing Accreditation

Student Population

The Academy serves a diverse range of students pursuing advanced and undergraduate degrees. In the Fall 2018 academic semester, there were 6,710 full-time and part-time students enrolled in at least one class on-site in San Francisco (22 academic departments). The student population includes traditional college students as well as those seeking personal artistic enrichment. Students range in age from recent high school graduate to those in their thirties, forties, and beyond.

Summary of Students Taking One or More Class in San Francisco (Fall 2018, data as of census 9/17/2018)			
Career	Headcount		
	Full-Time	Part-Time	Total
Undergraduate	3,776	741	4,517
Graduate	1,748	445	2,193
Total	5,524	1,186	6,710

Factoring in the growing trend towards online-only education and a sustained strong economy, in which the Academy believes many otherwise prospective students have elected to postpone or forego postsecondary education in favor of participating in the workforce, the Academy currently projects that on-site enrollment will continue to decline in the near future, but then settle and slightly rebound. This projection is based on anticipated swings in the economy, a projection that the trend towards online-only education will reach a “new normal” and that the demand for hands-on, on-site education will persist over the coming years. The Academy also factors in department-by-department trends, which not only factor in global trends in post-secondary educational enrollment, but also factor department-specific considerations, including the popularity of specific degrees and modality and anticipated student retention and completion rates. Enrollment projections also factor in student interest by academic department as measured by application growth, the impact of differences in the student populations across each academic department (such as degree level, residency, and modality) and anticipated improvement in student retention levels from current and future initiatives.

(Continued to next page)

Full-Time Students Taking Courses in San Francisco - Fall Term (as of date of census)								
	2009	2010	2011	2012	2013	2014	2015	2016
Full-Time Students Taking One or More Courses in San Francisco. All Courses Taken On-Site								
Graduate	1788	1974	2057	2173	2109	2184	1947	1631
Undergrad	3746	4124	4098	3919	3637	3479	3254	2661
Total	5534	6098	6155	6092	5746	5663	5201	4292
Courses Taken On-Site, Except One Online Course								
Graduate	466	554	653	736	786	632	621	658
Undergrad	1323	1337	1451	1515	1520	1588	1511	1572
Total	1789	1891	2104	2251	2306	2220	2132	2230
Courses Taken On-Site, Except Two Online Courses								
Graduate	66	100	120	65	56	39	42	43
Undergrad	478	540	587	426	388	369	317	267
Total	544	640	707	491	444	408	359	310
Courses Taken On-Site, Except Three Online Courses								
Graduate	6	10	13	4	8	11	3	2
Undergrad	134	159	157	150	114	112	117	97
Total	140	169	170	154	122	123	120	99
Total Full-time Students Taking At Least One On-site Course								
Graduate	2326	2638	2843	2978	2959	2866	2613	2334
Undergrad	5681	6160	6293	6010	5659	5548	5199	4597
Total	8007	8798	9136	8988	8618	8414	7812	6931

(Continued)

Full-Time Students Taking Courses in San Francisco - Fall Term (as of date of census)							
	2017	2018	2019	2020	2021	2022	2023
Full-Time Students Taking One or More Courses in San Francisco. All Courses Taken On-Site							
Graduate	1407	1089	865	744	724	760	826
Undergrad	2243	1838	1723	1634	1636	1681	1782
Total	3690	2927	2588	2378	2360	2441	2608
Courses Taken On-Site, Except One Online Course							
Graduate	608	591	566	487	475	499	540
Undergrad	1519	1463	1310	1245	1247	1279	1357
Total	2127	2054	1876	1732	1722	1778	1897
Courses Taken On-Site, Except Two Online Courses							
Graduate	38	64	61	53	51	54	59
Undergrad	272	315	282	267	268	276	292
Total	310	379	343	320	319	330	351
Courses Taken On-Site, Except Three Online Courses							
Graduate	4	4	4	3	3	3	4
Undergrad	128	160	143	136	136	140	148
Total	132	164	147	139	139	143	152
Total Full-time Students Taking At Least One On-site Course							
Graduate	2057	1748	1496	1287	1253	1316	1429
Undergrad	4162	3776	3458	3282	3287	3376	3579
Total	6219	5524	4954	4569	4540	4692	5008
<i>2019 through 2023 numbers are projected.</i>							

(Continued to next page)

Part-Time Students Taking Courses in San Francisco -Fall Term (as of date of census)								
	2009	2010	2011	2012	2013	2014	2015	2016
Part-Time Students Taking At Least One On-Site Course								
Graduate	482	554	611	649	529	475	458	405
Undergrad	1165	1322	1297	1318	1172	975	812	708
Total	1647	1876	1908	1967	1701	1450	1270	1113
Courses Taken On-Site, Except One Online Course								
Graduate	92	118	155	139	105	86	74	87
Undergrad	322	303	350	315	264	249	251	217
Total	414	421	505	454	369	335	325	304
Courses Taken On-Site, Except Two Online Courses								
Graduate	5	8	8	13	7	0	2	0
Undergrad	65	74	75	70	70	62	38	57
Total	70	82	83	83	77	62	40	57
Courses Taken On-Site, Except Three or More Online Courses								
Graduate	0	0	0	0	0	0	0	0
Undergrad	0	4	4	1	0	0	2	1
Total	0	4	4	1	0	0	2	1
Total Part-time Students Taking at Least One On-Site Course								
Graduate	579	680	774	801	641	561	534	492
Undergrad	1552	1703	1726	1704	1506	1286	1103	983
Total	2131	2383	2500	2505	2147	1847	1637	1475

(Continued)

Part-Time Students Taking Courses in San Francisco -Fall Term (as of date of census)							
	2017	2018	2019	2020	2021	2022	2023
Part-Time Students Taking At Least One On-Site Course							
Graduate	429	340	270	232	227	238	258
Undergrad	601	498	466	443	444	456	483
Total	1030	838	736	675	671	694	741
Courses Taken On-Site, Except One Online Course							
Graduate	90	102	98	84	82	86	93
Undergrad	197	198	178	167	167	173	183
Total	287	300	276	251	249	259	276
Courses Taken On-Site, Except Two Online Courses							
Graduate	0	3	3	2	2	3	3
Undergrad	52	43	39	37	36	38	40
Total	52	46	42	39	38	41	43
Courses Taken On-Site, Except Three or More Online Courses							
Graduate	0	0	0	0	0	0	0
Undergrad	0	2	3	3	3	3	3
Total	0	2	3	3	3	3	3
Total Part-time Students Taking at Least One On-Site Course							
Graduate	519	445	371	318	311	327	354
Undergrad	850	741	686	650	650	670	709
Total	1369	1186	1057	968	961	997	1063
<i>2019 through 2023 numbers are projected.</i>							

(Continued to next page)

Historical Enrollment by Department for Students Taking at Least One Onsite Course (Fall Semester)									
Department	2009	2010	2011	2012	2013	2014	2015	2016	2017
Acting	0	0	89	154	204	216	196	194	198
Advertising	497	529	503	497	440	415	351	273	224
Art History	0	0	0	6	13	14	20	18	18
Animation	1741	1774	1753	1655	1407	1212	1069	973	881
Art Education	0	22	51	50	67	61	55	48	44
Architecture	133	262	317	403	313	305	299	266	226
Communications & Media Technologies	173	271	289	308	331	277	223	204	187
Fine Art	486	536	551	481	393	342	289	230	204
Fashion	1523	1675	1777	1699	1684	1680	1614	1413	1302
Game Development	82	282	423	533	538	559	518	449	467
Graphic Design	835	861	878	876	750	731	712	665	604
Interior Arch & Design	677	623	632	648	573	499	441	416	371
Industrial Design	554	573	567	520	458	443	432	374	323
Illustration	849	940	970	939	811	701	610	495	383
Jewelry & Metal Arts	0	0	0	0	57	96	116	100	85
Landscape Architecture	0	0	7	45	64	79	73	72	53
Motion Picture Television	1215	1282	1184	1048	925	838	687	584	504
Music Production & Sound design for visual media	6	85	184	270	326	336	306	285	269
Photography	725	829	854	780	671	556	454	369	335
Visual Development	0	0	0	0	184	359	417	413	350
Web Design & New Media	592	612	596	571	549	534	507	505	499
Writing-Film/TV/Dig. Med.	0	0	0	0	0	5	50	50	59
Major Undeclared	50	25	11	10	7	3	10	10	2
Total	10,138	11,181	11,636	11,493	10,765	10,261	9,449	8,406	7,588

(Continued)

Historical Enrollment by Department for Students Taking at Least One Onsite Course (Fall Semester)						
Department	2018 (Actual)	2019	2020	2021	2022	2023
Acting	191	185	197	209	221	233
Advertising	179	114	121	128	135	142
Art History	20	21	22	23	24	25
Animation	799	782	787	792	797	802
Art Education	33	17	20	25	30	35
Architecture	204	187	196	205	214	223
Communications & Media Technologies	159	123	133	143	153	163
Fine Art	188	173	181	189	197	205
Fashion	1082	894	919	944	969	994
Game Development	528	586	601	616	631	646
Graphic Design	518	440	461	482	503	524
Interior Arch & Design	326	297	309	321	333	345
Industrial Design	259	228	237	246	255	264
Illustration	337	307	322	337	352	367
Jewelry & Metal Arts	74	60	63	66	69	72
Landscape Architecture	39	29	31	35	38	40
Motion Picture Television	434	386	399	412	425	438
Music Production & Sound design for visual media	250	235	248	261	274	287
Photography	305	266	279	292	305	318
Visual Development	285	205	230	250	270	280
Web Design & New Media	432	407	424	441	458	475
Writing-Film/TV/Dig. Med.	65	67	69	71	73	75
Major Undeclared	3	2	2	2	2	2
Total	6,710	6,011	6,251	6,490	6,728	6,955
<i>2019 through 2023 numbers are projected.</i>						

Student Diversity

The Academy looks at diversity in terms of international and cultural diversity, racial and ethnic diversity, and socio-economic diversity. These factors, as well as the needs of students with disability and of students who are “at risk” of academic failure (students from diverse learning backgrounds), are part of the Academy’s diversity efforts.

Fall 2018 Student Enrollment by Gender*			
	Undergrad	Graduate	Total
Male	48%	37%	44%
Female	52%	63%	56%
Total	100%	100%	100%
* Numbers include full-time and part-time students that take at least one course per semester on-site (6,710).			

Fall 2018 Student Enrollment by Race/Ethnicity*			
	Undergrad	Graduate	Total
American Indian or Alaska Native	0.4%	0.1%	0.3%
Asian	7%	4%	6%
Black or African American	5%	2%	4%
Hispanic or Latino	10%	2%	7%
Native Hawaiian or Other Pacific Islander	1%	0.0%	0.4%
White	11%	4%	9%
Two or More Races	3%	1%	2%
Unknown	23%	9%	18%
International (Non-U.S. citizen not wishing to self-identify)	40%	78%	53%
Total	100%	100%	100%
* Numbers include full-time and part-time students that take at least one course per semester on-site (6,710). Statistics are based on voluntary reporting by students in their enrollment application.			

The Academy is an open enrollment school, which does not focus marketing towards any particular race or ethnic group, and therefore does not project racial/ethnic enrollment. Historical data is provided to demonstrate the school's continued focus on enhancing student diversity.

Employment Characteristics

During Fall 2018, the Academy employed 212 full-time faculty (129 male employees and 83 female employees), and 552 part-time faculty (335 male employees and 217 female employees), on-site. The Academy also provides employment opportunities for staff in a variety of different education and business-related occupations, from senior administrators to admissions representatives, classroom instructors to maintenance staff. Aside from the outsourcing of certain janitorial jobs, food services, and management of its residential facilities, the vast majority of the Academy's operational positions are filled by full- and part-time employees of the Academy. During Fall 2018, the Academy employed approximately 637 full-time (318 male and 319 female), and 156 part-time (86 male and 70 female) staff onsite.

Total Onsite Faculty: 764 Total Onsite Administrative Staff: 793

Fall 2018 Employee Headcount by Gender*						
Onsite Employees Only	Faculty		Staff		Total	
	#	%	#	%	#	%
Male	464	61%	404	51%	868	56%
Female	300	39%	389	49%	689	44%
Total	764	100%	793	100%	1,557	100%
* At the time of hiring, all employees are asked to voluntarily disclose their gender with their new hire paperwork. This information is provided to Human Resources and entered into the HR Information System. Employees also have the ability to update this information directly within the HR Information System during their employment.						

Fall 2018 Employee Headcount by Race/Ethnicity*						
Onsite Employees Only	Faculty		Staff		Total	
	#	%	#	%	#	%
American Indian or Alaska Native	3	0.4%	7	0.9%	10	0.6%
Asian	91	12%	169	21%	260	17%
Black or African American	10	1%	98	12%	108	7%
Hispanic or Latino	33	4%	103	13%	136	9%
Native Hawaiian or Other Pacific Islander	11	1%	18	2%	29	2%
White	512	67%	310	39%	822	53%
Two or More Races	25	3%	48	6%	73	5%
Unknown	79	10%	40	5%	119	8%
Total	764	100%	793	100%	1,557	100%
<i>* At hire all employees are asked to voluntarily disclose their ethnicity with their new hire paperwork. This information is provided to Human Resources and entered into the HR Information System. Employees who do not wish to disclose this information are recorded as "unknown." Employees also have the ability to update this information directly within the HR Information System during their employment.</i>						

The Academy values and promotes a diverse faculty and staff; however, does not project future faculty and staff hiring by race, ethnicity or gender. Historical data is provided to demonstrate the school's attention to and support of a diverse faculty and staff.

Equal Opportunity Employment

Equal employment opportunity has been, and will continue to be, a basic principle at the Academy. Employment at the Academy is based upon merit, ability and qualifications. No applicant or employee is to be discriminated against because of the following protected categories: race, color, national origin, religion, age, sex (including pregnancy and childbirth), physical and mental disabilities, veteran status, genetic information, Aids or HIV positive status, marital status, domestic partnership, medical condition or genetic characteristics, gender identity, gender and sexual orientation or other status protected by federal, state, local or other law. All such discrimination is unlawful. The Academy's commitment to equal opportunity employment applies to all persons involved in the operations of the Academy and prohibits unlawful discrimination by any employee of the Academy.

Disability Accommodation

The Academy is committed to complying fully with the Americans with Disabilities Act and ensuring equal opportunity in employment for persons with disabilities. All employment practices and activities are conducted on a nondiscriminatory basis.

Sexual and other Unlawful Harassment

The Academy's policy prohibits harassment based on race, color, religion, creed, gender, sexual orientation, marital status, age, national origin, ancestry, veteran's status, disability, medical condition, or any other basis that is protected by federal or state law.

Drug and Alcohol-Free Environment

The Academy has adopted and implemented a program to prevent the unlawful possession, use, or distribution of illicit drugs and alcohol by its employees and students on school premises or as part of any of its activities.

Workplace Violence Prevention

The Academy is committed to preventing workplace violence and to maintaining a safe working environment. The Academy has adopted guidelines to deal with intimidation, harassment, or other threats of (or actual) violence that may occur during business hours or on its premises.

Career Services Nondiscrimination Policy

In accordance with Academy policy, the Academy does not provide services to any person, organization or agency whose practices discriminate against any person on the basis of race, color, religion, creed, gender, sexual orientation, marital status, age, national origin, ancestry, veteran's status, disability, medical condition, or any other basis that is protected by federal or state law.

Prospective employers are expected to comply with all applicable local, state and federal laws prohibiting discrimination, including, but not limited to, the following: Age Discrimination in Employment Act, Americans with Disabilities Act, California Fair Employment and Housing Act, California Family Rights Act, Title VII of the Civil Rights Act of 1964, Family and Medical Leave Act and the Immigration and Nationality Act.

III. Near-Term Development Plans

Campus

Upon completion of the Development Agreement, the Academy's campus plans for 16 institutional sites, 16 residential sites, a private parking and ground floor classic car museum at 950 Van Ness and a mixed use at 2225 Jerrold Avenue for commercial storage, private parking of Academy shuttles, and a Community Facility managed by a third-party not-for-profit operator. Concentrating buildings primarily in the South of Market, Financial District, North of Market- Union Square, Van Ness Transit Corridor ("clusters"), these clusters provide the structural environment for Academy students and employees to live, work and attend classes.

The Academy Existing Campus map shows all 40 properties currently used by the Academy. The Proposed Campus map shows the 3 proposed new properties on Van Ness, and omits the 9 properties from which the Academy plans to withdraw. The Proposed Campus map also removes a cluster, the Fisherman's Wharf/North Beach cluster, reflecting the withdrawal of 2 of the 3 properties in the cluster group and the Academy's strategy to concentrate its operations to the extent feasible.

The Academy continues to optimize the use of its facilities in support of its academic mission. This allows for the effective use of space while inspiring academic and professional success. As part of the Development Agreement, the Academy is seeking approvals from the City to continue existing uses at various facilities and permits to bring these buildings into City code compliance. Currently, other than permits which are required to address life and safety issues, all permit activity for Academy uses have been deferred pending the approval of the Development Agreement.

The following table identifies Academy sites in San Francisco, labeled for ease of reference as "residential" or "institutional." The table also summarizes the Academy's recently acquired properties and properties from which the Academy will be withdrawing its uses. A more detailed summary of each property proposed for continued Academy use is provided in Appendix A to this IMP.

Academy of Art University Sites – Institutional										
ESTM/EIR Site No.	Address	Academy Use	District	Zoning District	Gross Floor Area (GFA) ⁶	Academy Use (GFA) ⁴	Department	Current Use	Student Capacity ¹	
									Max. Room Capacity	Peak Use ²
ESTM 31	601 Brannan Street (date leased: 2007)	Institutional	South of Market	MUG	84,070	84,070	Architecture, Interior Architecture & Design	Classrooms (34), labs/studios, library, recreation, offices, student and faculty lounges, wood shop, metal shop, tool room	489	86
ESTM 26	410 Bush Street (date acquired: 1994)	Institutional	Financial District	C-3-O	36,510	36,510	Fashion Jewelry & Metal Arts	Classrooms (14), labs/studios, offices, student and faculty lounges, wood shop, metal shop, tool room	255	121
ESTM 30	58-60 Federal Street (date leased: 2005)	Institutional	South of Market	MUO	98,313	90,546	Fine Art Painting & Printmaking	Classrooms (24), labs/studios, offices, student and faculty lounges, frame shop	561	146
EIR PS-1	2801 Leavenworth Street (date leased: 2011)	Institutional	Fisherman's Wharf-North Beach	C-2	124,981	64,621	Fine Art Sculpture	Classrooms (13), ground floor restaurants and retail, academic offices, tool room, student and faculty lounges, labs, studios, galleries	183	51
ESTM 27	77-79 New Montgomery Street (date leased: 1992)	Institutional	Financial District	C-3-O	140,645	140,645	Communications & Media Technology, Graphic Design, English for Art Purposes, Motion Pictures & Television,	Administrative offices, classrooms (31), labs/studios, theater, gallery, academic offices, equipment issue room	727 ³	342
ESTM 28	180 New Montgomery Street (date acquired: 1995)	Institutional	Financial District	C-3-O	187,777	187,777	Fashion, Animation & Visual Effects, Art Education, Web Design & New Media Music, Game Development, Motion Pictures & Television, Advertising	Library, classrooms (71), labs/studios, offices, café, student and faculty lounges, administrative offices	1359	643
EIR PS-3	625 Polk Street (date leased: 2011)	Institutional	Van Ness Transit Corridor	NC-3	90,681	90,681	Fashion	Classrooms (24), café, academic offices, labs/studios, student and faculty lounges	503	252
ESTM 23	491 Post Street (date leased: 2002)	Institutional	North of Market-Union Square	C-3-G	41,880	41,880	Art History, Liberal Arts	Auditorium, classrooms (8), offices	1031 ³	141
ESTM 25	540 Powell Street (date acquired: 1977)	Institutional	North of Market-Union Square	C-3-R	37,227	37,227	Illustration, Traditional Animation, Visual Development	Classrooms (12), labs/studios, offices, student and faculty lounges	262	132
ESTM 22	625-629 Sutter Street (date leased: 1968)	Institutional	North of Market-Union Square	C-3-G	24,917	24,917	Photography	Classrooms (6), labs/studios, offices, gallery, darkroom	120	51
ESTM 18	740 Taylor Street (date leased: 1966)	Institutional	North of Market-Union Square	RC-4	10,231	10,231	Photography	Classrooms (3), labs/studios, offices	58	47
ESTM 34	466 Townsend Street (date leased: 2005)	Institutional	South of Market	CMUO	113,659	113,659	Acting, Motion Pictures & Television, Foundations, Writing for Film, Television & Digital Media, Architecture	Classrooms (30), labs/studios, offices, art store, student and faculty lounges, wood shop	670	284
ESTM 10	950 Van Ness Avenue / 963 O'Farrell Street (date leased: 2009)	Institutional	Van Ness Transit Corridor	RC-4	49,595	49,595	Auto Museum	Classic vehicle storage and auto garage, ground floor museum ancillary to 1849 Van Ness museum	N/A	N/A
ESTM 8	1849 Van Ness Avenue (date leased: 1998)	Institutional	Van Ness Transit Corridor	RC-4	113,382	113,382	Auto Restoration, Industrial Design	Classrooms (34), labs/studios, offices, student and faculty lounges, classic vehicle museum, reception space, wood shop, tool room	553	94
ESTM 6	2151 Van Ness Avenue (date leased: 2005)	Institutional	Van Ness Transit Corridor	RC-4	25,701	25,701	Photography	Auditorium, classroom (1, photo studio)	989 ³	0



Academy of Art University Sites-Residential										
ESTM/EIR Site No.	Address	Academy Use	District	Zoning District	Building Square Feet ⁴	Academy Use Square Feet ⁴	Current Use	Proposed Current Use	Proposed 2019 Bed Count	Peak Use
ESTM 12	1080 Bush Street (date leased: 1999)	Residential	North of Market-Union Square	RC-4	27,214	27,214	Dwelling Units (42 units) Group Housing (15 rooms)	Dwelling Units (42 units) Group Housing (15 rooms)	150 beds	-
ESTM 11	1153 Bush Street (date leased: 1998)	Residential	North of Market-Union Square	RC-4	10,416	10,416	Group Housing (16 rooms)	Group Housing (16 rooms)	42 beds	-
ESTM 29	575 Harrison Street (date leased: 2007)	Residential	South of Market	MUO	59,281	59,281	Live/Work Units (33 units)	Live/Work Units (33 units) parking for faculty and staff	132 beds	-
ESTM 7	1900 Jackson Street (date leased: 1997)	Residential	Van Ness Transit Corridor	RH-2	12,238	12,238	Dwelling Units (9 units)	Dwelling Units (9 units) parking for faculty and staff	42 beds	-
ESTM 15	736 Jones Street (date leased: 1994)	Residential	North of Market-Union Square	RC-4	19,791	19,791	Dwelling Units (34 units)	Dwelling Units (34 units)	72 beds	-
ESTM 3	1727 Lombard Street (date leased: 2007)	Residential	Van Ness Transit Corridor	NC-3/RH-2	16,715	16,715	Group Housing (52 rooms)	Group Housing (52 rooms) parking for faculty and staff	105 beds	-
ESTM 9	1916 Octavia Street (date leased: 1995)	Residential	Van Ness Transit Corridor	RH-2	13,220	13,220	Group Housing (22 rooms)	Group Housing (22 rooms)	46 beds	-
ESTM 24	560 Powell Street (date leased: 1996)	Residential	North of Market-Union Square	RC-4	20,714	20,714	Dwelling Units (27 units)	Dwelling Units (27 units)	64 beds	-
ESTM 20	620 Sutter Street * (date leased: 2005)	Residential	North of Market-Union Square	C-3-G	64,912	64,912	Group Housing (61 rooms)	Group Housing (61 rooms)	136 beds	-
ESTM 21	655 Sutter Street * (date leased: 1999)	Residential	North of Market-Union Square	C-3-G	41,449	41,449	Group Housing (55 rooms) and Retail	Group Housing (55 rooms), cafe, School of Fashion store-front (Shop657), recreation	177 beds	-
ESTM 19	680-688 Sutter * (date leased: 1993)	Residential	North of Market-Union Square	C-3-G	19,554	19,554	Dwelling Units (27 units), Student Gallery	Dwelling Units (27 units), gallery	80 beds	-
ESTM 14	817-831 Sutter Street ¹ (date leased: 2006)	Residential	North of Market-Union Square	RC-4	49,426	49,426	Group Housing (114 rooms)	Group Housing (111 rooms)	222 beds	-
ESTM 13	860 Sutter Street (date leased: 2003)	Residential	North of Market-Union Square	RC-4	32,693	32,693	Group Housing (88 rooms)	Group Housing (88 rooms)	184 beds	-
ESTM 5	2209 Van Ness Avenue (date leased: 1998)	Residential	Van Ness Transit Corridor	RC-3	11,381	11,381	Group Housing (22 rooms)	Group Housing (18 rooms)	57 beds	-
ESTM 4	2211 Van Ness Avenue (date leased: 2005)	Residential	Van Ness Transit Corridor	RC-3	5,319	5,319	Dwelling Units (3 units) Group Housing (12 rooms)	Dwelling Units (3 units) Group Housing (4 rooms)	24 beds	-
*Properties contain a portion of non-residential use 655 Sutter (School of Fashion retail, cafe and recreation), 688 Sutter (gallery), 620 Sutter (theatre, studio and recreation)										
Vehicle and Commercial Storage										
ESTM/EIR Site No.	Address	Academy Use	District	Zoning District	Building Square Feet ⁴	Academy Use Square Feet ⁴	Department	Current Use	Capacity	Peak Use
EIR PS-6	2225 Jerrold Avenue (date leased: 2009)	Vehicle and Commercial Storage with Accessory Office (excluding non-AAU Community Facility)	-	PDR-2	91,367	68,684	-	Vehicle and Commercial Storage with Accessory Office	N/A	N/A

Academy of Art University Sites – New Property										
ESTM/EIR Site No.	Address	Academy Use	District	Zoning District	Building Square Feet ⁴	Academy Use Square Feet ⁴	Department	Current Use	Capacity	Peak Use
-	1946 Van Ness Avenue	Institutional	Van Ness Transit Corridor	RC-4	25,040	25,040	Industrial Design	N/A	-	-
-	1142 Van Ness Avenue	Institutional	Van Ness Transit Corridor	RC-4	50,221	50,221	Fashion	N/A	-	-
-	2550 Van Ness Avenue	Residential	Van Ness Transit Corridor	RM-3/RC-3	61,685	59,266	-	Hotel and Restaurant	306 beds	-
Sites from Which Academy Will Withdraw Use										
ESTM/EIR Site No.	Address	Academy Use	District	Zoning District	Building Square Feet	Academy Use Square Feet	Department	Current Use	Capacity	Peak Use
ESTM 17	1055 Pine Street (date leased: 2000)	Residential	North of Market-Union Square	RM-4	36,213	36,213	-	Group Housing (81 rooms)	155 beds	
ESTM	1069 Pine Street (date leased: 2000)	Institutional	North of Market-Union Square	RM-4	1,875	1,875	N/A	Recreation	N/A	N/A
ESTM 2	2295 Taylor (aka 701 Chestnut) Street (date leased: 2003)	Institutional	Fisherman's Wharf-North Beach	North Beach NCD	20,000	10,440	Fine Art	Graduate studios, office (also used as classroom)	8	0
EIR PS-2	700 Montgomery Street (date leased: 2011)	Institutional	Financial District	C-2	11,455	8,159	N/A	Offices (non-Academy), restaurant	N/A	N/A
EIR PS-4	150 Hayes Street (date leased: 2012)	Institutional	-	C-3-G	138,460	80,330	Administration	Administrative offices	N/A	N/A
ESTM 33	460 Townsend Street (date leased: 2009)	Institutional	South of Market	SLI	25,920	25,920	Interior Architecture & Design, Landscape Architecture	Classrooms (4), open studio, student and faculty lounges	80	21
ESTM 32	168 Bluxome Street (date leased: 2007)	Residential	South of Market	MUG	87,897	73,822	-	Live/Work Units (61 units)	219 beds	-
ESTM 1	2340 Stockton Street (date leased: 1991)	Institutional	Fisherman's Wharf-North Beach	C-2	44,530	44,530	N/A	No Academy use	N/A	N/A
EIR PS-5	121 Wisconsin Street (date leased: 2008)	Institutional	-	UMU	N/A	1,140	N/A	No Academy use	N/A	N/A
¹ Student capacity includes capacity of classrooms, theaters, auditoriums, and any other space where student classes are scheduled in fall semester 2018. ² Peak use consists of the highest enrollment for a given class scheduled on Tuesdays in Fall 2018. ³ These numbers may be different from what was in the ESTM and reflect the most accurate information to date.										

¹ Student capacity includes capacity of classrooms, theaters, auditoriums, and any other space where student classes are scheduled in fall semester 2018. Graduate studios are not included, as student use is not regularly scheduled.

² Peak use consists of the highest enrollment for a given class scheduled on Tuesdays in Fall 2018.

³ Includes the auditorium spaces.

⁴ These numbers may be different from what was in the ESTM and reflect the most accurate information to date.

Ground Floor Uses

The Academy is implementing a plan to activate ground floor uses in key locations such as the Cannery in Fisherman's Wharf and in the Van Ness corridor. This plan is the result of the work performed in Chapter 4 of the ESTM, which provides more than 700 pages of individual, site-specific analysis associated with the Academy's campus buildings, including ground floor use, and from the analysis in the EIR. The assessments and analysis offered a comprehensive study that includes photographs of campus buildings (including the ground floor), property information, and a discussion of the Academy's use of the buildings. Consistent with the discussion from these reports, the Academy is seeking ways to create more active ground floor uses. The Academy has identified synergies to invite the public into its educational spaces, including the School of Fashion's SHOP657, a storefront curated and operated by School of Fashion students to learn about retail operation. The Atelier Gallery in 79 New Montgomery is a multi-purpose space open to the public that serves as the Academy's front door for prospective students, as well as student and faculty events and also displays and offers for sale Academy-affiliated artwork and merchandise. The Academy maintains galleries displaying the work of students, faculty and alumni at 625 Sutter and 680 Sutter and a classic car museum at 1849 Washington and satellite ground floor museum space at 950 Van Ness to showcase its extensive collection. Finally, in some cases the Academy maintains ground floor retail spaces leased to third parties not affiliated with the Academy, including ground floor retail spaces at the Cannery (2801 Leavenworth), 825 Sutter and 560 Powell. An existing ground floor retail space at 2550 Van Ness will be maintained as part of the conversion of that property from its existing hotel use to student housing.

Ground-Floor Museums and Displays

The Academy displays its classic automobile collection in the City's historic Auto Row area, on the ground floors of 1849 Van Ness and 950 Van Ness. The Academy's collection consists of approximately 190 classic cars, mostly pre-World War I classics. The flagship museum at 1849 Van Ness and satellite museum at 950 Van Ness are well-lit and housed behind transparent glass. The 1849 Van Ness museum is made available to the public by appointment and to students of the University, principally students from the School of Industrial Design. Interested museum patrons may continue their tour at 950 Van Ness upon request. The classic automobiles also serve as educational material for the Associate Degree in Automotive Restoration. The Development Agreement will provide for Academy installation of wayfinding signage to promote awareness as to the availability of museum tours by appointment and the Academy will present visitors to the 1849 Van Ness museum with brochures detailing the collected cars located at 950 Van Ness.



Galleries & Storefronts

The Academy proudly displays the work of students, alumni and faculty in several ground floor galleries that are open to the public. The Academy maintains gallery spaces at three locations throughout San Francisco; the Atelier (79 New Montgomery Street), 625 Sutter Street, and 688 Sutter Street. The Academy also operates a fashion storefront at 655 Sutter and is working to tenant certain retail spaces at 2801 Leavenworth that are currently vacant.



The Atelier - 79 New Montgomery Street

The Atelier space at 79 New Montgomery Street showcases the creativity and talent of students and alumni from a range of artistic disciplines. While the walls function as a traditional gallery space, the floor also includes Academy merchandise. Events, merchandise, and featured artists share Atelier throughout the year. The space also serves as the Academy's front door for prospective students who being their campus tours in the Atelier. Opened in the winter of 2011, the Atelier is open Monday through Saturday 9am-6pm.

625 Sutter Street

Located on the ground floor of the Academy's Graduate Photography building at 625 Sutter Street, this gallery hosts seasonal group photography exhibitions in addition to regular monthly student and alumni shows. Open Monday-Friday 9am-6pm, Saturday 10am-5pm.

688 Gallery – 688 Sutter Street

The Academy's 688 Gallery is located at 688 Sutter Street. Together with the gallery located across the street at 625 Sutter, these active ground floor uses create a mini-destination for art enjoyment. New exhibitions are installed monthly, and opening night artist receptions are scheduled to coincide with First Thursday Art Walk responding to the spirit of this neighborhood event. Open Monday-Friday, 9am-6pm.

SHOP657 – 655 Sutter

The Academy's SHOP657 is a concept store curated and operated by School of Fashion students. The store carries brands and products designed and produced by Academy alumni, students, and faculty. The store provides students with the opportunity to collaboratively experience and learn about the real world of fashion retail, while providing a platform to launch and promote their fashion products.

The Cannery – 2801 Leavenworth Street

The ground floor of the Cannery currently contains a mix of occupied and vacant retail tenant spaces. The Academy aims to achieve full occupancy either with non-Academy retail tenants or by operating ground retail spaces in a manner consistent with a principal retail use.⁴

⁴ The Development Agreement will set forth standards for Academy operation of any ground floor retail spaces at the Cannery, which will include not branding such spaces with Academy signage or offering discounts exclusive to Academy students, faculty and staff. Further, the Development Agreement will provide that the accessory retail spaces at 79 New Montgomery, 625 Sutter, 655 Sutter and 688 Sutter described above be open to the public at least 40 hours per week, 10 months out of each year. The Development Agreement will permit the Academy to seek discretionary approvals to convert any of its accessory retail spaces to a use not meeting these public accessibility standards.

Environmental Impact Report and Existing Sites Technical Memorandum

Following the City's acceptance of the 2011 IMP, the City certified an EIR for the Academy of Art University Project on July 28, 2016. The Certified EIR analyzed four components of future Academy growth necessary to accommodate projected onsite student enrollment through 2020: program-level growth; project-level growth; documentation and, as necessary, legalization of prior changes of use, and future shuttle system expansion. The Final EIR identified 12 study areas 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 the Academy already has a presence or in which the Academy would like to establish a presence. The study areas are intended to direct the future growth of the Academy by concentrating the Academy into 'clusters' – concentrated areas where the Academy can maximize the efficiency of its use, particularly around transportation throughout the City, resulting in less traffic. The EIR made conservative assumptions regarding the Academy's possible activities in San Francisco in an effort to ensure adequate study of possible environmental effects. This included using aggressive growth projections to account for the possibility of a significant increase in student enrollment.

In addition to the EIR, the Planning Department prepared the Existing Sites Technical Memorandum (ESTM) to provide information to the Planning Commission about the effects of previous physical changes by the Academy at 34 locations prior to the Notice of Preparation for the EIR. The Planning Department published the ESTM in May 2016, after which a 30-day public review and comment period was provided. Following the close of this period, the Department considered all comments on the ESTM, incorporated necessary changes, and the Final ESTM was accepted by the Planning Commission on July 28, 2016.

The Development Agreement provides for certain changes to the Academy of Art University Project previously studied by the EIR. The changes include the addition of 3 new properties to the Academy's campus (1946 Van Ness, 2550 Van Ness, and 1142 Van Ness), the withdrawal of Academy uses at 1069 Pine, 700 Montgomery, 2295 Taylor, 2340 Stockton and 1055 Pine, 168 Bluxome, 121 Wisconsin, 460 Townsend and 150 Hayes, and the modification of proposed uses at 2801 Leavenworth to include retention of ground floor retail uses and the development of a community facility at 2225 Jerrold. The Planning Department is currently analyzing the changes (factoring in the decline in student enrollment over projections in the EIR) and anticipates publishing an addendum to the EIR to be processed in advance of the Development Agreement approvals.

Strategic Overview

In 2018, the Academy found itself in the midst of a rapidly changing urban landscape and an increasingly competitive environment in higher education. Currently there are no plans to acquire additional properties. However, the Academy is exploring three strategies that may affect its facilities within the next ten years:

Strategy 1: Student Housing

The Academy currently uses 17 buildings for student housing. The Academy has the policy of first offering housing to first-year, full-time graduate students (enrolled in at least 9 units) and full-time undergraduate students (enrolled in at least 12 units) taking all of their courses on-site in San Francisco. To the extent beds remain available, other full-time graduate and undergraduate students taking all of their courses on-site in San Francisco and full-time graduate and undergraduate students taking no more than one class online per semester may apply to fill any remaining beds. Only to the extent beds remain available after the student populations above have had the opportunity to apply for housing will the Academy consider applications for housing from full-time students that take two or more online classes or part-time students. The Academy gives lower priority to full-time students electing to take two or more online courses per semester, as it is the policy of the Academy⁵ If, for a given semester, there is a surplus number of student housing beds available, not occupied by full-time students taking no more than one online class per semester, the Academy will offer housing to part-time students that take on-site classes, as well as full-time students taking some on-site classes, but that elect to take two or more classes online. For example, in Fall 2018, 67% of 1,810 available beds (i.e. 1,220 beds) were assigned to full-time students taking no more than one class online. The remainder were made available to part-time students and full-time students taking some on-site classes, but two or more online classes closer to the start of the semester. On a semester-by-semester basis, remaining beds and unoccupied bedrooms may be made available to visiting faculty or temporarily converted to residential amenity space (e.g., study rooms).

The Academy's student housing capacity has remained constant since 2007 at approximately 1,810 beds. With the approval of the Development Agreement, student housing capacity will be approximately 1,839 beds⁶. Note that currently 11 Group Housing bedrooms / Dwelling Units (which in the future could support approximately 32 student housing beds) are occupied by permanent residents (as described further on p. 37 below), therefore current student housing capacity projected for the immediate near-term following approval of the Development Agreement is approximately 1,807 beds.

5: AAU notes that its housing policy has had the effect of limiting the number of enrolled full-time students taking two or more online classes. For example, among full-time enrolled students, only 9.8% took two or more online courses in the Fall 2018 semester.

6: See "Existing Tenants" section on p. 37 for discussion of number of beds anticipated to be available for student housing immediately following approval of the Development Agreement.

Near-Term Student Housing Availability			
Residential Properties	Existing per ESTM	2018 Bed Count Survey*	Proposed Beds Available for Student Housing**
1727 Lombard	81	86	105
2211 Van Ness	20	20	24
2209 Van Ness	56	50	57
1900 Jackson	28	23	42
1916 Octavia	46	49	46
1153 Bush	37	34	42
1080 Bush	122	110	150
860 Sutter	184	172	184
817-831 Sutter	222	218	222
736 Jones	70	70	72
1055 Pine	155	155	0
680-688 Sutter	67	62	80
620 Sutter	129	109	136
655 Sutter	177	175	177
560 Powell	64	64	64
575 Harrison	132	134	132
168 Bluxome	219	228	0
2550 Van Ness	0	-	306
Total	1,809	1,750	1,839
<p>*Existing 2018 Bed Count reflects the physical beds surveyed by the Academy's architect during Development Agreement plan set development between June and August 2018 (except for 1055 Pine, which numbers are reported by the Academy). The figures are provided to give a picture of how the exact number of beds fluctuate semester to semester (with a more notable decrease during the Academy's summer term).</p> <p>**Proposed beds is the number of the possible beds principally permitted and reasonably possible.</p> <p>2018 Bed Count Survey and Proposed Beds Available for Student Housing includes non-Academy permanent resident beds (32).</p>			

Existing Tenants

A small number of tenants not affiliated with the Academy reside in some of the Academy's residential buildings. These are tenants that occupied certain Group Housing bedrooms or Dwelling Units prior to Academy use. Currently, there are 11 such bedrooms/units occupied, which have the projected capacity to contain approximately 32 student housing beds. The Development Agreement will provide for all residential uses in Academy buildings to be entitled with a Student Housing use characteristics; however, will clarify that existing non-student residents may remain until such time that a given non-student resident voluntarily vacates their bedroom or unit. Non-Academy tenants reside in the following buildings, their beds are included in the figures presented on the preceding page.

1080 Bush (2 tenants)
736 Jones (2 tenants)
560 Powell (3 tenants)
680 Sutter (1 tenant)
860 Sutter (2 tenants)
1900 Jackson (1 tenant)

Enrollment Trends

The Certified EIR studied a projected on-site enrollment of 17,282 students by 2020, which represented an increase of five percent per year from 2010 on-site enrollment of 11,181 (total growth of 6,100 students). As discussed above, the EIR projections were roughly based on 2011 IMP projections, each of which were intended to account for a maximized growth scenario. Particularly for purposes of the EIR, this was done in an effort to ensure the EIR adequately studied possible environmental impacts. Actual enrollment by full- and part-time students taking one or more class on-site in Fall 2018 was 6,710 students. Thus, actual enrollment is currently approximately 42% of EIR-projected enrollment.

Additional factors also increased the discrepancy between the projected enrollment in the EIR and actual enrollment. The EIR and 2011 IMP projections were made during a period of recession when, because of the lack of employment, schools often see an increase in matriculation. Since then, a sustained strong economy can be reasonably assumed to have influenced a significant number of prospective students to postpone or forego post-secondary education in favor of participating in the workforce. Further, the projections for the EIR and 2011 IMP accounted for then-available forecasts on the shift towards online-only education, which has subsequently occurred in a more rapid fashion than then-predicted.

The following tables sets forth enrollment trends over the past 10 years, as well as projections for the next five years. The Academy anticipates enrollment to continue to decline in the immediate near-term, followed by a modest rebound reflecting reasonable approximations of shifts in the economy.

Actual Enrollment vs. Projected (Analyzed) Enrollment Total Onsite students (Full-time & Part-time)											
Fall Terms											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Actual/Projected ¹	11,181	11,636	11,493	10,765	10,261	9,449	8,406	7,588	6,710	6,011	5,537
Projected / Analyzed in the EIR ²	-	11,792	12,402	13,012	13,622	14,232	14,842	15,452	16,062	16,672	17,282
Difference of Actual/Projected v. EIR Projected ³	-	(156)	(909)	(2,246)	(3,361)	(4,783)	(6,436)	(7,864)	(9,352)	(10,661)	(11,745)
<p>1. Office of Institutional Research, Academy of Art University (data as of Census); confirmed Fall 2018)</p> <p>2. Calculations 2010 baseline with 2020 EIR projected approximate increase of 610 students/year (represents roughly 5.5% annual growth)</p> <p>3. Office of Institutional Research, Academy of Art University (see also Fall 2018 Enrollment table). 2019 and 2020 "Actual Enrollment" values are updated projections summarized in more detail in the Student Population summary above.</p>											

The Academy also maintains online-only educational programming, targeted towards students who are remote. While a number of online-only courses include filmed on-site classes, staff for online programming are primarily located outside of San Francisco.

Student Housing and Metering Relationship to Enrollment

The Development Agreement will outline a plan for the Academy's provision of student housing and ongoing monitoring and reporting to the City. The Academy will monitor and provide student housing in coordination with its enrollment so as to reasonably mitigate any burden on San Francisco's general housing supply. The Academy will address all future student housing needs through new construction on property that is zoned for such use, or conversion of existing non-residential, non-PDR structures to student housing use, and the Academy will not promise students more housing units than the number of lawful units that are at its disposal. The Academy will undertake any such new construction or conversion only in accordance with then applicable laws and after first obtaining required permits or approvals; however, the Academy may, upon written notice to the City, occasionally and temporarily house students in hotels for fewer than thirty (30) days.

The Academy has the policy of first offering housing to first-year, full-time graduate students (enrolled in at least 9 units) and full-time undergraduate students (enrolled in at least 12 units) taking all of their courses on-site in San Francisco. To the extent beds remain available, other full-time graduate and undergraduate students taking all of their courses on-site in San Francisco and full-time graduate and undergraduate students taking no more than one class online per semester may apply to fill any remaining beds. Only to the extent beds remain available after the student populations above have had the opportunity to apply for housing will the Academy consider applications for housing from full-time students that take two or more online classes or part-time students. The Academy gives lower priority to full-time students electing to take two or more online courses per semester, as it is the policy of the Academy to encourage students located in the Bay Area to take advantage of in-class learning. In Fall 2018, full-time graduate and undergraduate students taking no more than one online class occupied 1,220 out of 1,810 available beds, an occupancy rate of approximately 67%. In Spring 2018, full-time students taking no more than one online course per semester were assigned to 1,429 out of 1,810 beds, an occupancy rate of approximately 79%.

The Academy's withdraw from 1055 Pine (155 beds) and 168 Bluxome (219 beds), its move into 2550 Van Ness (306 beds) and the proposal to provide code-compliant additional beds at existing buildings (without any interior wall alteration) results in a proposed total bed count of approximately 1,807, which could increase to 1,839 following voluntary vacation of non-Academy residents (described above). The property-specific approvals processed pursuant to the Development Agreement reflect the maximum bed count permitted under the City's Planning and Building Codes.

Strategy 2: Campus Consolidation: Transition to the Van Ness Cluster

As noted in the 2011 IMP, the Academy has generally sought new space through the adaptive reuse of existing vacant or underutilized properties within areas in the northeastern quadrant of the City. The EIR identifies 12 study areas as a way of evaluating a range of growth that can occur within certain geographic areas of the City on a program-level basis. The study areas help direct the future growth of the Academy by concentrating the Academy into ‘clusters’ – concentrated areas where the Academy can maximize the efficiency of its use, particularly around existing transportation systems throughout the city, resulting in less traffic.

Proposed Changes to the Academy Campus

The Academy’s plans are to withdraw from nine of its existing campus buildings and lease and convert three buildings to Academy use for educational programs and student housing. As part of these changes, the Academy would decrease its institutional space by approximately 201,515 sq. ft. by withdrawing from 150 Hayes Street, 121 Wisconsin Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, and 460 Townsend (totaling 151,920 square feet). The Academy proposes to convert 1946 Van Ness and 1142 Van Ness to institutional use, thereby adding 75,261 sq. ft. of new institutional uses. The Academy proposes 1,061,847 square feet of institutional space upon approval of the Development Agreement.

Changes to the Academy’s student housing offering are described in Strategy 1 above. Under the revised project, the Academy would also modify its application for 2801 Leavenworth Street (the Cannery) to include retail or other active uses on the ground floor that are physically accessible to members of the public during the normal retail hours of operation customary in the neighborhood, and limiting other Academy uses to the mezzanine, second and third floors of the building (this building hosts the Academy’s Fine Art Sculpture and Landscape Architecture Departments). The following table identifies properties where Academy uses are proposed to be withdrawn or relocated.

Sites from which the Academy will Withdraw Use			
Address	Academy Use	Academy Use Square Feet	Beds
150 Hayes	Institutional	80,330	-
1069 Pine	Institutional	1,875	-
2295 Taylor	Institutional	10,440	-
700 Montgomery	Institutional	8,159	-
460 Townsend	Institutional	25,920	-
121 Wisconsin	Institutional	1,140	-
2340 Stockton	Institutional	44,530	-
Total Vacated Institutional		(151,920)	-
168 Bluxome Street	Residential	73,822	219
1055 Pine Street	Residential	36,213	155
Total Vacated Residential		(110,035)	(374)
Sites Proposed for Academy Use			
1946 Van Ness	Institutional	25,040	-
1142 Van Ness	Institutional	50,221	-
Total Proposed Institutional		75,261	-
2550 Van Ness	Residential	59,266*	306
Total Proposed Residential		59,266	306
* Figure excludes ground floor restaurant space			

Sites to be Withdrawn from Campus

1055 and 1069 Pine Street

The Academy currently uses 1055 Pine Street for student housing (155 beds), and 1069 Pine Street for recreation (1,875 sq. ft.). These sites are both within the RM-4 (Residential-Mixed, High Density) zoning district. Both of these existing sites are located between Jones and Taylor Streets on Pine Street. As referenced in Strategy 1, the two sites would be returned to permitted uses in the RM-4 district under the Planning Code. The student housing at 1055 Pine Street would be relocated to 2550 Van Ness Avenue (known as the Da Vinci Hotel). As the Da Vinci Hotel was used for tourist rentals, no residential displacement would occur with its conversion to student housing.

700 Montgomery Street

In 2011, the Academy began leasing approximately 7,000 square feet of office space on two floors of three floor office building at 700 Montgomery Street. This building is not used exclusively by the Academy; it has one other office tenant and retail space. The building measures approximately 11,455 square feet of which 8,159 square feet are used by the Academy. The property resides in a C-2 zoning district.

121 Wisconsin Street

The Academy leased this property from 2008 to 2018 for the storage of Academy shuttle buses. 121 Wisconsin is located on the northern edge of Potrero Hill and resides in a UMU (urban mixed use) zoning district. Academy use square feet measured approximately 1,140.

460 Townsend Street

In 2009, 460 Townsend Street became home to the Academy's Classical Sculpture (FASCU) program. This building houses numerous flex classroom spaces to accommodate the changing classroom space needs of the sculpture program and office spaces for faculty and staff. The building measures 25,920 square feet and currently houses the Academy Interior Architecture & Design and Landscape Architecture Departments. The building resides in the SLI (service light industrial) zoning district.

2295 Taylor Street

In 2003, 2295 Taylor Street became home to the program in Graduate Fine Art Painting (FA). The Art Institute of San Francisco had previously adapted the building, which had housed a GAP clothing store and parking lot, for use as an artistic teaching space. The bottom floor has small airy studio spaces for graduate students. Institutional uses at this site include graduate studios and office. The building measures approximately 20,000 square feet of which 10,440 square feet are used by the Academy. The property resides in the North Beach Neighborhood Commercial District.

The removal of 2295 Taylor Street from the Academy campus is consistent with the Academy's strategy to consolidate and centralize its campus. The result of the withdrawal of the property (along with 2340 Stockton Street) is the removal of the Fisherman's Wharf/North Beach cluster. The only remaining property in this former cluster is the Cannery, which use is further limited by the Academy as described below.

2340 Stockton Street

The Academy commenced leasing of this building in 1991 for the Animation Stop Motion Labs (ANM) and a variety of administrative offices, classrooms and computer labs. Most recently, the building has been used by the School of Fashion (which will be moving its uses to 1142 Van Ness as part of the Development Agreement). Before the Academy occupied the building, it housed a library. Prior to that, the Otis Elevator Company had offices here. The building measures approximately 44,530 square feet and is located in a C-2 zoning district.

The removal of 2340 Stockton from the Academy campus is consistent with the Academy's strategy to consolidate and centralize its campus. The result of the withdrawal of the property (along with 2295 Taylor) is the removal of the Fisherman's Wharf/North Beach cluster. The only remaining property in this former cluster is the Cannery, which use is further limited by the Academy as described below.

168 Bluxome

The Academy currently leases 61 units at 168 Bluxome for use as student housing for approximately 219 students. This property contains live/work lofts. Each unit features a private kitchen and bath. The building has a Manager's office, a recreation room and a study room. The Academy proposes to vacate the building, subject to a schedule of performance set forth in the Development Agreement.

150 Hayes Street

The Academy currently occupies 80,330 square feet at 150 Hayes for the Academy's regional headquarter offices. The Academy proposes to vacate the building and plans to relocate its regional headquarter office functions primarily at 79 New Montgomery.

Sites to be Added to Campus

1946 Van Ness Avenue (the Bakery)

1946 Van Ness Avenue is an approximately 25,040 square foot building. It is located at the corner of Jackson Street and Van Ness Avenue. The property is located in an RC-4 (Residential-Commercial, High Density) zoning district. Previously issued building permits established the last legal use as ground floor retail and above ground retail and/or light manufacturing. As part of the revised project, the Academy proposes to convert the property to a PSEI use. The conversion for PSEI use would require minor modifications to the base building core and shell to bring the building into compliance with current life safety codes. The conversion for PSEI would be limited to Academy use, consisting of approximately 6,246 square feet of educational use on the ground floor, 3,399 square feet on the mezzanine level, 6,196 square feet on the second level, and 6,196 square feet on the third level for a total of approximately 22,037 square feet utilized for a PSEI use.

Consistent with the plans submitted to the Planning Department, the proposed ground floor, mezzanine level, and second and third floors will comprise a number of vocational rooms, or classrooms, for the Academy's Auto Restoration and Industrial Design Programs. In order to activate the ground floor, and in association with the Auto Restoration Program, a car museum will be provided on the ground floor and within the active use zone which fronts Van Ness Avenue and Jackson Streets. All floors will include movable floating partitions, but not permanent walls. An analysis is currently underway regarding renovations for the building.

Daily student population is estimated to range from 75-100 students at peak period with approximately 6-10 staff on site. The car museum will be open to the public by appointment and available between 9am-4pm, Monday to Saturday. There are 4 different start times for classes commencing at 8am and ending at 10pm. Class start times and duration range, with classes lasting from three to five hours. Future interior improvements for specific industrial design programs would be completed at a later date once the defined school program use is determined by the Academy, and separate permits for these interiors spaces would be provided at a later date. Sign permits would be submitted with the change of use application. The property would be served by the Academy's existing shuttle lines on Van Ness Avenue; the closest shuttle stop is located at 1849 Van Ness Avenue, approximately one block to the south. The proposal includes Class I and Class II bike parking. A number of improvements are proposed to the building façade including: a restoration of the pedestrian entry on Van Ness, restoration of existing wooden doors, removal of the existing sign, and new doors as needed.

1142 Van Ness Avenue (the Concordia Club)

1142 Van Ness Avenue is an approximately 50,221 square foot building. It is located at the corner of Post Street, Cedar Street, and Van Ness Avenue. Previously issued building permits have established the building use as private community facility, last occupied by the Concordia Club. The property is located within an RC-4 (Residential-Commercial, High Density) zoning district. Under the revised project, the Academy proposes to use 1142 Van Ness for post-secondary educational institutional use. No major physical improvements are proposed at 1142 Van Ness Avenue for the change of use, as the current configuration supports educational, office, recreation, and as-needed event hosting space. Sign permits would be submitted with the change of use application. It is anticipated that students utilizing AAU's shuttle system will utilize the stop at 625 Polk, 3 and a half blocks from 1142 Van Ness. The proposal includes Class I and Class II bike parking.

The current configuration of the Concordia Club will remain as-is to support the Academy's Fashion program - larger spaces will be used for fashion studios and labs while smaller rooms will be used for classrooms and/or offices. The existing recreation facilities in the basement will be retained and made available to Academy students, faculty and staff. Daily student population is estimated to range from 115-300 students, with approximately 10 staff on site. The schedule is expected to be comprised of four different class periods, one in the morning, two in the afternoon, and one in the evening Monday through Friday. There will be a limited number of classes on Saturday.

2550 Van Ness Avenue (the Da Vinci Hotel)

2550 Van Ness Avenue, also known as the Da Vinci Hotel, is an approximately 59,266 square foot building. It is located at the corner of Filbert Street and Van Ness Avenue. Previously issued building permits have established the building use as a tourist hotel/motel. The property straddles two zoning districts: RM- 3 (Residential-Mixed, Medium Density), and RC-3 (Residential-Commercial, Medium Density). The Da Vinci Hotel at 2550 Van Ness Avenue currently has a total of 136 rooms. Under the revised project, the Academy proposes up to 306 beds as student housing, on an as-needed basis, including replacement housing for students vacated from the 155 beds at 1055 Pine Street and the 219 beds at 168 Bluxome Street. The proposed change from rooms used by tourist to group housing for students would require approval of a change of use and be pursuant to the metering formula which provides student housing in coordination with student enrollment. The only interior changes at the property would be replacing hotel furnishings with student dormitory furnishings. Sign permits would be submitted with the change of use application. The Academy would make use of existing shuttle lines on Van Ness Avenue (and the stop on Broadway at Van Ness) to serve the property. In addition, the proposal seeks to convert a portion of existing parking to provide class I and class II bike parking and retain the ground floor retail use, which is not an Academy use. The site currently has 53 off-street parking spaces. The proposal seeks to retain 10 spaces for the existing restaurant (non-Academy use), proposes 1 car share space, and 37 spaces for Academy faculty and staff.

Sites to be Modified Pursuant to the Term Sheet**2801 Leavenworth Street (the Cannery)**

2801 Leavenworth Street, located in San Francisco's Fisherman's Wharf at the corner of Beach Street and Leavenworth Street, includes two wings totaling approximately 124,981 sq. sf. The Academy uses a portion of the building (approximately 78,646 sf) for office, gallery and multi-use/event space. The EIR analyzed the Academy's proposed use of 133,675 square feet of this site as post-secondary educational institutional use to accommodate approximately 1,600 students and 18 faculty/staff per day. There are two classroom spaces on the first floor of this building, only one of which is currently in use. As part of the revised project, the Academy would modify the application for 2801 Leavenworth Street to revert the entire ground floor (42,290 square feet) for retail/restaurant use. The mezzanine, and levels 2 and 3 will continued to be used by the Academy. The mezzanine and levels 2 and 3 space is planned to be used for the Academy's Fine Art Sculpture and Landscape Architecture programs.

2225 Jerrold Avenue

2225 Jerrold Avenue is in the Bayview District, just east of Bayshore Boulevard and between the James Lick Freeway and Highway 280. The surrounding Bayview neighborhood includes large lots containing one- and two-story commercial structures, many providing on-site parking. The property resides within the PDR-2 zoning district. The building is 94,339 square feet and contains 16 parking spaces and 6 loading bays.

The Academy proposes to change the use of a portion of the building from a last legal use of commercial storage (with accessory office) to private parking garage and lot (with accessory office) and community facility. The Academy proposes to convert the middle portion of the Jerrold frontage (currently four loading bays bounded by a ramp to the north and parking lot to the south) into a pedestrian-friendly entrance and outdoor amenity space for the proposed community facility use. Proposed improvements include: filing in a curb cut in front of the entrance and installing required Class II and Class I bike parking, installing perimeter gating to separate pedestrians from the ramp area and to secure the outdoor area at night, installing ADA-compliant access through one of the existing loading bays, improving existing rolling doors on the remaining three loading bays to increase natural light access inside of the building and installing outdoor furniture, planters and other basic outdoor improvement to create an enjoyable outdoor environment for facility users entering and exiting the property.

The proposed community facility would occupy 15,084 square feet on the ground floor and include a 3,573 square foot outdoor community facility area. The ground floor would also contain a private parking garage and lot for storage of AAU shuttles measuring 9,920 square feet and 58,076 square feet of commercial storage (including accessory office). The second level includes 1,007 square feet of commercial storage and 6,361 square feet devoted to private parking (accessory office/dispatch center). Class I and Class II bike parking is also proposed for the property. Operationally, the Community Facility would be operated by a 501(c)(3) non-profit or City department. The Development Agreement will set forth specific regulations regarding the Academy's ability to use the Community Facility for Academy-programming on an accessory basis. Such regulations will include limiting the Academy's monthly use of the Community Facility to one-third of the hours the Facility is actually used by community users. The Development Agreement will delineate what constitutes actual community user use for purposes of limiting the Academy's use of the Community Facility and will at least initially cap the number of hours

that the Community Facility may be “actually used” for “pick up” uses rather than scheduled programming by a 501(c)(3) community non-profit to 50%. Restrictions on the Academy’s use of the Community Facility will commence starting three months after the final approval of the Development Agreement and the Planning Department will have the authority to reasonably require the operator of the Community Facility to provide records regarding the actual use of the Facility (calendars, sign-in sheets, etc.) upon 15 days advance notice.

Project Approvals

As mentioned above, the Development Agreement will be the vehicle for approving the Academy’s proposed uses described in this IMP. The Planning Commission will review and make a recommendation to the Board of Supervisors regarding the Development Agreement, as well as approve entitlements being processed pursuant to the Development Agreement. The Historic Preservation Commission will review and approve Planning Code Article 10 and Article 11 entitlements being processed pursuant to the Development Agreement

Strategy 3: Optimizing Operation and Use of Shuttle Service

The Academy continues to constantly monitor demand and reduce service wherever possible. Overall shuttle usage has decreased. Average ridership per weekday as of Fall 2018 was 1,511. This number represents 2,359 fewer riders than the last update in 2015, and 808 fewer riders since the last draft IMP. The decrease in shuttle ridership is likely the result of a combination of factors including a decrease in enrollment, an increase in the use of other private transportation services such as Lyft and Uber, and the consolidation of course offerings within Academy buildings which necessitates fewer transfers. The total number of shuttle buses in use has decreased too, and fewer secondary shuttles are needed to supplement service during peak hours. Based on the reduction in demand, the total number of shuttle buses has been reduced from 42 to 40 since the last update and remained at 40 since the draft IMP dated March 2018. Back-up shuttles H and I are no longer in use, and a third back-up bus that was formerly used to accommodate overflow is no longer in use. There are minor modifications expected to be made to the Shuttle Bus System – since the Academy is withdrawing from properties, a number of stops are proposed to be removed including: 150 Hayes, 2340 Stockton, 1069 Pine and 1055 Pine. In coordination with these withdrawals, the Hayes and Sutter Express lines will be removed from service. In addition, it is expected that no new stops will be added due to the addition of the proposed properties, namely: 2550 Van Ness, 1946 Van Ness, and 1142 Van Ness, though ridership will likely increase on the shuttles that serve these new properties. Current shuttle stops include one located at 1849 Van Ness which will provide service to 1946 Van Ness and 2550 Van Ness. It is anticipated that students utilizing AAU’s shuttle system from 1142 Van Ness will utilize the stop at 625 Polk, three and a half blocks from 1142 Van Ness. Pending approval by the SFMTA is a proposal to provide a stop at 1916 Octavia. In 2017, related to the Van Ness BRT project and the Polk Streetscape improvements, the shuttle stop at 625 Polk Street was relocated to Turk (at Polk), and the shuttle stop at 2209 Van Ness was relocated to Broadway and Van Ness (on Broadway).

Strategy 4: Building Improvements

The Development Agreement approvals will include plan sets for each of the properties the Academy will continue to occupy, setting forth approvals and improvements required to achieve compliance with the current Planning Code. Scopes of work for each property are summarized in Appendix A. Examples of improvements include converting a portion of a surface parking lot at 1727 Lombard to residential amenity space, institution of Class I and Class II bicycle parking spaces, and exterior alterations to address historic preservation review of each of the Academy’s sites.

IV. Access and Traffic Circulation Patterns

Campus Access

The Academy encourages the use of public transportation for students and employees whenever possible. The Academy operates an efficient campus shuttle system that supplements public transit by providing direct connections to and from campus buildings to ensure that students and faculty arrive to their classes on time. The Academy does not have, and its policy is to not provide, any off street parking for its students.

Based on a comprehensive transportation study, the ESTM found that the Academy's existing campus does not have a substantial effect on transportation and circulation, as it contributes a low level of additional traffic with a wide geographic distribution of vehicle trips and has not substantially altered traffic conditions or parking demand. The EIR studied the potential transportation impacts from future growth and identified mitigations measures. The ESTM and EIR incorporate a Transportation Management Plan ("TMP") to guide the Academy's transportation planning. The Academy is currently working with the City on implementing its TMP and Transportation Demand Management ("TDM") strategies, including: providing required bicycle parking or sufficient bicycle parking to meet demand, and designing, locating, and configuring bicycle parking as required by the Planning Code to the extent feasible; continuing to monitor and improve Academy shuttle service pursuant to the Academy Shuttle Policy, and shortening or removing underused shuttle stop zones (when the use threshold fall below approximately 8 passengers for example, shorter buses will be provided and the line will remain in service).

Public Transportation

The Academy's campus buildings are generally located near public transportation systems, with stops and stations for BART, Golden Gate Transit, East Bay Transit, and MUNI bus and subway. According to the ESTM, MUNI use by Academy students, staff and faculty was estimated to be 603 people during a pm peak hour outbound route (includes bus and muni light rail lines). Muni service includes: Kearney/Stockton Corridor, Geary Corridor, California, Sutter/Clement, Fulton/Hayes, Balboa, Third Street, Mission Street, San Bruno/Bayshore, Subway lines, and Haight/Noriega. 307 people used public transit to access the east bay, 85 people used public transit to access the north bay, and 158 people used public transit to access the south bay.

Parking

Off-Street Parking

The Academy strives to be a car-free campus. Parking demand generated by the existing Academy sites (namely for faculty and staff and occasional visitors) generally is satisfied by on-street parking and off-street parking located at certain Academy buildings. This is consistent with the City's Transit First Policy, established in San Francisco City Charter Article 8A, Section 8A.115, which provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Under current plan set proposals being reviewed by the Planning Department as part of the proposed Development Agreement, the Academy proposes a total of 134 off-street parking for faculty and staff uses, reducing existing off-street parking by approximately 28% as follows:⁷

601 Brannan: reduce off-street parking from 31 to 17 spaces

60 Federal: maintain existing 8 spaces

2225 Jerrold: maintain existing 16 spaces (7 for Community Facility use and 9 for Academy use)

575 Harrison: reduce off-street parking from 24 to 20 spaces

1727 Lombard: reduce off-street parking from 46 to 24 spaces

1900 Jackson: maintain existing 9 spaces

410 Bush: maintain existing 10 spaces

2550 Van Ness: remove 6 existing off-street parking spaces for prior hotel use for a total of 37 spaces (7 for Community Facility use and 9 for Academy use)

Bicycle Parking

An important component of the Development Agreement is the provision of a significant amount of Planning Code-compliant Class I and Class II bicycle parking spaces in Academy buildings. Plan sets currently under review by the Planning Department as part of the proposed Development Agreement show that the Academy would provide a total of approximately 555 Class I and 330 Class II spaces in its buildings (exact numbers to be confirmed at the time of the Development Agreement approval).

⁷: Exact numbers to be confirmed at the time of the Development Agreement approval. The Academy proposes classic car storage and display at 950 Van Ness, which is technically a private parking use under the Planning Code; however, because the use is not associated with frequent vehicle travel on San Francisco streets, it has not been summarized here.

Shuttle Service

The Academy operates a shuttle system among its various locations in San Francisco to provide for efficient, on-time transportation of students and staff among Academy sites with minimal traffic impacts. The Academy began shuttle bus services in 1990. The Academy shuttle system has evolved over time to reflect the changing needs of its riders and Academy programs, and to improve its efficiency. The Academy operates fixed-route and on-demand shuttle services throughout the year. Fixed-route shuttle service provides connections between residential halls and institutional and administrative buildings for Academy students, faculty, and staff within the City. On-demand shuttle services are provided to transport students to field trips or athletic activities throughout the San Francisco Bay Area and to transport students, faculty/staff, and visitors to performances or campus tours. On-demand shuttle services can be on a daily basis, approximately 13 trips a day. On-demand trips generally go to places within the Bay Area, some extend beyond to Petaluma. For farther distances, the Academy will provide a charter bus.

In 2014, the Academy internally adopted a Shuttle Bus Policy which sets general guidelines for establishing and operating shuttle bus services in coordination with TDM strategies. The Planning Department has noted in past staff reports that the system has “drastically improved.” There are a total of 40 shuttle buses that range in passenger capacity from 6 to 42. While shuttle stop locations for existing buildings generally remain constant, the Academy modifies routes and schedules to better connect classrooms and residences, and to minimize underutilization of shuttle vehicles as class configurations change each semester. Specific improvements since the 2015 IMP Update include:

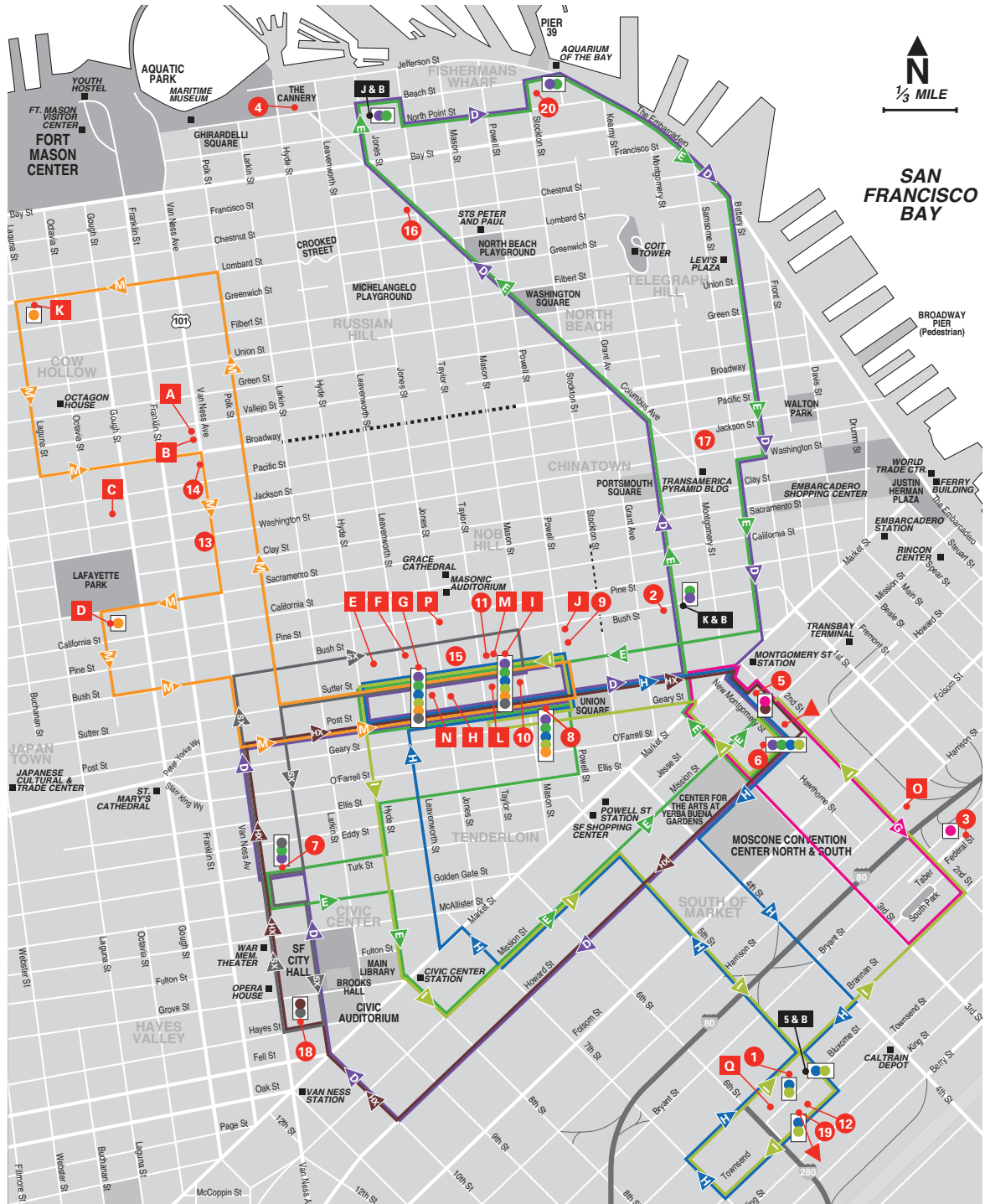
- Limiting the G route to Class C driver (a single van),
- Routes D, E and M have been reduced to Class C driver (a single van) after 7pm,
- Exploring limiting D, E and M route buses to peak hours only in the Fall of 2019 (at this point the Academy is considering running the routes continuously at least through the Fall),
- Cancelled shuttle services during the “off” periods such as Intercession and Spring Break,
- Monitoring the Hayes Express shuttles – in Fall 2018 the Hayes Express was averaging 36 passengers per day, giving sufficient cause to continue its operation. Continue to monitor.

Currently, the Academy has six regular weekday routes (D, E, G, H, I, and M) that operate between 14 and 17 hours per day and five express routes that operate for a range of times. Three of the express routes operate for less than one hour per day. Assigned to eight-passenger vans, these are: 1) Express 1 (stopping at 1849 Washington, 625 Polk, 410 Bush, 60 Federal, 5th & Bluxome, and 466 Townsend between 11:25-11:55 AM and 2:55-3:25 PM); 2) Express 2 (stopping at 60 Federal, 5th & Bluxome, 466 Townsend, 625 Polk, 1849 Washington, and Jones & Beach between 11:29-11:48 AM and 2:59-3:12 PM); and 3) Express 5 (stopping at Jones & Beach, 60 Federal, 5th & Bluxome, and 466 Townsend between 11:27-11:55 AM and 3:00-3:27 PM). The remaining two express routes are the Hayes Express (stopping at 150 Hayes and 77 New Montgomery) and the Sutter Express (stopping at 620 Sutter, 860 Sutter, 625 Polk and 150 Hayes), each of which has typically operated between 9 and 12 hours per day; however, these two express routes will be discontinued concurrently with the Academy's withdrawal from the various properties described earlier in the IMP.⁸ All express routes currently use eight passenger vans. On Saturday, four regular routes (1, 2, 3, and 4) operate 16 hours per day, while one regular route (1) operates 9 hours per day on Sunday. The Academy has three primary shuttle hubs, two are in the union square cluster (respective stops for different routes at 620, 680, and 860 Sutter and the stop at 491 Post) and one is in the financial cluster at 180 New Montgomery. Concurrent with the Academy's withdrawal from the various properties described earlier in the IMP, a number of stops are proposed to be removed from the system's regular routes, including: 150 Hayes, 2340 Stockton and 1069 and 1055 Pine.

To reduce potential effects on traffic and air emissions, several diesel shuttles have been replaced with gasoline-powered vehicles, and new filters have been installed on all buses as of 6/5/19 (the project commenced in 2009). As of spring 2017, and consistent with the mitigation measures in the ESTM (and TMP where it overlaps), the Academy has relocated the shuttle stops from 620 and 860 Sutter Street to 491 Post Street during afternoon commute hours (4:00-6:00 p.m.) to alleviate shuttle stop issues on Sutter Street; the shuttle stop at 60 Federal Street was moved from Second and Taber into the Federal alleyway immediately proximal to the Academy building, to improve vehicular and pedestrian safety at that site; and shuttle stops will be eliminated at 150 Hayes, 2340 Stockton, 1069 Pine and 1055 Pine. Pursuant to Development Agreement negotiations, the Academy is working to limit shuttle service access to instances where MUNI does not provide frequent and/or convenient service to link Academy sites, considering timing constraints of class schedules. The Academy is verifying instances where MUNI provides regular and direct access for typical student and staff commuting routes and, in any such instance, will implement a commuter benefit package for students, staff and faculty that do not use other means of non-automotive transportation (walking, bicycling, scooters, etc.) to travel those routes.

8: The Academy notes that, in years prior, it operated an Express 3 and an Express 4, but those routes were eliminated and the Academy elected not to re-number the Express 5.

EXISTING SHUTTLE BUS MAP SYSTEM



EXISTING SHUTTLE BUS MAP SYSTEM

Campus Academic & Administrative Buildings

- 1

601 BRANNAN ST.
- 2

410 BUSH ST.

_Fashion

_Jewelry & Metal Arts
- 3

58-60 FEDERAL ST.

_Fine Art Painting & Printmaking
- 4

2801 LEAVENWORTH ST.

[THE CANNERY]

_Fine Art Sculpture

_Landscape Architecture

_Student Galleries
- 5

77-79 NEW MONTGOMERY ST.

[79NM]

_Administrative Offices

_Communications & Media

_Technologies

_English for Art Purposes

_Graphic Design

_Motion Pictures & Television

_Student Galleries
- 6

180 NEW MONTGOMERY ST.

[180NM]

_Animation & Visual Effects

_Advertising

_Art Education

_Fashion

_Game Development

_Library

_Music

_Motion Pictures & Television

_Web Design & New Media
- 7

625 POLK ST.

_Fashion
- 8

491 POST ST.

_Art History

_Liberal Arts
- 9

540 POWELL ST.

_Illustration

_Traditional Animation

_Visual Development
- 10

625-629 SUTTER ST.

_Photography

_Student Galleries
- 11

740 TAYLOR ST.

_Photography
- 12

460 TOWNSEND ST.

_Interior Architecture & Design

_Landscape Architecture
- 13

1849 WASHINGTON ST.

@ VAN NESS AVE.

[THE WAREHOUSE]

_Auto Restoration

_Automobile Museum

_Industrial Design
- 14

2151 VAN NESS AVE.

[ST. BRIGID'S]

_Photography
- 15

1069 PINE ST.
- 16

2295 TAYLOR ST.
- 17

700 MONTGOMERY ST.

_Fine Art MFA Studios
- 18

150 HAYES ST.

_Administration
- 19

466 TOWNSEND ST.

_Acting

_Architecture

_Foundations

_Motion Pictures & Television

_Writing for Film Television & Digital Media
- 20

2340 STOCKTON

- ▲

Blick Art Supplies

_Academy of Art @ 466 Townsend Street,
3rd Floor

_1930 Van Ness Ave.

_149 New Montgomery St.

Campus Housing

- A

2211 Van Ness Ave.
- B

2209 Van Ness Ave.
- C

1900 Jackson St.
- D

1916 Octavia St.
- E

1153 Bush St.
- F

1080 Bush St.
- G

860 Sutter St.
- H

736 Jones St.
- I

620 Sutter St.
- J

560 Powell St.
- K

1727 Lombard St.
- L

655 Sutter St.
- M

680 Sutter St.
- N

825 Sutter St.
- O

575 Harrison St.
- P

1055 Pine St.
- Q

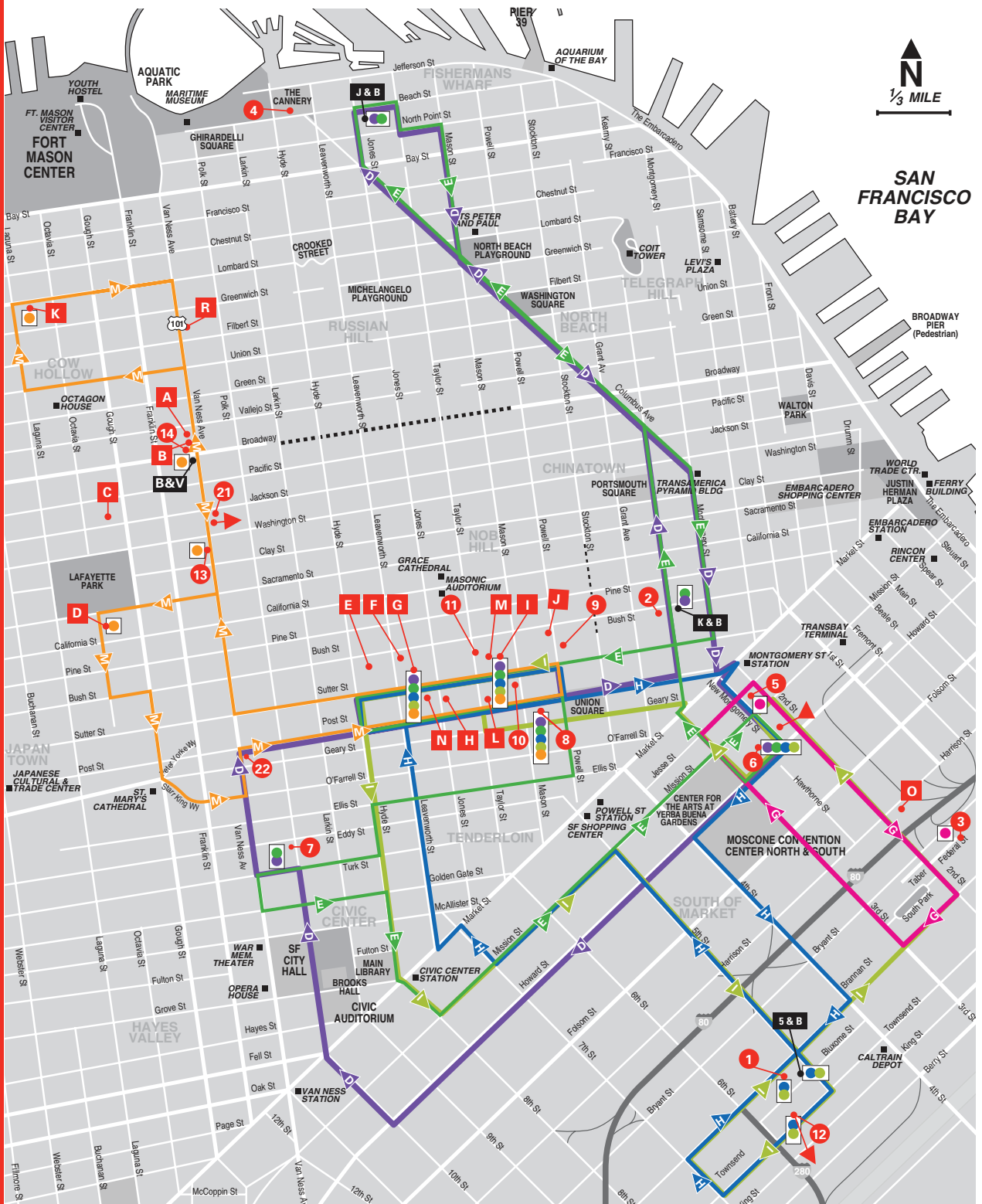
168 Bluxome St.

Monday - Friday

BUS ROUTES		BUS STOPS							
<div><div>D</div><div>G</div><div>I</div><div>SX</div></div>	<div><div>E</div><div>H</div><div>M</div><div>HX</div></div>	Ware-house	1916 Octavia	1727 Lombard	491 Post	620 Sutter	860 Sutter		
		<div><div>13</div></div>	<div><div>D</div></div>	<div><div>K</div></div>	<div><div>8</div></div>	<div><div>I</div></div>	<div><div>G</div></div>		
		<div><div>5</div></div>	<div><div>6</div></div>	<div><div>3</div></div>	<div><div>1</div></div>	<div><div>18</div></div>	<div><div>7</div></div>	<div><div>20</div></div>	
		79NM	180NM	2nd & Taber (60 Federal)	601 Brannan	150 Hayes	625 Polk	2340 Stockton	
		<div><div>K&B</div></div>	<div><div>J&B</div></div>	<div><div>5&B</div></div>	<div><div>B&V</div></div>				

*Due to de minimis ridership and frequency, express routes not shown on this map.

PROPOSED / FUTURE SHUTTLE BUS MAP SYSTEM



PROPOSED / FUTURE SHUTTLE BUS MAP SYSTEM

Campus Academic & Administrative Buildings

- | | |
|---|---|
| <p>1 601 BRANNAN ST.
_Architecture
_Interior Architecture & Design</p> <p>2 410 BUSH ST.
_Advertising
_Jewelry & Metal Arts</p> <p>3 58-60 FEDERAL ST.
_Fine Art Painting & Printmaking</p> <p>4 2801 LEAVENWORTH ST.
[THE CANNERY]
_Fine Art Sculpture
_Landscape Architecture
_Administrative Offices
_Student Galleries</p> <p>5 77-79 NEW MONTGOMERY ST.
[79NM]
_Communications & Media
_Technologies
_Graphic Design
_English for Art Purposes
_Motion Pictures & Television
_Administrative Offices
_Student Galleries</p> <p>6 180 NEW MONTGOMERY ST.
[180NM]
_Fashion
_Animation & Visual Effects
_Art Education
_Web Design & New Media
_Music
_Game Development
_Motion Pictures & Television
_Advertising
_Library</p> <p>7 625 POLK ST.
_Fashion</p> <p>8 491 POST ST.
_Art History
_Liberal Arts</p> <p>9 540 POWELL ST.
_Illustration
_Traditional Animation
_Visual Development</p> | <p>10 625-629 SUTTER ST.
_Photography
_Student Galleries</p> <p>11 740 TAYLOR ST.
_Photography</p> <p>12 466 TOWNSEND ST.
_Acting
_Foundations
_Motion Pictures & Television
_Writing for Film Television & Digital Media</p> <p>13 1849 WASHINGTON ST.
[THE WAREHOUSE]
_Auto Restoration
_Auto Museum
_Industrial Design</p> <p>14 2151 VAN NESS AVE.
[ST. BRIGID'S]
_Photography</p> |
|---|---|

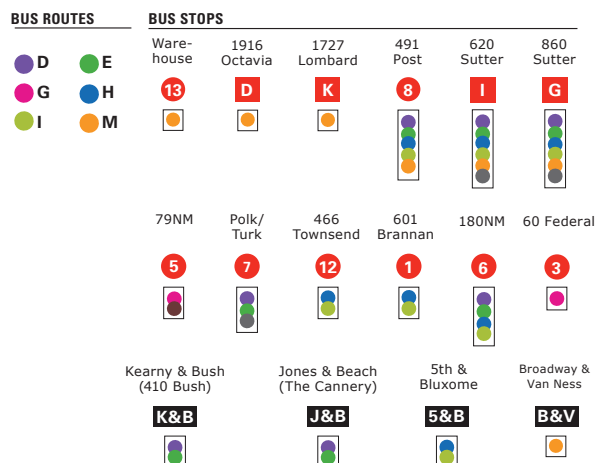
▲ Blick Art Supplies

- _Academy of Art @ 466 Townsend Street, 3rd Floor
_1930 Van Ness Ave.
_149 New Montgomery St.

■ Campus Housing

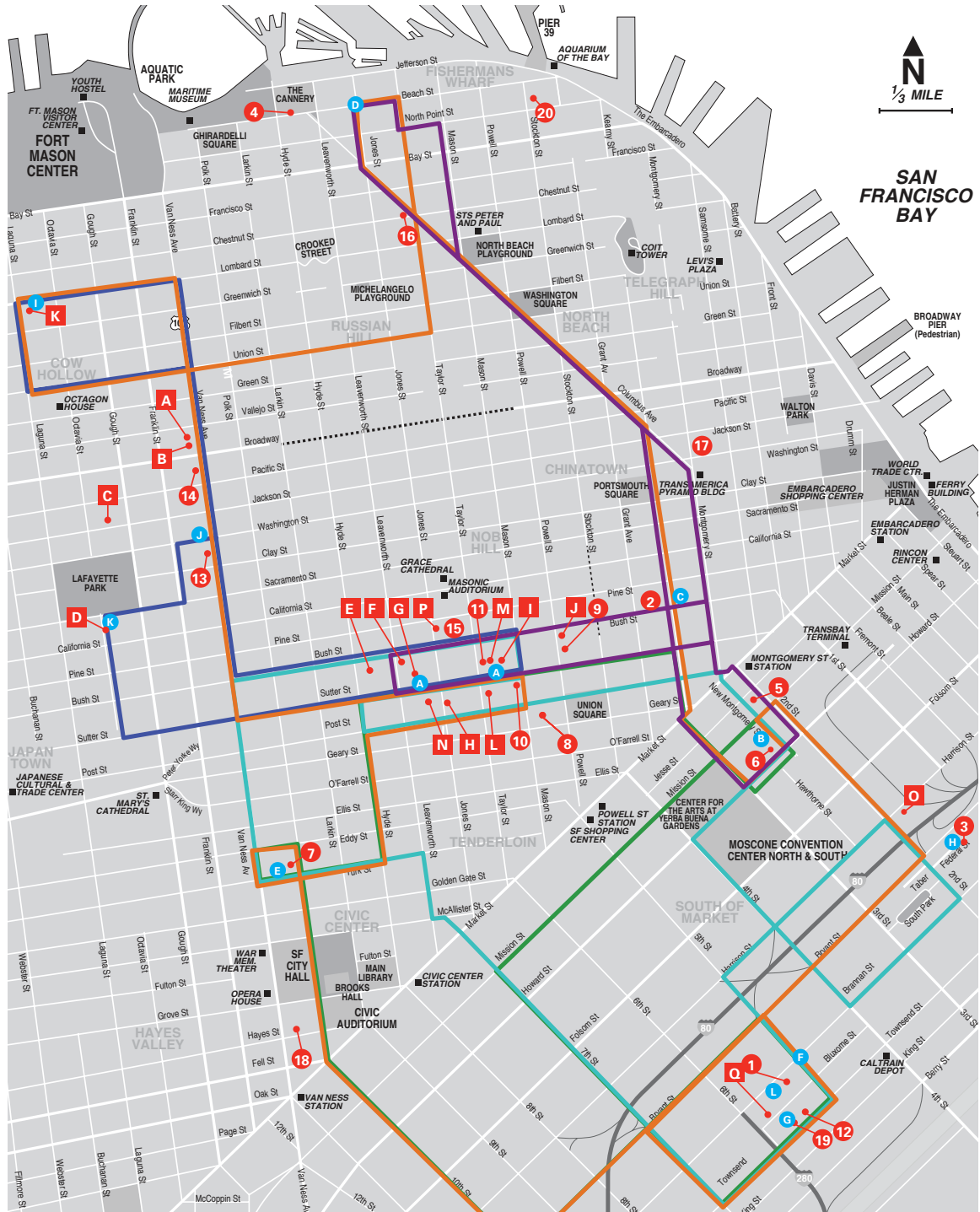
- A 2211 VAN NESS AVE.**
- B 2209 VAN NESS AVE.**
- C 1900 JACKSON ST.**
- D 1916 OCTAVIA ST.**
- E 1153 BUSH ST.**
- F 1080 BUSH ST.**
- G 860 SUTTER ST.**
- H 736 JONES**
- I 620 SUTTER ST.**
_Acting
_Theater
- J 560 POWELL ST.**
- K 1727 LOMBARD ST.**
- L 655 SUTTER ST.**
- M 680 SUTTER ST.**
- N 825 SUTTER ST.**
- O 575 HARRISON ST.**
- R 2250 VAN NESS AVE.**

Monday - Friday



*Due to de minimis ridership and frequency, express routes not shown on this map.

EXISTING WEEKEND SHUTTLE BUS MAP SYSTEM



EXISTING WEEKEND SHUTTLE BUS MAP SYSTEM

Campus Academic & Administrative Buildings

- | | |
|--|---|
| 1 601 BRANNAN ST.
_Interior Architecture & Design
_Landscape Architecture | 9 540 POWELL ST.
_Illustration
_Traditional Animation
_Visual Development |
| 2 410 BUSH ST.
_Fashion
_Jewelry & Metal Arts | 10 625-629 SUTTER ST.
_Photography
_Student Galleries |
| 3 58-60 FEDERAL ST.
_Fine Art Painting & Printmaking | 11 740 TAYLOR ST.
_Photography |
| 4 2801 LEAVENWORTH ST.
[THE CANNERY]
_Fine Art Sculpture
_Landscape Architecture
_Student Galleries | 12 460 TOWNSEND ST.
_Interior Architecture & Design
_Landscape Architecture |
| 5 77-79 NEW MONTGOMERY ST.
[79NM]
_Administrative Offices
_Communications & Media Technologies
_English for Art Purposes
_Graphic Design
_Motion Pictures & Television
_Student Galleries | 13 1849 WASHINGTON ST.
@ VAN NESS AVE.
[THE WAREHOUSE]
_Auto Restoration
_Automobile Museum
_Industrial Design |
| 6 180 NEW MONTGOMERY ST.
[180NM]
_Animation & Visual Effects
_Advertising
_Art Education
_Fashion
_Game Development
_Library
_Music
_Motion Pictures & Television
_Web Design & New Media | 14 2151 VAN NESS AVE.
[ST. BRIGID'S]
_Photography |
| 7 625 POLK ST.
_Fashion | 15 1069 PINE ST. |
| 8 491 POST ST.
_Art History
_Liberal Arts | 16 2295 TAYLOR ST. |
| | 17 700 MONTGOMERY ST.
_Fine Art MFA Studios |
| | 18 150 HAYES ST.
_Administration |
| | 19 466 TOWNSEND ST.
_Acting
_Architecture
_Foundations
_Motion Pictures & Television
_Writing for Film Television & Digital Media |
| | 20 2340 STOCKTON* |

Shuttle Routes

- SATURDAY ROUTE 1**
620/680 Sutter > 180 NM > Kearney & Bush > Jones & Beach
- SATURDAY ROUTE 2**
180 NM > 620/680 Sutter > 625 Polk > 5th & Bluxome > 466 Townsend
- SATURDAY ROUTE 3**
180 New Montgomery > 60 Federal > 5th & Bluxome > 466 Townsend > 625 Polk > 620/680 Sutter
- SATURDAY ROUTE 4**
1727 Lombard > 1946 Van Ness > 1849 Washington (The Warehouse) > Octavia > 620/680 Sutter
- SUNDAY ROUTE**
601 Brannan > 466 Townsend > 60 Federal > 180 NM > Kearney & Bush > Jones & Beach > 1727 Lombard > 1142 Van Ness > 1849 Washington (The Warehouse) > 1916 Octavia > 620/680 Sutter > 625 Polk

Campus Housing

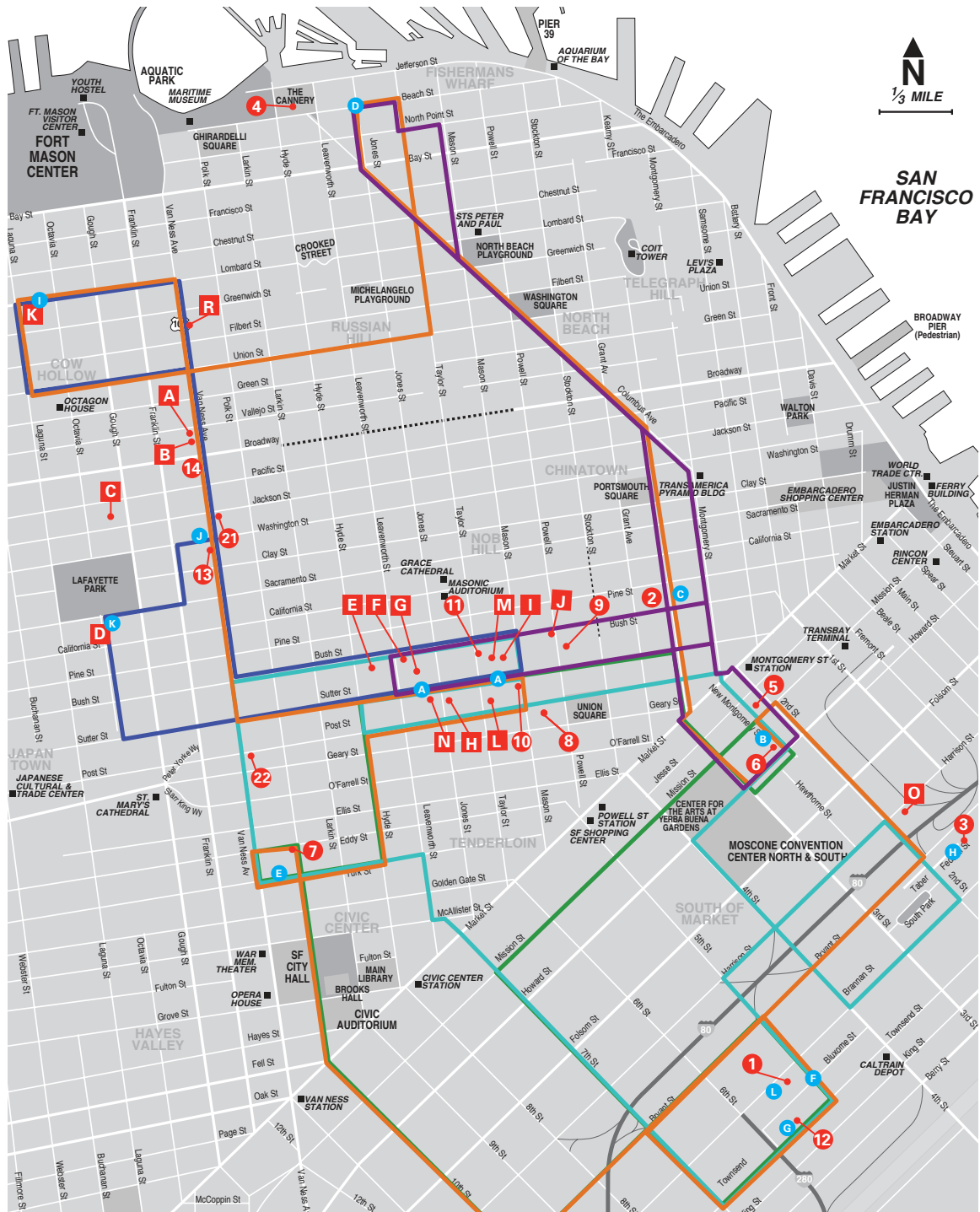
- | | |
|-----------------------------|---------------------------|
| A 2211 Van Ness Ave. | L 655 Sutter St. |
| B 2209 Van Ness Ave. | M 680 Sutter St. |
| C 1900 Jackson St. | N 825 Sutter St. |
| D 1916 Octavia St. | O 575 Harrison St. |
| E 1153 Bush St. | P 1055 Pine St. |
| F 1080 Bush St. | Q 168 Bluxome St. |
| G 860 Sutter St. | |
| H 736 Jones St. | |
| I 620 Sutter St. | |
| J 560 Powell St. | |
| K 1727 Lombard St. | |

Shuttle Stops

- | | |
|------------------------------------|---|
| A 620/860 SUTTER | H 60 FEDERAL |
| B 180 NEW MONTGOMERY | I 1727 LOMBARD |
| C KEARNEY & BUSH | J 1849 WASHINGTON ST.
(THE WAREHOUSE) |
| D JONES & BEACH | K 1916 OCTAVIA |
| E 625 POLK | L 601 BRANNAN |
| F 5 TH & BLUXOME | |
| G 466 TOWNSEND | |

*Due to de minimis ridership and frequency, express routes not shown on this map.

PROPOSED / FUTURE WEEKEND SHUTTLE BUS MAP SYSTEM



PROPOSED / FUTURE WEEKEND SHUTTLE BUS MAP SYSTEM

Campus Academic & Administrative Buildings

- 1 601 BRANNAN ST.**
_Architecture
_Interior Architecture & Design
 - 2 410 BUSH ST.**
_Advertising
_Jewelry & Metal Arts
 - 3 58-60 FEDERAL ST.**
_Fine Art Painting & Printmaking
 - 4 2801 LEAVENWORTH ST. [THE CANNERY]**
_Fine Art Sculpture
_Landscape Architecture
_Administrative Offices
_Student Galleries
 - 5 77-79 NEW MONTGOMERY ST. [79NM]**
_Communications & Media Technologies
_Graphic Design
_English for Art Purposes
_Motion Pictures & Television
_Administrative Offices
_Student Galleries
 - 6 180 NEW MONTGOMERY ST. [180NM]**
_Fashion
_Animation & Visual Effects
_Art Education
_Web Design & New Media
_Music
_Game Development
_Motion Pictures & Television
_Advertising
_Library
 - 7 625 POLK ST.**
_Fashion
 - 8 491 POST ST.**
_Art History
_Liberal Arts
 - 9 540 POWELL ST.**
_Illustration
_Traditional Animation
_Visual Development
 - 10 625-629 SUTTER ST.**
_Photography
_Student Galleries
 - 11 740 TAYLOR ST.**
_Photography
 - 12 466 TOWNSEND ST.**
_Acting
_Foundations
_Motion Pictures & Television
_Writing for Film Television & Digital Media
 - 13 1849 WASHINGTON ST. [THE WAREHOUSE]**
_Auto Restoration
_Auto Museum
_Industrial Design
 - 14 2151 VAN NESS AVE. [ST. BRIGID'S]**
_Photography
-
- 21 1946 VAN NESS**
_Auto Restoration
_Industrial Design
 - 22 1142 VAN NESS [CONCORDIA ARGONAUT]**
_Fashion

Shuttle Routes

- SATURDAY ROUTE 1**
620/680 Sutter > 180 NM > Kearney & Bush > Jones & Beach
- SATURDAY ROUTE 2**
180 NM > 620/680 Sutter > 625 Polk > 5th & Bluxome
466 Townsend
- SATURDAY ROUTE 3**
180 New Montgomery > 60 Federal > 5th & Bluxome
466 Townsend > 625 Polk > 620/680 Sutter
- SATURDAY ROUTE 4**
1727 Lombard > 1946 Van Ness > 1849 Washington (Warehouse) > Octavia > 620/680 Sutter
- SUNDAY ROUTE**
601 Brannan > 466 Townsend > 60 Federal > 180 NM > Kearney & Bush > Jones & Beach > 1727 Lombard > 1142 Van Ness > 1849 Washington
1916 Octavia > 620/680 Sutter > 625 Polk

Shuttle Stops

- A 620/860 SUTTER**
- B 180 NEW MONTGOMERY**
- C KEARNEY & BUSH**
- D JONES & BEACH**
- E 625 POLK**
- F 5TH & BLUXOME**
- G 466 TOWNSEND**
- H 60 FEDERAL**
- I 1727 LOMBARD**
- J 1849 WASHINGTON ST. (THE WAREHOUSE)**
- K 1916 OCTAVIA**
- L 601 BRANNAN**

Campus Housing

- A 2211 VAN NESS AVE.**
- B 2209 VAN NESS AVE.**
- C 1900 JACKSON ST.**
- D 1916 OCTAVIA ST.**
- E 1153 BUSH ST.**
- F 1080 BUSH ST.**
- G 860 SUTTER ST.**
- H 736 JONES**
- I 620 SUTTER ST.**
_Acting
_Theater
- J 560 POWELL ST.**
- K 1727 LOMBARD ST.**
- L 655 SUTTER ST.**
- M 680 SUTTER ST.**
- N 825 SUTTER ST.**
- O 575 HARRISON ST.**
- R 2250 VAN NESS AVE.**

*Due to de minimis ridership and frequency, express routes not shown on this map.

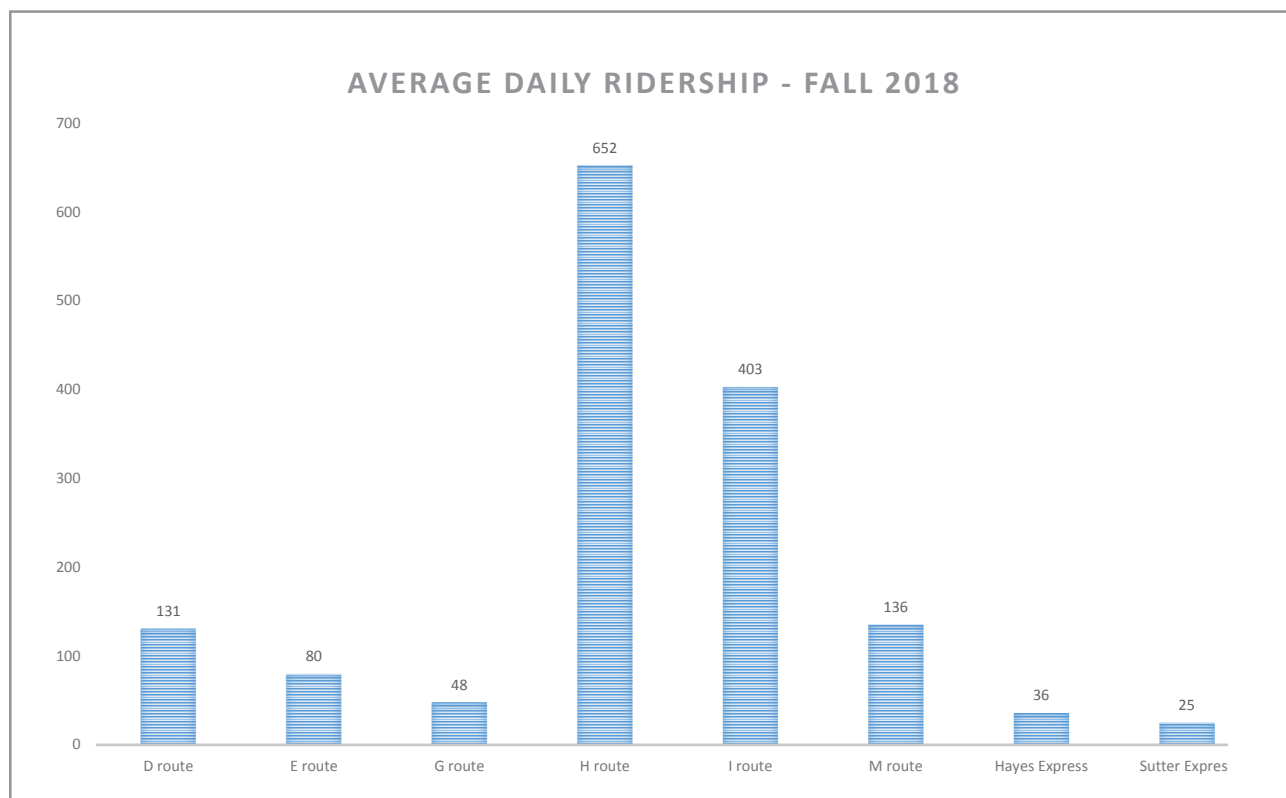


Shuttle System Utilization

The shuttle bus system is used fairly consistently throughout the week, as depicted in the graph below depicting Fall 2018 data, with average daily ridership by route for those weekdays when loads are maximal (i.e. Monday through Thursday). In Fall 2018, the system averaged approximately 1,850 riders per day (Monday-Thursday), 1,400 riders on Fridays, 350 riders on Saturdays, and 15 riders on Sundays. Ridership for the Express routes ranges from 1-6 riders per trip. The Academy provides expresses to ensure all students access from class to class (sometimes across campus) with limited lead time. These are rare occurrences and in cases where there is no demand, an express route is cancelled for the semester.

The H line is the line most often used, with a daily ridership level of 652 passengers, followed by the I line at 403 passengers a day. These two shuttles go from the main dorms on Sutter to the largest academic buildings, including 180 New Montgomery and the cluster on Townsend/Brannan. On Fridays, shuttle ridership drops system-wide to approximately 75% of the Monday through Thursday daily averages. Saturday and Sunday ridership is much lower, with Saturday totals amounting to approximately 18% of the Monday through Thursday totals, and with Sunday totals at less than 1% of same. Refer to Appendix B for sample shuttle schedules

Average Daily Ridership by Route



D Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.

E Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.

G Route: In the fall was continuous, 1 shuttle, out of service for rest and lunch and out of service for non-peak hours however in Fall it was continuous

H Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.

I Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.

M Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks

Hayes Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks (note that this route will be discontinued in the proposed/future system).

Sutter Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks (note that this route was discontinued effective Spring of 2019).

Due to de minimis ridership and frequency for Express Routes 1, 2 & 5, statistics for those routes not shown on this chart.

V. General Plan Consistency

Pursuant to Section 304.5 of the San Francisco Planning Code, The Academy is required to analyze its plans for consistency with the City's eight priority policies, along with other provisions of the current San Francisco General Plan and other relevant area plans.

San Francisco Priority Policies

The San Francisco Planning Code and General Plan include eight priority policies which are the basis upon which inconsistencies in the General Plan are resolved. These policies and the Academy's response describing how it complies and will comply with the policies follow.

1. PRESERVATION OF EXISTING NEIGHBORHOOD SERVING RETAIL USES

The Academy proposes to activate additional retail space in the neighborhoods in which it operates, and will also continue to support a student, faculty, and staff population that in turn supports the local retail economy.

2. PRESERVATION OF EXISTING HOUSING AND NEIGHBORHOOD CHARACTER

The Academy will provide new student housing as needed to meet demand from future enrollment growth, which will preserve existing housing and neighborhood character. Any new housing will not come from the city's existing housing stock.

3. PRESERVE THE CITY'S SUPPLY OF AFFORDABLE HOUSING

The Academy will provide new student housing as needed to meet demand from future enrollment growth, both of which will relieve pressure on the City's existing housing supply.

4. COMMUTER TRAFFIC WILL NOT IMPEDE MUNI TRANSIT SERVICE OR OVERBURDEN STREETS OR NEIGHBORHOOD PARKING

The Academy's campus is accessible via public transportation, bicycle and pedestrian networks and the Academy's shuttle service. Driving alone to campus is strongly discouraged, and student parking is not provided by the Academy.

5. MAINTAIN A DIVERSE ECONOMIC BASE BY PROTECTING INDUSTRIAL AND SERVICE SECTORS FROM DISPLACEMENT DUE TO COMMERCIAL OFFICE DEVELOPMENT

No commercial office development is proposed. The Academy employs 764 faculty and 793 staff, including working artists trained in the field of industrial art and design, thus contributing to a diverse economic base.

6. ACHIEVE THE GREATEST POSSIBLE PREPAREDNESS TO PROTECT AGAINST INJURY AND LOSS OF LIFE IN AN EARTHQUAKE

Life safety improvements continue across the campus and all proposed work will comply with current life safety codes.

7. PRESERVATION OF LANDMARKS AND HISTORIC BUILDINGS

Through the Development Agreement approval process, the Historic Planning Commission will review proposed alterations to landmark and historic buildings for consistency with the Planning Code and the Secretary of Interior State Codes.

8. PROTECT PARKS AND OPEN SPACES FROM DEVELOPMENT

The Academy has not built new structures, it has not caused any shadows on or blocked any vistas or open space.

Consistency with General Plan Elements

The following is a review of the project's consistency with relevant policies and objectives contained in the Arts, Commerce and Industry, Recreation and Open Space, Transportation, Urban Design, Community Safety, and Housing Elements. There is no discussion of Community Facilities as this element pertains principally to the development of new police facilities and is not applicable to this Institutional Master Plan. Similarly, the Air Quality and Environmental Protection Elements are not discussed at this time, given the Academy proposes no major new development in the City at this time.

Arts

Objective I-1, Policy I-1.4 (provide access to the creative process and cultural resources for neighborhoods, cultural communities, and segments of the city and its populations);

Objective II-3, Policy II-3.1 (Encourage arts education offerings in the community and the schools to include art and artists from many cultures);

Objective IV-1, Policy IV-1.1 (Advocate for arts education opportunities for all residents of San Francisco);

Objective IV-1, Policy IV-1.2 (Strengthen collaborations among artists, art organizations, and teachers, school administrators, and others responsible for arts curricula);

Objective IV-2, Policy IV-2.1 (Support and increase the participation of artists in San Francisco's arts education programs); and

Objective V-3, Policy V-3.1 (Develop partnerships with the private sector and the business community to encourage monetary and non-monetary support of the arts, as well as sponsorships of arts organizations and events).

Objective VI-1, Policy VI-1.11 (Identify, recognize, and support existing arts clusters and, wherever possible, encourage the development of clusters of arts facilities and arts related businesses throughout the city)

In its operation of the Academy, administrators have implemented a practice and philosophy of locating clusters of buildings throughout San Francisco neighborhoods, thereby embedding art galleries, emerging artist and art programs throughout the City. As one of the largest private, regionally accredited universities, of art and design in the nation, the Academy provides professional training in the arts, employs 764 onsite working artists and designers, provides highly trained employees to San Francisco and Bay Area firms and promotes the arts through collaborations with local schools, non-profits and a variety of business and community groups. It accepts all students meeting high school equivalency standards and provides scholarships to local under-served students and in so doing, it actively promotes the above-referenced objectives and policies of the Arts Element.

Recreation and Open Space

Most objectives and policies of the Recreation and Open Space Element are not applicable to the Academy's presence or expansion plans in the City. Its focus on leasing existing buildings instead of developing a newly constructed central campus obviate the need for removing existing open space from the City and avoid casting shadows on existing parks and open space. Its representatives hold a seat on the San Francisco Graffiti Advisory Board and its students and faculty volunteer to remove graffiti, plant trees, clean community gardens, and pick up litter from both public and private spaces citywide. Students have designed and painted murals citywide.

Transportation

Objective 1, Policy 1.3 (Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters);

Objective 1, Policy 1.6 (Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate); and

Objective 17, Policy 17.1 (Discourage the provision of new long-term parking downtown and near major employment centers).

The Academy maintains a policy of not providing parking spaces to students, mirroring the parking policies of the Downtown Plan, in an effort to minimize automobile use. It locates the bulk of its residential and educational buildings along or near existing transit corridors. It supplements City transit with a fleet of shuttle vehicles. It has clustered a number of residential and educational buildings in the Sutter Street corridor, promoting a pedestrian access between some residential and educational uses.

Urban Design

Objective 2, 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);

Objective 2, Policy 2.4 (Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings); and

Objective 4, Policy 4.7 (Encourage and assist in voluntary programs for neighborhood improvement).

The Academy's policy of leasing existing older structures and utilizing their original spatial and functional characteristics promotes and preserves San Francisco's rich heritage as a City noted worldwide for its historic character. Several the Academy's structures are registered landmarks, downtown category-designated and identified in historic surveys. Its emphasis on leasing and preserving these buildings promotes the above-referenced General Plan policies found in the Urban Design Element.

Community Safety

Objective 3 (Ensure the protection of life and property from disasters through effective emergency response. Provide public education and training about earthquakes and other natural disasters and how individuals, businesses and communities can reduce impacts of disasters).

The Academy promotes a practice of rehabilitating seismically deficient structures, consistent with Objective 2 (Reduce structural and non-structural hazards to life-safety, minimize property damage and resulting social, cultural and economic dislocations resulting from future disasters). Through its National Incident Management System (NIMS) participation it promotes community safety.

Housing

Objective 2, Policy 2.4 (Promote improvements and continued maintenance to existing units to ensure long term habitation and safety);

Objective 4 (Foster a housing stock that meets the needs of all residents across lifecycles);

Objective 5, Policy 5.4 (Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change);

Objective 11, Policy 11.3 (Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character);

Objective 13, Policy 13.4 (Promote the highest feasible level of “green” development in both private and municipally-supported housing).

As part of the Development Agreement, the Academy will agree to metering and monitoring provisions intended track the Academy’s enrollment to the number of beds it has available for student housing.

Relevant Area Plans

Van Ness Avenue

Objective 10, 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)

The Academy operates several buildings, both institutional and residential, within the corridor addressed by the Van Ness Avenue Area Plan. In that most of the policies of this plan address new mixed-use and residential construction, the Academy's move into this area is unrelated to most plan policies.

The Academy has promoted in its rehabilitation of St. Brigid's Church, which was at the threat of demolition, at 2151 Van Ness Avenue, and 2209 Van Ness, both identified as significant buildings and in its rehabilitation of 2211 Van Ness Avenue, a contributory building.

Northeastern Waterfront

Objective 1, Policy 1.1 (Accommodate where appropriate, additional activities which strengthen the predominant economic functions of each subarea of the Northeastern Waterfront)

Objective 2, Policy 2.2 (Diversify activities to encourage the use of the Northeastern Waterfront by a broad spectrum of the population)

Objective 2, Policy 2.3 (Encourage land uses having different peak periods of activity within each subarea to contribute to the area's diversity, to expand the period of use, to decrease peak period traffic congestions, to facilitate efficient use of the transit system and to preserve and enhance environmental quality of the waterfront)

The Academy operates one building near the Northeastern Waterfront: The Cannery, at 2801 Leavenworth Street. The Cannery, a historic and visual landmark in this area, has been underutilized and struggling to maintain occupancy for an extended period of time. The Academy uses the Cannery for classrooms, and office space, while also accommodating the office and retail uses housed there during the tenure of previous owners.

Downtown

Objective 4 (Enhance San Francisco's Role as a Tourist and Visitor Center) and Objective 16, Policy 16.5 (Encourage the incorporation of publicly visible art works in new private development and in various public spaces downtown)

The Academy operates several buildings in the Downtown area, including classrooms, art studios, labs, gallery space, offices, and the residential facilities. Previous use categories for these existing buildings were schools and offices. As most of the Downtown Plan policies are directed at new development, they are for the most part not relevant to the Academy.

By adding gallery space where offices and schools had been, the Academy has promoted Objectives 4 and 16 of the Downtown Plan.

Bayview Hunters Point

Objective 14 (Assure Adequate Numbers, Types, and Locations of Community Facilities and Service to Meet the Needs of the Local Community), Policy 14.1 (Assure adequate maintenance programming and resident utilization of existing multi-purpose community facilities)

The proposal to provide a community facility use at 2225 Jerrold Avenue will help meet a local need for indoor recreational needs in the area. The provision of a regulation size basketball and volleyball court for use by the community aims to meet this objective.

Central SoMa Plan

The Academy will continue to operate two institutional sites within the Central SoMa Plan Area (601 Brannan and 466 Townsend Street). Instruction centers on metal and woodworking and other Arts Activities promoting the existing special mixed-use character of the area, while preserving buildings reflecting the area's historic industrial past.

Appendix A

Academy of Art University Sites



601 Brannan Street

Last Legal Use: Office

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The 601 Brannan Street building is the current home of the university's programs in Interior Architecture & Design (IAD) and Architecture (ARH). This two-story building has classrooms, studios and labs, a computer studio, a presentation area, and a machine shop for the Interior Architecture & Design and Architecture departments. The building also has an outdoor basketball court used by Men's and Women's Basketball. 601 Brannan originally consisted of two separate structures - one brick and one metal - which were joined, renovated for office use, and which now function as one. Prior to the university's use of the property in 2007, the building was leased to a now defunct "dot com" company.

Pursuant to the Development Agreement, the Academy proposes to change the use of 601 Brannan from the last legal use of Office to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM (including a proposal to reconfigure the parking lot that will close vehicular ingress/egress on Brannan to enhance pedestrian and bicycle safety). The proposal includes 17 car parking spaces (for faculty and staff parking), Class I and Class II bike parking, and the property includes a shuttle stop.



410 Bush Street

Last Legal Use: Office

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: Kearny-Market-Mason-Sutter

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: Category: V – Unrated Building

Mills Act: None

Legacy Business Registry: None

The 410 Bush Street building houses academic programs in Fashion (FSH) and Jewelry & Metal Arts (JEM). This building has several classrooms and studios, a wood shop, metal shop and a tool room. This building is three stories with onsite basement parking for faculty and staff. Prior to the university's acquisition, this building housed offices.

Pursuant to the Development Agreement, the Academy proposes to change the use of 410 Bush from a last legal use of Office to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. The proposal includes 10 car parking spaces (for faculty and staff parking), Class I and Class II bike parking. Exterior alterations will be reviewed by the Historic Preservation Commission.



60 Federal

Last Legal Use: Office

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A-Historic Resource Present

National Register Historic Districts: South End Historic District

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: South End

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The 58-60 Federal Street building houses academic programs in Fine Art, Painting (FA) and Printmaking. Within this building, studios and classrooms are used for the teaching and practicing of printmaking, textile arts, painting, drawing, silkscreen, lithography, etching, and book arts. This former office space also houses a student lounge.

Pursuant to the Development Agreement, the Academy proposes to change the use of 58-60 Federal from the last legal use of Office to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. The proposal includes 8 car parking spaces (for faculty and staff parking), Class I and Class II bike parking, and the property includes a shuttle stop.



2225 Jerrold Avenue

Last Legal Use: Commercial Storage with Accessory Office

Current Use: PSEI

Proposed Use: Commercial Storage & Private Parking Garage (and lot) with Accessory Office; Community Facility

Historic Resource Status: C- No Historic Resource

Present/Not Age Eligible

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

This property was previously a beer distribution operation prior to its use by the Academy. The facility is used for shuttle bus and other Academy vehicle storage, as well as other principal storage uses. The facility contains office space accessory to the vehicle and commercial storage uses for the Academy's bus shuttle dispatch and transportation and facility operations teams. The San Francisco Fire Department uses the property for its Toys for Tots program (including storage and accessory office areas). The area of the property occupied by SFFD fluctuates over the course of each year.

Pursuant to the Development Agreement, the Academy proposes to retain significant portions of the existing Commercial Storage, use while proposing some areas for a private parking garage and lot (with accessory office) and Community Facility, including a gym. The proposal for the Community Facility includes Class I and II bike parking and a new entrance on Jerrold Avenue (including an outdoor amenity space) to enhance the pedestrian experience. The Academy may use the Community Facility (which includes an indoor basketball and volleyball court) on an accessory basis, subject to use restriction and reporting requirements summarized in the body of the IMP.



2801 Leavenworth Street (The Cannery)

Last Legal Use: Office (above ground floor)

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: None

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The Cannery property in the Fisherman's Wharf /North Beach area was leased in 2011 when it was almost two-thirds vacant. In addition to a number of non-Academy tenants, this building houses the university's Sculpture (FASCU) department. Pursuant to the Development Agreement, the Academy proposes to change the above ground level uses of 2801 Leavenworth from last legal Office use to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. No change of use from existing Retail Sales and Services uses proposed on the ground floor, provided that the Academy may operate principal retail uses subject use and operation controls to be monitored by the Planning Department. The project includes new Class I parking and retention of existing Code-compliant Class II parking.



79 New Montgomery Street

Last Legal Use: Office

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: New Montgomery-Mission-2nd Street

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: I – Significant Building, No Alterations.

Mills Act: None

Legacy Business Registry: None

The 79 New Montgomery Street building houses human resources, international admissions, domestic admissions, office of the registrar, office of campus housing, executive offices, the mail room, and the Academy Resource Center. This former bank building also has a gallery and displays a variety of student and alumni artwork in the street-level window displays. Academic programs held at this building include: Communications & Media Technology (COM), Graphic Design (GD), English for Art Purposes (EAP), Motion Pictures & Television (MPT).

Pursuant to the Development Agreement, the Academy proposes to change the use of 77-79 New Montgomery from the last legal use of Office to PSEI (with conditions regarding the use of the ground floor “Atelier” described in the body of this IMP). The Academy’s proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking and will remove unpermitted window boxes along New Montgomery to restore transparency at the street level. Exterior alterations will be reviewed by the Historic Preservation Commission. The property includes a shuttle stop.



180 New Montgomery Street

Last Legal Use: Office

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: New Montgomery-Mission-2nd Street

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: IV – Contributory Building, No Alterations.

Mills Act: None

Legacy Business Registry: None

180 New Montgomery Street houses the following Academy programs: Fashion (FSH), Animation & Visual Effects (ANM), Art Education (ARE), Web Design & New Media (WNM), Music Production & Sound Design for Visual Media (MUS), Game Development (GAM), Motion Pictures & Television, Advertising (ADV). The building includes a library, classrooms, labs and lounges.

Pursuant to the Development Agreement, the Academy proposes to change the use of 180 New Montgomery from the last legal use of Office to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking. Exterior alterations will be reviewed by the Historic Preservation Commission. The property includes a shuttle stop.



625 Polk Street

Last Legal Use: PSEI

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A-Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: New Montgomery-Mission-2nd Street

Article 10 Designated Landmark Number: 174

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The former California Culinary Academy building was leased in August 2011. The Academy began using the building in Fall 2011 for the School of Fashion (FSH) and it includes classrooms, studios, offices and fashion labs. 625 Polk Street was built in 1912 and is listed as a designated City Landmark, No. 174.

Pursuant to the Development Agreement, the Academy proposes to retain the existing PSEI use. No change of use proposed. Exterior alterations will be reviewed by the Historic Preservation Commission. The property includes a shuttle stop.



491 Post Street

Last Legal Use: Religious Institution

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: Kearny-Market-Mason-Sutter

Article 10 Designated Landmark Number: 117

Article 11 Preservation Designation: I-Significant Building,
No Alterations

Mills Act: None

Legacy Business Registry: None

491 Post Street is home to the university's Liberal Arts (LA) and Art History (AHS) programs and the Morgan Auditorium, with a capacity of 850. This building houses a number of offices as well as various lecture classrooms. The university began use of 491 Post in 2002 after its previous use by a religious congregation seeking to dispose of the historic church property.

Pursuant to the Development Agreement, the Academy proposes to change the use of 491 Post from the last legal use of Religious Institution to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking. Exterior alterations will be reviewed by the Historic Preservation Commission. The property includes a shuttle stop.



540 Powell Street

Last Legal Use: Museum (portion)

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: Kearny-Market-Mason-Sutter

Article 10 Designated Landmark Number: 117

Article 11 Preservation Designation: Category: I –

Significant Building, No Alterations

Mills Act: None

Legacy Business Registry: None

540 Powell Street houses the Illustration (ILL), traditional animation, and Visual Development (VIS) academic departments, with a number of classrooms and studios suited to those studies. It also houses Bradley Hall, a large studio space. Prior to the university's use of this building, it was reportedly an erotic art museum and hotel. Uses found at this site include: classrooms, labs, studios, offices.

Pursuant to the Development Agreement, the Academy proposes to change the use of all portions of 540 Powell not currently entitled for PSEI use to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. Exterior alterations will be reviewed by the Historic Preservation Commission. The project proposes Class II bike parking.



625 Sutter Street

Last Legal Use: Commercial/PSEI

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

California Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: Category: None

Mills Act: None

Legacy Business Registry: None

625-29 Sutter Street houses the BFA and MFA programs in Photography (PH). The building has a number of classrooms and studios suited to photography instruction and practice. It also has darkrooms. The photography department stores and issues equipment for student use from the photo issue room on the top level. Before the university began leasing this property in 1968, it was in use for educational purposes by the June Terry School.

Pursuant to the Development Agreement, the Academy Project proposes to change the use of all portions of 625 Sutter not currently entitled for PSEI use to PSEI (with conditions regarding the use of the ground floor gallery described in the body of this IMP). The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking.



740 Taylor Street

Last Legal Use: PSEI

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: Lower Nob Hill
Apartment Hotel Historic District

California Register Historic Districts: Lower Nob Hill
Apartment Hotel Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: Category V – Unrated
Building

Mills Act: None

Legacy Business Registry: None

740 Taylor Street is home to the Photography (PH) department and is configured for the instruction and practice of photographic arts. Although the university occupied the building in 1966, it was then leased for many years to the proprietor of the Benihana restaurant chain. In the late 1980's, the university needed the building and refurbished it for its current use.

Pursuant to the Development Agreement, the Project proposes to retain the existing PSEI use. No change of use is proposed.



466 Townsend Street

Last Legal Use: Utility and Infrastructure

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: Bluxome Townsend
Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

466 Townsend Street houses the Acting (ACT), Motion Pictures & Television (MPT), Foundations(FND), Writing for Film, Television & Digital Media (WRI) and Architecture (ARH) programs. The building is configured with a number of lecture, design and drawing classrooms, as well as an acting studio, dance studio, set studio, lighting and cinematography studio, and figure modeling studio. The building also has a student lounge, and an art store. Before the Academy began use of this building, it was used as offices and as a storage facility.

Pursuant to the Development Agreement, the Academy proposes to change the use of 466 Townsend from Internet Service Exchange (Utility and Infrastructure Use) to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM (including a proposal to reconfigure the parking lot that will close vehicular ingress/egress on Brannan to enhance pedestrian and bicycle safety). The Development Agreement would permit the change of use subject to a special restriction requiring that PSEI instruction be limited to PDR and Arts Activities uses. The project proposes Class I and Class II bike parking. The property includes a shuttle stop.



950 Van Ness Avenue

Last Legal Use: Retail Automotive

Current Use: Automobile Museum

Proposed Use: Private Parking Garage

Historic Resource Status: C-No Historic Resource Present/
Not Age Eligible

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

950 Van Ness Avenue/963 O'Farrell consist of two lots connected by one building and is connected and used as a single property. The buildings were previously used as an automobile dealer showroom and were vacant for over one year. The prior automobile dealer showroom contained vehicle storage and office space. The current building is used for storage, display and servicing of the Academy's classic car collection.

Pursuant to the Development Agreement, the Academy proposes to change the use of 930-950 Van Ness from Retail Automotive to Private Parking Garage, with a ground floor car museum space that will be ancillary to the museum at 1849 Van Ness. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking.



1849 Van Ness Avenue

Last Legal Use: Retail Sales and Service

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A- Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

1849 Van Ness Avenue, known as the "Warehouse," continues to be used in accordance with its industrial roots by housing the university's program in Industrial Design (IND). This building was originally built as an automobile showroom and was used as an auto dealership before the university leased it in 1998. Since then, the university has adapted the building for use by the Industrial Design Department. The building contains computer labs, classrooms, studio spaces, including a photo studio geared towards photography and marketing of industrial products. The building also contains an automobile elevator, and full-scale automobile paint booth. The ground-level fronting Van Ness houses a classic car museum open to the public by appointment. The building also has a student lounge.

Pursuant to the Development Agreement, the Academy proposes to change the use of 1849 Van Ness from Retail Sales and Service to PSEI. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking. The property includes a shuttle stop.



2151 Van Ness Avenue

Last Legal Use: Religious Institution

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A- Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: 252

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

2151 Van Ness Avenue is more commonly known as Saint Brigid's Church. This property is designated as City Landmark Number 252 and is identified in the Van Ness Avenue Area Plan as a significant building. In 2005, the university began use of this building, saving it from a significant risk of demolition. At that time, the church had been vacant for thirteen years. Thirteen years of decay, neglect, and severe water damage had taken a toll on the building, and the university set about restoring the church and repairing the damage. The university currently uses this building in a very limited manner. Classes from the Photography program are held at this location. Lecture classes are held in the main auditorium area and a small number of studio classes are held in the basement area.

Pursuant to the Development Agreement, the Academy proposes to change the use of 2151 Van Ness from a religious institution to PSEI use. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking (Class I parking to be provided off-site). The property includes a shuttle stop.



1080 Bush Street

Last Legal Use: Residential Hotel and Dwelling Units

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing)

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

California Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

1080 Bush Street, known as the Leonardo Da Vinci Apartments, is a six-story dormitory. This former apartment house has 41 dwelling units with individual kitchens and 15 group housing rooms which share communal kitchens and baths. The building has a Manager's office as well as a laundry room, a recreation room and computers for student use. This lower Nob Hill building is within walking distance to most of the Academy's downtown housing and academic facilities, grocery stores, cafes and restaurants. Two non-student tenants reside in 2 units in this building.

Pursuant to the Development Agreement, the Academy proposes: 1) 42 Dwelling Units, reflecting that what is now defined as a Student Housing use characteristic under the current Planning Code was legally instituted in the Dwelling Units in 1999; and 2) convert 15 last legal Residential Hotel Units to Group Housing use. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking.



1153 Bush Street

Last Legal Use: Residential Hotel and Dwelling Unit

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing)

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

California Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The Frank Lloyd Wright dormitory at 1153 Bush is a classic Victorian residential structure featuring 14 group housing rooms and a dwelling unit and 34 beds. The residential hall has stained-glass windows, an oak staircase, hardwood flooring, a large dining room, and a communal kitchen with locked cabinet and refrigerator space for student food storage. There is also an outdoor patio and half basketball court behind the building. Inside, there is a Manager's office, a laundry room, TV room, and recreation room for student use. This Nob Hill building is within walking distance to most of the Academy's downtown housing and academic facilities.

Pursuant to the Development Agreement, the Academy proposes to convert one dwelling unit and 14 residential hotel units to 16 group housing bedrooms with a maximum of 42 beds. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking.



575 Harrison Street

Last Legal Use: Group Housing

Current Use: Group Housing (Student Housing)/Parking

Proposed Use: Group Housing (Student Housing)/Private
Parking Garage

Historic Resource Status: C – No Historic Resource

Present/Not Age Eligible

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

575 Harrison Street is a 33 unit facility with 134 beds. This property was built as live/work lofts. Each unit features a private kitchen and bath. The building has a Manager's Office, and a recreation room and study room for student use.

Pursuant to the Development Agreement, the Academy proposes to retain 33 Live-Work Units (units combining residential living space with integrated work space principally used by up to four residents in each unit, reflecting that what is now defined as a Student Housing use characterization was legally instituted in 1996 (residents at 575 Harrison pursue educations in various Arts Activities, PDR and Design Professional uses, permitted pursuant to underlying zoning) and 132 beds. The project also proposes to legalize use of the existing basement parking garage to reflect that it is used by faculty and staff who work at nearby Academy buildings (reducing the number of spaces from 24 to 20 to incorporate 50 new Class I spaces).



736 Jones Street

Last Legal Use: Group Housing (Student Housing)
Current Use: Group Housing (Student Housing)
Proposed Use: Group Housing (Student Housing)
Historic Resource Status: A – Historic Resource Present
National Register Historic Districts: Lower Nob Hill
Apartment Hotel Historic District
California Register Historic Districts: Lower Nob Hill
Apartment Hotel Historic District
Historic Resource Evaluation Responses: None
Article 10 Designated Historic District: None
Article 10 Designated Landmark Number: None
Article 11 Preservation Designation: None
Mills Act: None
Legacy Business Registry: None

The Vermeer Apartments at 736 Jones Street occupy a handsome and quiet building, surrounded by restaurants and galleries. The building is within walking distance to most Academy buildings. This former apartment house holds 34 dwelling units, including individual kitchens and private baths, and 70 beds. A Manager's office, TV lounge, study room, computer kiosk, laundry room and back patio round out the building's amenities.

Pursuant to the Development Agreement, the Academy proposes to retain 34 Dwelling Units and up to 72 beds at 736 Jones, reflecting that what is now defined as a Student Housing use characteristic under the current Planning Code was instituted at 736 Jones in 1994. No change of use is proposed. Two non-student tenants reside at this location.



1727 Lombard Street

Last Legal Use: Tourist Hotel

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing)

Historic Resource Status: B –Unknown/Age Eligible

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The former Star Motel at 1727 Lombard Street has 52 group housing rooms with private baths, and 86 beds. This location also has a common room and a Manager's office with a kitchen.

Pursuant to the Development Agreement, the Academy proposes to change the use of 1727 Lombard from the last legal Tourist Hotel use to 52 Group Housing with a Student Housing use characteristic and up to 105 beds. The project proposes to convert nearly half of the existing car parking area to a residential open space amenity, while retaining a portion of the existing parking spaces on the property (24 of the currently 46 spaces). The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking. The property includes a shuttle stop.



1916 Octavia Street

Last Legal Use: Residential Hotel

Current Use: Group Housing/Student Housing

Proposed Use: Group Housing/Student Housing

Historic Resource Status: C- No Historic Resource Present/
Not Age Eligible

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The Coco Chanel female dormitory at 1916 Octavia Street has 22 group housing rooms and 49 beds. This former hotel is located in Pacific Heights near Lafayette Park. The rooms each have a distinctive personality and have either private or shared bathrooms. The dormitory has a Manager's office, a laundry room, a large study room, a TV room and computer kiosks available for student use. The communal kitchen with dining room has locked cabinets and refrigerators for student food storage.

Pursuant to the Development Agreement, the Academy proposes to convert 22 last legal Residential Hotel Units to 22 Group Housing Rooms with a Student Housing Use characterization and 46 beds. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking (Class I parking to be provided in an outdoor, weatherprotected canopy). The proposal includes a shuttle stop.



560 Powell Street

Last Legal Use: Group Housing (student housing)
Current Use: Group Housing (student housing)
Proposed Use: Group Housing (student housing)
Historic Resource Status: A – Historic Resource Present
National Register Historic Districts: Lower Nob Hill
Apartment Hotel Historic District
California Register Historic Districts: Lower Nob Hill
Apartment Hotel Historic District
Historic Resource Evaluation Responses: None
Article 10 Designated Historic District: None
Article 10 Designated Landmark Number: None
Article 11 Preservation Designation: None
Mills Act: None
Legacy Business Registry: None

The Fritz Lang Apartments at 560 Powell is a turn-of-the-century building, with 27 dwelling units and 64 beds. The Academy refurbished this former apartment house, which is located next door to the 540 Powell academic facility and along the Powell Street cable car line. The building has apartment-style units with individual kitchens and private baths. The building also has a Manager's office and laundry room for student use. Three non-student tenants reside in this building.

Pursuant to the Development Agreement, the Academy proposes to retain 27 Dwelling Units currently existing at 560 Powell, reflecting that what is now defined as a Student Housing use characteristic under the current Planning Code was legally instituted at 560 Powell in 1996 and up to 64 beds. No change of use is proposed.



620 Sutter Street

Last Legal Use: Tourist Hotel

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing)

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: Kearny-Market-Mason-Sutter

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: Category: I – Significant Building, No Alterations

Mills Act: None

Legacy Business Registry: None

The Clara Stephens Building at 620 Sutter has 65 group housing rooms and 109 beds. It was designed by famed architect Julia Morgan. The building originally housed the San Francisco YWCA, and was later used as a hotel. It features high vaulted lobby ceilings, and a beautiful indoor pool area, grand entrance doors, and an exterior adorned with an array of international flags. The building offers co-ed housing with a communal kitchen and private and communal baths. The building is also the home to the Academy's fitness gym and indoor swimming pool equipped with locker rooms and athletic offices. The building features a large common room on the second floor, a computer and study room, storage closets, lockers and cafeteria. The building includes two classrooms, a theater, a dance studio, and administrative offices for athletics.

Pursuant to the Development Agreement, the Academy proposes to change the use of 620 Sutter from the last legal Tourist Hotel use to Group Housing with a Student Housing use characteristic and up to 136 beds. The project also proposes retaining PSEI use on the ground floor. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking. The property includes a shuttle stop.



655 Sutter Street

Last Legal Use: Group Housing

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing) and ground-floor and basement PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: Kearny-Market-Mason-Sutter

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: Category: I – Significant Building, No Alterations

Mills Act: None

Legacy Business Registry: None

The Howard Brodie women's dormitory at 655 Sutter has 55 group housing rooms, 1 dwelling unit, and 175 beds. It is a modern building located in the heart of Nob Hill, two blocks from Union Square. This former office building is within easy walking distance of the university's downtown campus buildings. The building also has a laundry room, a TV lounge and pool table, a computer room, a painting room, a Manager's office, communal kitchens and baths. The ground floor contains the Urban Knight Art Cafe and the Academy's Shop657 instructional retail space operated by the Academy's School of Fashion and curated and staffed by students from the program. The basement contains a weight room, lounge, pool table area available to all Academy students.

Pursuant to the Development Agreement, the Academy proposes to legalize the removal of 6 group housing rooms resulting in 55 bedrooms, 1 dwelling unit, and 177 beds. The Development Agreement will also set forth conditions regarding the use of the ground floor instructional retail space described in the body of this IMP. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking.



680 Sutter Street

Last Legal Use: Residential and Commercial

Current Use: Group Housing (Student Housing) and PSEI

Proposed Use: Group Housing (Student Housing) and PSEI

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

California Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: Kearny-Market-Mason-Sutter

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: Category: IV –

Contributory Building

Mills Act: None

Legacy Business Registry: None

The Edgar Degas Apartments at 680 Sutter holds 27 dwelling units with 62 beds. Located in the heart of Nob Hill, it is a former apartment building adjacent to one of the Academy's galleries and is across the street from the Academy's 625 Sutter academic facility. A university gallery is open to the public at 688 Sutter. The building has units with individual kitchens and private baths. The building has a laundry room, a Manager's office, a recreation room and a courtyard for student use. One non-student tenant resides at this location.

Pursuant to the Development Agreement, the Academy proposes to legalize the removal of a ground-floor dwelling unit (where gallery currently operates), resulting in 27 Dwelling Units (in which AAU legally instituted what are now defined as Student Housing uses in 1996) and up to 80 beds. The Development Agreement will also set forth conditions regarding the use of the ground floor gallery described in the body of this IMP. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class II bike parking.



817-831 Sutter Street

Last Legal Use: Tourist Hotel

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing)

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: Lower Nob Hill

Apartment Hotel Historic District

California Register Historic Districts: Lower Nob

Hill Apartment Hotel Historic District

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

817-831 Sutter Street, known as 825 Sutter is the former Commodore Hotel and was built in 1928 as a merchant seaman hotel. This dormitory is a co-ed, all-age residence that features private baths with 111 group housing rooms and 218 beds. Residents of this building are required to be on a meal plan. Common areas include study room, recreation room, computer kiosks, mini-kitchen, laundry, and large lobby with sitting areas. The building contains a ground-floor retail space currently leased to a third party.

Pursuant to the Development Agreement, the Academy proposes to change the use from the last legal Tourist Hotel use to Group Housing with a Student Housing use characteristic and up to 222 beds. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking.



860 Sutter Street

Last Legal Use: Tourist Hotel and Residential Hotel

Current Use: Group Housing (Student Housing)

Proposed Use: Group Housing (Student Housing)

Historic Resource Status: A – Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

The International House at 860 Sutter Street holds approximately 88 group housing rooms and 172 beds. The building is a turn-of-the-century, six-story former hotel with both communal and private baths. Residents are required to be on a meal plan. Common areas include a recreation room, a Manager's office, a laundry room, and a cafe. Two non-student tenants reside at this location.

Pursuant to the Development Agreement, the Academy proposes to change the use of 39 Tourist Hotel units and 50 Residential Hotel units to Group Housing (up to 88 bedrooms and 184 beds) with a Student Housing use characteristic. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking. The property includes a shuttle stop.



2209 Van Ness Street

Last Legal Use: Single Dwelling Unit
Current Use: Group Housing/Student Housing
Proposed Use: Group Housing/Student Housing
Historic Resource Status: A-Historic Resource Present
National Register Historic Districts: None
California Register Historic Districts: None
Historic Resource Evaluation Responses: None
Article 10 Designated Historic District: None
Article 10 Designated Landmark Number: None
Article 11 Preservation Designation: None
Mills Act: None
Legacy Business Registry: None

The Mary Cassatt co-ed dormitory at 2209 Van Ness is a classic Victorian building with 18 group housing rooms and 50 beds. The rooms are spacious and have their own distinctive styles. The rooms feature shared bathrooms. The dormitory has computer kiosks available for student use, as well as a recreation room, a study room, a laundry room, a kitchen and dining room, a Manager's office and a backyard patio.

Pursuant to the Development Agreement, the Academy proposes to change the use from the last legal use of single dwelling unit to Group Housing (up to 18 bedrooms and 57 beds) with a student housing use characteristic. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking (off-site). The property has a shuttle stop.



2211 Van Ness Avenue

Last Legal Use: Two Dwelling Units and a Ground-Floor Restaurant Use
 Current Use: Three Dwelling Units and Group Housing/ Student Housing
 Proposed Use: Three Dwelling Units and Group Housing/ Student Housing
 Historic Resource Status: A-Historic Resource Present
 National Register Historic Districts: None
 California Register Historic Districts: None
 Historic Resource Evaluation Responses: None
 Article 10 Designated Historic District: None
 Article 10 Designated Landmark Number: None
 Article 11 Preservation Designation: None
 Mills Act: None
 Legacy Business Registry: None

The Ansel Adams Building at 2211 Van Ness building contains 3 dwelling units (with 11 beds), and 4 group housing rooms (with 9 beds). The building, which was renovated for university use, features unique wood carvings on the walls, and a koi pond surrounded with landscaped foliage in the front. There is a laundry room for student use. This property has been identified in the Van Ness Avenue Area Plan as a contributory building.

Pursuant to the Development Agreement, the Academy proposes to change the use from two dwelling units a ground-floor restaurant use to 3 dwelling units and 4 group housing rooms (up to 24 beds) with a student housing use characteristic. The Academy's proposal addresses each recommended condition of approval from the ESTM. The project proposes Class I and Class II bike parking (including for parking required for 2209 Van Ness and 2151 Van Ness).



1900 Jackson Street

Last Legal Use: Housing

Current Use: Group Housing (Student Housing)/Private Parking

Proposed Use: Group Housing (Student Housing) /Private Parking

Historic Resource Status: B –Unknown/Age Eligible

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

This 1957 apartment building contains 9 dwelling units and 23 beds. There is one permanent resident here. Basement parking currently provides 9 spaces.

Pursuant to the Development Agreement, the Academy proposes to retain 9 Dwelling Units and up to 42 beds, reflecting that what is now defined as a Student Housing use characterization under the current Planning Code was legally instituted in 1997. No change of use is proposed. The project also proposes to legalize the use of the existing garage parking for Academy faculty and staff that work at nearby facilities.



1142 Van Ness Avenue

Last Legal Use: Institutional: Private Community Facility

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A- Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

Pursuant to the Development Agreement, the Academy proposes to change the use of 1142 Van Ness from Private Community Facility to Post-Secondary Educational Institution. The primary intended use of the building is for the Academy's School of Fashion; however, the existing basement athletic facilities will be open and available to Academy faculty, staff and students. The project proposes Class I and Class II bike parking.



2550 Van Ness Avenue

Last Legal Use: Tourist Hotel and Ground Floor Restaurant

Current Use: Group Housing/Student Housing and Ground Floor Restaurant

Proposed Use: Group Housing/Student Housing and Ground Floor Restaurant

Historic Resource Status: B-Unknown/Age Eligible

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

Pursuant to the Development Agreement, the Academy proposes to change the use of 2550 Van Ness from the last legal Tourist Hotel use to 136 Group Housing bedrooms with a Student Housing use characteristic and up to 306 beds. No change is proposed to the existing non-Academy restaurant use on the ground floor. The project proposes Class I and Class II bike parking.



1946 Van Ness Avenue

Last Legal Use: Ground Floor Retail and Above Ground Retail and/or Light Manufacturing

Current Use: PSEI

Proposed Use: PSEI

Historic Resource Status: A- Historic Resource Present

National Register Historic Districts: None

California Register Historic Districts: None

Historic Resource Evaluation Responses: None

Article 10 Designated Historic District: None

Article 10 Designated Landmark Number: None

Article 11 Preservation Designation: None

Mills Act: None

Legacy Business Registry: None

Pursuant to the Development Agreement, the Academy proposes to change the use of 1946 Van Ness from last legal ground floor retail and above ground retail and/or Light Manufacturing to PSEI. The building will contain above ground floor classroom space. Ground floor plans remain under consideration; however, the Academy currently anticipates that the ground floor will contain an automobile display and instructional work space and an instructional auto body paint shop. Class I and Class 2 bike parking is proposed.



Sites from Which the Academy Will Withdraw Use

Except as otherwise provided, the Academy will vacate its uses in the buildings below upon final approval of the Development Agreement.

700 Montgomery Street

The Academy began leasing approximately 7,037 square feet of office space at 700 Montgomery Street in 2011. Other tenants in the building include a law firm and a cafe.

2295 Taylor Street

In 2003, 2295 Taylor Street became home to the program in Graduate Fine Art Painting (FA). The Art Institute of San Francisco had previously adapted the building, which had housed a GAP clothing store and parking lot, for use as an artistic teaching space. The bottom floor has small studio spaces for graduate students. Institutional uses at this site include graduate studios and office.

460 Townsend Street

In 2009, this building housed numerous flex classroom spaces to accommodate the changing classroom space needs of the sculpture program and office spaces for faculty and staff.

168 Bluxome Street

The university currently leases 61 units at 168 Bluxome for use as student housing for approximately 219 students. This property contains live/work lofts. Each unit features a private kitchen and bath. The building has a Manager's office, a recreation room and a study room. The Academy proposes to vacate the building, subject to a schedule of performance set forth in the Development Agreement.

1055 Pine Street

The Auguste Rodin men's dormitory at 1055 Pine Street was the university's largest male dormitory with 81 units with capacity for 156 students. The building was previously used by St. Anthony's for senior housing. The rooms are spacious and feature both shared and private bathrooms. The dormitory has large study rooms and computer rooms. This building also has a laundry room, recreational rooms, a weight room, offices, and a cafeteria run by the Academy's outside food vendor to accommodate students on the meal plan, an outdoor basketball area and a garden. There are three communal kitchens on the upper floors for student use.

1069 Pine Street

1069 Pine Street is used infrequently as a gym and gathering space for informal and formal club meetings. It is a simple building with one main room and an office, and is immediately adjacent to the dormitory at 1055 Pine Street. This building was at one time used as retail space. Institutional uses include: gym, student lounge, clubhouse and office.

150 Hayes Street

80,330 square feet of the building is used for one of the Academy's regional headquarter offices

2340 Stockton Street

Called "Northpoint" by the university, this building housed the Fashion and Liberal Arts departments. Before the university began use of this building in 1991, it housed a library. Prior to that, the Otis Elevator Company had offices here. Since Fall 2018, the Academy no longer uses this building.

121 Wisconsin Street

This property was leased from 2008 to 2018 and was used for storage of Academy shuttle buses.

Appendix B

Weekday Bus Schedule

H1 Bus						
466 Townsend	601 Brannan	620 Sutter	860 Sutter	491 Post	180 NM	5th & Bluxome
						6:45 AM
6:48 AM		6:58 AM	7:00 AM		7:15 AM	7:30 AM
7:33 AM		7:48 AM	7:50 AM		8:05 AM	8:15 AM
8:20 AM		8:35 AM	8:37 AM		8:50 AM	9:00 AM
9:05 AM						
9:20 AM		9:35 AM	9:37 AM		9:50 AM	10:00 AM
10:05 AM		10:20 AM	10:22 AM		10:35 AM	10:45 AM
break						11:27 AM
11:30 AM		11:45 AM	11:47 AM		12:05 PM	12:15 PM
12:20 PM		12:35 PM	12:37 PM		12:55 PM	1:05 PM
break						1:25 PM
1:30 PM		1:45 PM	1:47 PM		2:05 PM	2:15 PM
2:20 PM		2:35 PM	2:37 PM		2:55 PM	3:05 PM
3:10 PM				3:25 PM	3:40 PM	3:50 PM
3:52 PM				4:10 PM	4:25 PM	4:35 PM
4:40 PM				4:55 PM	5:10 PM	5:25 PM
5:30 PM						
5:55 PM		6:08 PM	6:10 PM		6:25 PM	6:35 PM
6:37 PM	6:44 PM	7:00 PM	7:02 PM		7:20 PM	7:30 PM
						8:05 PM
8:10 PM	8:13 PM	8:30 PM	8:32 PM		8:45 PM	8:55 PM
9:00 PM	9:03 PM	9:18 PM	9:20 PM		9:30 PM	9:40 PM
						9:55 PM
10:00 PM	10:03 PM	10:18 PM	10:20 PM		10:30 PM	10:40 PM
10:42 PM						
H Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.						

H2 Bus						
466 Townsend	601 Brannan	620 Sutter	860 Sutter	491 Post	180 NM	5th & Bluxome
		7:28 AM	7:30 AM		7:45 AM	7:55 AM
8:00 AM		8:15 AM	8:17 AM		8:30 AM	8:40 AM
8:45 AM		9:00 AM	9:02 AM		9:15 AM	9:25 AM
9:30 AM						
9:45 AM		10:00 AM	10:02 AM		10:15 AM	10:25 AM
10:30 AM		10:45 AM	10:47 AM		11:00 AM	11:10 AM
11:15 AM		11:30 AM	11:32 AM		11:45 AM	11:55 AM
12:00 PM						
						12:50 PM
12:55 PM		1:10 PM	1:12 PM		1:25 PM	1:35 PM
						1:50 PM
1:55 PM		2:10 PM	2:12 PM		2:30 PM	2:40 PM
2:45 PM				3:00 PM	3:17 PM	3:30 PM
3:35 PM				3:50 PM	4:07 PM	4:17 PM
4:20 PM				4:38 PM	4:55 PM	5:05 PM
5:15 PM				5:33 PM	5:50 PM	6:00 PM
						6:15 PM
6:17 PM	6:20 PM	6:35 PM	6:37 PM		6:50 PM	7:00 PM
7:02 PM	7:05 PM	7:20 PM				
		7:55 PM	7:56 PM		8:20 PM	8:30 PM
8:32 PM	8:35 PM	8:50 PM	8:52 PM		9:05 PM	9:15 PM
9:20 PM						
9:35 PM	9:38 PM	9:50 PM	9:51 PM		10:02 PM	10:10 PM
10:13 PM	10:16 PM	10:30 PM	10:31 PM		10:45 PM	10:55 PM
11:00 PM	11:05 PM					
H Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.						

I1 Bus						
466 Townsend	601 Brannan	180 NM	620 Sutter	860 Sutter	491 Post	5th & Bluxome
			7:12 AM	7:13 AM		7:25 AM
7:30 AM		7:45 AM	7:58 AM	8:00 AM		8:15 AM
8:20 AM		8:35 AM	8:48 AM	8:50 AM		9:05 AM
break						9:20 AM
9:25 AM		9:40 AM	9:53 AM	9:55 AM		10:13 AM
10:15 AM						
10:50 AM		11:05 AM	11:15 AM	11:17 AM		11:30 AM
11:33 AM		11:45 AM	11:55 AM	11:57 AM		12:10 PM
12:15 PM		12:30 PM	12:40 PM	12:42 PM		12:55 PM
						1:10 PM
1:15 PM		1:30 PM	1:40 PM	1:42 PM		1:55 PM
2:00 PM		2:15 PM	2:25 PM	2:27 PM		2:40 PM
2:45 PM		3:00 PM			3:15 PM	3:30 PM
3:35 PM		3:50 PM			4:05 PM	4:20 PM
4:22 PM		4:37 PM			4:55 PM	5:10 PM
5:12 PM	break					
5:25 PM		5:35 PM			5:45 PM	6:05 PM
6:07 PM	6:10 PM	6:28 PM	6:38 PM	6:40 PM		6:55 PM
7:00 PM	7:03 PM	7:15 PM	7:25 PM	break		
break			8:00 PM	8:02 PM		8:20 PM
8:25 PM	8:28 PM	8:43 PM	8:58 PM	9:00 PM		9:15 PM
						9:30 PM
9:32 PM	9:35 PM	9:50 PM	10:00 PM	10:02 PM		10:12 PM
10:15 PM	10:20 PM					
<i>I Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.</i>						

I2 Bus						
466 Townsend	601 Brannan	180 NM	620 Sutter	860 Sutter	491 Post	5th & Bluxome
						7:07 AM
7:10 AM		7:25 AM	7:38 AM	7:40 AM		7:55 AM
8:00 AM		8:15 AM	8:28 AM	8:30 AM		8:45 AM
8:50 AM		9:05 AM	9:18 AM	9:20 AM		9:35 AM
break						9:50 AM
9:55 AM		10:10 AM	10:23 AM	10:25 AM		10:40 AM
						11:15 AM
11:17 AM		11:30 AM	11:40 AM	11:42 AM		11:55 AM
11:57 AM		12:10 PM	12:20 PM	12:22 PM		12:35 PM
12:40 PM						
12:55 PM		1:10 PM	1:23 PM	1:24 PM		1:40 PM
1:45 PM		2:00 PM	2:10 PM	2:13 PM		2:30 PM
2:35 PM		2:55 PM			3:05 PM	3:15 PM
3:17 PM						
<i>I Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.</i>						

I3 Bus						
466 Townsend	601 Brannan	180 NM	620 Sutter	860 Sutter	491 Post	5th & Bluxome
						2:55 PM
3:00 PM		3:15 PM			3:25 PM	3:40 PM
3:45 PM		4:00 PM			4:15 PM	4:30 PM
4:35 PM		4:50 PM			5:00 PM	5:15 PM
						5:35 PM
5:40 PM		5:55 PM	6:05 PM	6:07 PM		6:30 PM
6:33 PM	6:36 PM	6:50 PM	7:05 PM	7:07 PM		7:23 PM
7:25 PM						
8:05 PM	8:09 PM	8:28 PM	8:40 PM	8:42 PM		9:00 PM
9:03 PM	9:06 PM	9:20 PM	9:30 PM	9:32 PM		9:40 PM
break						9:55 PM
10:00 PM	10:03 PM	10:18 PM	10:30 PM	10:32 PM		10:42 PM
10:50 PM	10:53 PM	11:05 PM	11:15 PM	11:16 PM		

I Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.

D1 Bus							
180 NM	625 Polk	491 Post	620 Sutter	860 Sutter	410 Bush	Jones & Beach	Northpoint
			7:15 AM	7:16 AM	7:20 AM	7:30 AM	
			7:40 AM	7:41 AM	7:45 AM	7:55 AM	8:00 AM
8:20 AM	8:30 AM		8:40 AM	8:42 AM	8:45 AM	8:55 AM	9:00 AM
break							9:25 AM
9:45 AM	9:55 AM		10:05 AM	10:07 AM	10:10 AM	10:22 AM	10:27 AM
10:47 AM	10:57 AM		11:07 AM	11:10 AM	11:14 AM	11:30 AM	11:33 AM

I Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.

D3 Bus							
180 NM	625 Polk	491 Pst	620 Sutter	860 Sutter	410 Bush	Jones & Beach	Northpoint
11:35 AM	11:45 AM		11:55 AM	11:57 AM	12:00 PM	12:10 PM	12:15 PM
							12:30 PM
12:50 PM	1:00 PM		1:10 PM	1:12 PM	1:15 PM	1:25 PM	1:30 PM
1:50 PM	2:00 PM		2:10 PM	2:12 PM	2:15 PM	2:25 PM	2:30 PM
2:55 PM	3:05 PM	3:15 PM			3:18 PM	3:30 PM	3:35 PM
							4:10 PM
4:30 PM	4:40 PM	4:50 PM			4:55 PM	5:05 PM	5:10 PM
5:30 PM	5:40 PM	5:50 PM			5:55 PM	6:05 PM	
						6:35 PM	6:39 PM
6:59 PM							
			8:25 PM	8:27 PM	8:30 PM	8:40 PM	
9:00 PM	9:10 PM		9:20 PM	9:22 PM	9:25 PM	9:35 PM	Break
						9:50 PM	to aaU building
						10:15 PM	to aaU building
						10:40 PM	to aaU building
						11:05 PM	to aaU building
			11:30 PM				
I Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.							

D2 Bus							
180 NM	625 Polk	491 Post	620 Sutter	860 Sutter	410 Bush	Jones & Beach	Northpoint
			7:28 AM	7:30 AM			
7:40 AM	7:50 AM		8:00 AM	8:02 AM	8:06 AM	8:15 AM	8:18 AM
8:40 AM	8:50 AM		8:58 AM	9:00 AM	9:04 AM	9:13 AM	9:20 AM
						9:40 AM	9:45 AM
10:10 AM	10:20 AM		10:30 AM	10:32 AM	10:36 AM	10:47 AM	10:55 AM
11:15 AM	11:25 AM		11:35 AM	11:37 AM	11:40 AM	11:50 AM	11:55 AM
							12:15 PM
12:35 PM	12:45 PM		12:55 PM	12:57 PM	1:00 PM	1:10 PM	1:15 PM
1:35 PM	1:45 PM		1:55 PM	1:57 PM	2:00 PM	2:10 PM	
						2:55 PM	2:58 PM
3:15 PM	3:25 PM	3:35 PM			3:40 PM	3:50 PM	3:55 PM
4:15 PM	4:25 PM	4:35 PM			4:40 PM	4:48 PM	4:54 PM
5:20 PM	5:30 PM	5:40 PM			5:46 PM	5:56 PM	break
						6:11 PM	6:15 PM
6:35 PM	6:45 PM		6:55 PM				
			7:10 PM	7:11 PM	7:15 PM	7:22 PM	7:30 PM
7:45 PM	7:53 PM		8:03 PM	8:04 PM	8:07 PM	8:15 PM	
8:30 PM	8:40 PM		8:50 PM	8:52 PM	8:55 PM	9:05 PM	
9:20 PM	9:30 PM						
	10:05 PM	Campus Cruiser					
	10:35 PM	Campus Cruiser					
	11:05 PM	Campus Cruiser					
D Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.							

E1 Bus							
180NM	Kearny & Bush	Jones & Beach	Northpoint	491 Post	620 Sutter	860 Sutter	625 Polk
7:25 AM	7:29 AM	7:40 AM	7:45 AM		8:05 AM	8:07 AM	8:15 AM
8:30 AM	8:34 AM	8:45 AM	8:50 AM		9:10 AM	9:12 AM	9:20 AM
9:35 AM	9:39 AM	9:50 AM	9:55 AM		break		
			10:10 AM		10:30 AM	10:32 AM	10:40 AM
10:55 AM	10:59 AM	11:15 AM	11:20 AM		11:40 AM	11:42 AM	11:50 AM
12:00 PM							
12:35 PM	12:38 PM	12:48 PM	12:53 PM		1:13 PM	1:15 PM	1:24 PM
1:39 PM	1:43 PM	1:55 PM	1:58 PM				
			2:30 PM		2:50 PM	2:52 PM	3:00 PM
3:15 PM	3:18 PM	3:25 PM	3:30 PM	3:50 PM			3:56 PM
4:10 PM	4:13 PM	4:20 PM	4:25 PM	4:45 PM			4:50 PM
5:05 PM	5:09 PM	5:20 PM	5:25 PM				
			5:40 PM		6:00 PM	6:02 PM	6:10 PM
6:25 PM	6:29 PM	6:40 PM	6:45 PM		7:05 PM	7:07 PM	7:15 PM
7:30 PM							
<i>E Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.</i>							

E2 Bus							
180NM	Kearny & Bush	Jones & Beach	Northpoint	491 Post	620 Sutter	860 Sutter	625 Polk
8:00 AM	8:04 AM	8:15 AM	8:20 AM		8:40 AM	8:43 AM	8:50 AM
9:05 AM	9:09 AM	9:20 AM	9:25 AM		9:45 AM	9:48 AM	9:55 AM
10:10 AM	10:14 AM	10:25 AM	10:30 AM		break		
			10:50 AM		11:10 AM	11:12 AM	11:20 AM
11:35 AM	11:39 AM	11:50 AM	11:55 AM		12:15 PM		
1:10 PM	1:14 PM	1:25 PM	1:30 PM		1:50 PM	1:52 PM	2:00 PM
2:15 PM	2:19 PM	2:30 PM					
		2:55 PM	2:59 PM	3:20 PM			3:28 PM
3:45 PM	3:49 PM	4:00 PM	4:05 PM	4:30 PM			4:40 PM
4:55 PM	4:59 PM	5:10 PM	5:15 PM	5:35 PM			5:45 PM
6:00 PM	6:04 PM	6:15 PM					
		6:35 PM	6:40 PM		7:00 PM	7:02 PM	7:10 PM
7:25 PM							
<i>E Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.</i>							

E3 Bus							
180NM	Kearny & Bush	Jones & Beach	Northpoint	491 Post	620 Sutter	860 Sutter	625 Polk
7:00 PM	7:03 PM	7:13 PM			7:33 PM	7:35 PM	7:40 PM
7:56 PM	8:00 PM	8:10 PM			8:25 PM	8:27 PM	8:35 PM
8:50 PM	8:54 PM	9:05 PM			9:25 PM	9:27 PM	9:35 PM
9:50 PM	9:54 PM	10:05 PM			10:20 PM	10:22 PM	10:30 PM
10:45 PM							
11:00 PM	to any aau building						
11:35 PM	to any aau building						
12:05 AM	to any aau building						
E Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks.							

M1 Bus					
680 Sutter	860 Sutter	491 Post	Lombard	Warehouse	Octavia
7:00 AM	7:02 AM		7:22 AM	7:27 AM	7:31 AM
7:40 AM	7:42 AM		8:02 AM	8:07 AM	8:11 AM
8:20 AM	8:21 AM		8:41 AM	8:46 AM	8:50 AM
9:00 AM	9:01 AM		9:20 AM		
			9:35 AM	9:40 AM	9:44 AM
9:54 AM	9:55 AM		10:15 AM		
			10:50 AM	10:55 AM	10:59 AM
11:10 AM	11:11 AM		11:30 AM	11:35 AM	11:39 AM
11:49 AM	11:50 AM		12:10 PM	12:15 PM	12:19 PM
12:29 PM	12:30 PM		12:50 PM		
			1:05 PM	1:10 PM	1:14 PM
1:24 PM	1:25 PM		1:45 PM	1:52 PM	1:57 PM
2:07 PM	2:09 PM		2:29 PM	2:34 PM	2:38 PM
2:48 PM	2:50 PM		3:10 PM	3:15 PM	3:20 PM
		3:30 PM	3:52 PM	3:57 PM	4:01 PM
		4:10 PM	4:32 PM	4:37 PM	4:41 PM
		4:50 PM	5:05 PM	5:09 PM	5:13 PM
		5:23 PM	5:40 PM	5:34 PM	5:40 PM
5:50 PM	5:52 PM		5:55 PM	5:59 PM	6:05 PM
6:15 PM	6:17 PM		6:30 PM	6:35 PM	6:40 PM
6:50 PM				7:24 PM	7:30 PM
7:08 PM	7:10 PM		7:30 PM	7:35 PM	7:40 PM
7:52 PM	7:53 PM		8:10 PM	8:15 PM	8:19 PM
8:27 PM	8:29 PM		8:49 PM	8:54 PM	8:58 PM
9:08 PM	9:10 PM		9:30 PM		
			10:00 PM	10:04 PM	10:10 PM
10:20 PM					
10:40 PM	10:42 PM		11:00 PM	11:05 PM	
<i>M Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks</i>					

M2 Bus					
680 Sutter	860 Sutter	491 Post	Lombard	Warehouse	Octavia
7:20 AM	7:22 AM		7:40 AM	7:45 AM	7:49 AM
7:59 AM	8:00 AM		8:20 AM	8:25 AM	8:29 AM
8:39 AM	8:40 AM		9:00 AM	9:05 AM	9:09 AM
9:19 AM	9:20 AM		9:40 AM		
			9:55 AM	10:00 AM	10:04 AM
10:14 AM	10:15 AM		10:35 AM		
			11:10 AM	11:15 AM	11:19 AM
11:29 AM	11:31 AM		11:51 AM		
			12:30 PM	12:35 PM	12:39 PM
12:49 PM	12:52 PM		1:10 PM		
			1:25 PM	1:30 PM	1:34 PM
1:44 PM	1:46 PM		2:05 PM	2:10 PM	2:14 PM
2:24 PM					
2:38 PM	2:40 PM		3:00 PM	3:05 PM	3:10 PM
		3:42 PM	4:00 PM		
			4:10 PM	4:14 PM	4:20 PM
		4:30 PM	4:50 PM	4:54 PM	5:00 PM
		5:10 PM	5:30 PM	5:34 PM	5:40 PM
		5:50 PM	6:10 PM		
			6:45 PM	6:49 PM	6:53 PM
7:05 PM	7:00 PM		7:05 PM	7:09 PM	7:14 PM
7:24 PM	7:25 PM		7:40 PM		
			8:00 PM	8:05 PM	8:09 PM
<i>M Route: Multiple shuttles on the same route, 2 shuttles, continuous but out of service for rest periods and lunch breaks</i>					

G1 Bus	
79 NM	60 Federal
7:55 AM	8:00 AM
8:15 AM	8:20 AM
8:30 AM	8:35 AM
8:45 AM	8:50 AM
9:00 AM	9:05 AM
11:10 AM	11:15 AM
11:25 AM	11:30 AM
11:35 AM	11:40 AM
11:50 AM	11:55 AM
12:05 PM	12:10 PM
12:20 PM	12:25 PM
12:35 PM	
1:30 PM	1:35 PM
1:45 PM	1:50 PM
2:00 PM	
2:10 PM	2:25 PM
2:35 PM	2:40 PM
2:50 PM	2:55 PM
3:05 PM	3:15 PM
3:25 PM	3:35 PM
3:45 PM	3:55 PM
4:05 PM	4:15 PM
4:20 PM	4:30 PM
5:50 PM	6:00 PM
6:25 PM	6:35 PM
6:45 PM	6:55 PM
7:05 PM	7:10 PM
7:20 PM	7:25 PM
7:35 PM	7:40 PM
9:30 PM	9:35 PM
9:50 PM	9:55 PM
10:10 PM	10:15 PM
10:25 PM	10:35 PM
G Route: In the fall was continuous, 1 shuttle, out of service for rest and lunch and out of service for non-peak hours however in Fall it was continuous	

SX Bus			
620 Sutter	860 Sutter	625 Polk	150 Hayes
7:43 AM	7:45 AM	7:50 AM	7:55 AM
8:07 AM	8:10 AM	8:15 AM	8:20 AM
8:32 AM	8:34 AM	8:40 AM	8:45 AM
9:00 AM	9:02 AM	9:10 AM	9:15 AM
10:50 AM	10:53 AM	11:00 AM	11:05 AM
11:20 AM	11:22 AM	11:27 AM	11:35 AM
11:45 AM	11:48 AM	11:55 AM	12:00 PM
12:15 PM	12:17 PM	12:25 PM	12:30 PM
2:20 PM	2:22 PM	2:30 PM	2:35 PM
2:50 PM	2:52 PM	3:00 PM	3:05 PM
3:20 PM			

SX Bus		
491 post	625 Polk	150 Hayes
3:22 PM	3:30 PM	3:35 PM
3:52 PM	4:00 PM	4:05 PM
4:22 PM	4:30 PM	4:35 PM
4:52 PM	5:00 PM	5:05 PM

HAYES Bus	
79 NM	150 Hayes
7:40 AM	7:55 AM
8:10 AM	8:25 AM
8:40 AM	8:55 AM
9:10 AM	9:25 AM
9:40 AM	
9:55 AM	10:10 AM
10:25 AM	10:40 AM
10:55 AM	
11:30 AM	11:45 PM
12:00 PM	12:15 PM
12:30 PM	12:45 PM
1:00 PM	1:15 PM
1:30 PM	1:45 PM
2:00 PM	
2:15 PM	2:30 PM
2:45 PM	3:00 PM
3:15 PM	3:30 PM
3:45 PM	
3:55 PM	4:05 PM
4:20 PM	4:35 PM
4:50 PM	5:05 PM
5:20 PM	5:35 PM
5:50 PM	6:05 PM
6:20 PM	6:35 PM
Hayes Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks	

Xpress 1 Bus					
Warehouse	625 Polk	410 Bush	60 Federal	5th & Bluxome	466 Townsend
11:25 AM	11:35 AM	11:45 AM	11:50 AM	11:54 AM	11:55 AM
2:55 PM	3:03 PM	3:15 PM	3:20 PM	3:24 PM	3:25 PM
<i>Sutter Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks</i>					

Xpress 2 Bus						
60 Federal	5th & Bluxome	466 Townsend	625 Polk	Warehouse	Jones & Beach	NP
11:29 AM	11:33 AM	11:36 AM	11:48 AM	D	D	D
2:59 PM	3:03 PM	3:05 PM	3:12 PM	D	D	D
<i>Sutter Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks</i>						

Xpress 3 Bus					
79 New Montgomery	60 Federal	5th & Bluxome	466 Townsend	625 Polk	Warehouse
-	6:35 PM	6:39 PM	6:42 PM	6:50 PM	7:00 PM
<i>Sutter Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks</i>					

Xpress 5 Bus				
Jones & Beach	Northpoint	60 Federal	5th & Bluxome	466 Townsend
11:27 AM	11:30 AM	11:50 AM	11:53 AM	11:55 AM
3:00 PM	3:04 PM	3:23 PM	3:25 PM	3:27 PM
<i>Sutter Express: 1 shuttle bus, continuous but out of service for rest periods and lunch breaks</i>				

Weekend Bus Schedule

SAT 1 Bus				
620 Sutter	860 Sutter	180 NM	Kearny & Bush	Jones & Beach
		7:41 AM	7:45 AM	7:55 AM
8:20 AM	8:23 AM	8:40 AM	8:43 AM	8:52 AM
9:20 AM	9:22 AM	9:32 AM	9:35 AM	9:44 AM
				10:15 AM
10:35 AM	10:37 AM	10:47 AM	10:50 AM	11:00 AM
11:25 AM	11:27 AM	11:37 AM	11:40 AM	11:50 AM
				12:40 PM
1:00 PM	1:02 PM	1:12 PM	1:15 PM	1:25 PM
1:50 PM	1:52 PM	2:02 PM	2:05 PM	2:17 PM
				2:40 PM
3:00 PM	3:02 PM	3:07 PM	3:10 PM	3:20 PM
3:35 PM	3:36 PM	3:46 PM	3:50 PM	4:00 PM
4:20 PM	4:22 PM	4:35 PM	4:39 PM	4:50 PM
5:10 PM				
5:25 PM	5:27 PM	5:37 PM	5:40 PM	5:50 PM
6:10 PM	6:12 PM	6:25 PM	6:29 PM	6:40 PM
7:00 PM	7:02 PM	7:15 PM	7:18 PM	7:30 PM
				8:05 PM
		10:45 PM	campus cruiser	
		11:35 PM	campus cruiser	
		12:05 PM	campus cruiser	

SAT 2 Bus					
180 NM	620 Sutter	860 Sutter	625 Polk	5th & Bluxome	466 Townsend
				7:44 AM	7:46 AM
7:56 AM	8:08 AM	8:10 AM	8:16 AM	8:26 AM	8:28 AM
8:38 AM	8:50 AM	8:52 AM	8:58 AM	9:08 AM	9:10 AM
9:20 AM	9:30 AM	9:32 AM	9:38 AM	9:48 AM	9:50 AM
					10:10 AM
10:20 AM	10:30 AM	10:32 AM	10:38 AM	10:48 AM	10:50 AM
11:00 AM	11:10 AM	11:12 AM	11:18 AM	11:28 AM	11:30 AM
11:40 AM	11:50 AM	11:52 AM	11:58 AM	12:08 PM	12:10 PM
					12:45 PM
12:55 PM	1:05 PM	1:07 PM	1:12 PM	1:23 PM	1:30 PM
1:40 PM	1:50 PM	1:52 PM	1:58 PM	2:08 PM	2:10 PM
					2:30 PM
2:40 PM	2:50 PM	2:52 PM	3:00 PM	3:10 PM	3:12 PM
3:25 PM	3:35 PM	3:37 PM	3:45 PM	3:55 PM	4:00 PM
4:10 PM	4:20 PM	4:22 PM	4:30 PM	4:45 PM	4:50 PM
					5:05 PM
5:20 PM	5:30 PM	5:32 PM	5:40 PM	5:55 PM	6:00 PM
6:15 PM	6:25 PM	6:27 PM	6:35 PM	6:45 PM	6:50 PM
7:00 PM	7:10 PM	7:11 PM	7:20 PM	7:30 PM	7:35 PM
					8:05 PM
8:15 PM	8:25 PM	8:27 PM	8:35 PM	8:50 PM	8:55 PM
9:05 PM	9:15 PM	9:17 PM	9:25 PM	9:35 PM	
				10:05 PM	10:07 PM

SAT 3 Bus						
180 NM	60 Federal	5th & Bluxome	466 Townsend	625 Polk	620 Sutter	860 Sutter
		7:40 AM	7:42 AM	7:50 AM	8:00 AM	8:02 AM
8:12 AM	8:20 AM	8:24 AM	8:26 AM	8:34 AM	8:44 AM	8:46 AM
8:56 AM	9:04 AM	9:08 AM	9:10 AM	9:20 AM	9:30 AM	9:32 AM
9:45 AM	9:53 AM	9:57 AM	10:00 AM			
			10:15 AM	10:25 AM	10:35 AM	10:37 AM
10:50 AM	10:58 AM	11:02 PM	11:05 AM	11:15 AM	11:25 AM	11:26 AM
11:36 AM	11:44 AM	11:48 AM	11:50 AM	12:00 PM	12:10 PM	break
					12:43 PM	12:45 PM
12:55 PM	1:03 PM	1:07 PM	1:10 PM	1:18 PM	1:28 PM	1:30 PM
1:40 PM	1:48 PM	1:52 PM	1:55 PM	break		
			2:10 PM	2:18 PM	2:28 PM	2:30 PM
2:40 PM	2:48 PM	2:52 PM	2:55 PM	3:03 PM	3:13 PM	3:15 PM
3:25 PM	3:33 PM	3:40 PM	3:45 PM	3:53 PM	4:03 PM	4:05 PM
4:15 PM	4:23 PM	4:27 PM	4:30 PM	4:38 PM	4:48 PM	4:50 PM
5:00 PM	5:08 PM	5:13 PM	5:15 PM	5:23 PM	5:33 PM	5:35 PM
5:45 PM	5:53 PM	6:03 PM	6:05 PM	break		
			6:20 PM	6:28 PM	6:38 PM	6:40 PM
6:50 PM	6:54 PM	6:57 PM	7:00 PM	7:08 PM	7:18 PM	7:20 PM
7:30 PM	7:38 PM	7:42 PM	7:45 PM	break		
			8:20 PM	8:28 PM	8:38 PM	8:40 PM
8:50 PM	8:58 PM	9:02 PM	9:05 PM	9:13 PM	9:23 PM	9:25 PM
9:35 PM	9:43 PM	9:50 PM	break			
		10:05 PM	10:07 PM	10:20 PM	10:30 PM	10:32 PM
10:45 PM	To any AAU building			11:05 PM	To any AAU building	
11:35 PM	To any AAU building					
12:10 AM	To any AAU building					

SAT 4 Bus			
620 Sutter	860 Sutter	625 Polk	Warehouse
7:05 AM	7:10 AM	7:15 AM	7:30 AM
7:45 AM	7:47 AM	7:55 AM	8:13 AM
8:30 AM	8:32 AM	8:40 AM	8:55 AM
9:10 AM	9:12 AM	9:20 AM	9:35 AM
9:50 AM	9:52 AM	10:00 AM	10:15 AM
10:25 AM			
10:40 AM	10:42 AM	10:47 AM	11:05 AM
11:15 AM	11:17 AM	11:25 AM	11:40 AM
11:50 AM			
12:30 PM	12:32 PM	12:40 PM	12:55 PM
1:10 PM	1:12 PM	1:20 PM	1:35 PM
1:45 PM			
2:00 PM	2:02 PM	2:10 PM	2:30 PM
2:40 PM			
3:00 PM	3:05 PM	3:10 PM	3:20 PM
3:35 PM	3:40 PM	3:45 PM	4:00 PM
4:15 PM	4:20 PM	4:25 PM	4:40 PM
4:55 PM	5:00 PM	5:05 PM	5:15 PM
5:30 PM			
6:28 PM	6:30 PM	6:35 PM	6:45 PM
7:00 PM	7:02 PM	7:10 PM	7:20 PM
7:35 PM	7:37 PM	7:45 PM	7:55 PM
8:15 PM			
9:02 PM	9:05 PM	9:15 PM	9:30 PM
9:48 PM	9:50 PM	10:00 PM	10:10 PM
10:25 PM			
10:47 PM	10:50 PM		11:05 PM

SUN 1 Bus						
5th & Bluxome	66 Townsend	60 Federal	180 NM	Kearny & Bush	Jones & Beach	Warehouse
9:15 AM	9:17 AM	9:25 AM	9:33 AM	9:37 AM	9:47 AM	10:05 AM
10:40 AM	10:45 AM	10:50 AM	10:55 AM	10:58 AM	11:10 AM	11:25 AM
12:00 PM	12:05 PM					
	12:20 PM	12:25 PM	12:30 PM	12:33 PM	12:45 PM	1:00 PM
1:35 PM	1:40 PM	1:45 PM	1:50 PM	1:53 PM	2:05 PM	2:20 PM
2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:13 PM	3:25 PM	3:40 PM
4:15 PM	4:20 PM					
	4:35 PM	4:40 PM	4:45 PM	4:48 PM	5:00 PM	5:15 PM
5:50 PM	5:55 PM	6:00 PM	6:05 PM	to any aaU building		

TERM SHEET FOR GLOBAL RESOLUTION

City and County of San Francisco

and

Academy of Art University

November 15, 2016

This term sheet (this “Term Sheet”), dated for convenience of reference as of the above date, sets forth generally the terms on which the **City and County of San Francisco and the City Attorney, acting on behalf of the People of the State of California** (collectively, the “City”) and the **Stephens Institute, doing business as the Academy of Art University** (the “Academy”) (collectively, the “Parties”) intend to work together to resolve all of the outstanding issues now pending between them relating to land use matters for properties in San Francisco that the Academy uses or controls and establish appropriate principles and processes for Academy land use compliance for the future—a global resolution.

Background

This Term Sheet is informed by a number of preceding events, all of which together make this a particularly appropriate time to pursue a global resolution of the land use and planning issues involving the Academy.

1. The City has completed the Environmental Impact Report (the “EIR”) and Existing Sites Technical Memorandum (the “ESTM”) for the Academy of Art University Project (the “Project”). The Project analyzed in the EIR consists of four components: program-level growth, project-level growth, legalization approvals, and shuttle services.
2. On September 13, 2016, the Academy paid the Planning Department a total of \$430,991 for outstanding costs associated with the City’s preparation of the EIR and the ESTM as of the Planning Department’s May 23, 2016 invoice, which included all non-enforcement time and materials for environmental review and institutional master plan cases through April 30, 2016. On October 24, 2016, the Planning Department issued an invoice for \$332,151, which included project review time and materials through September 30, 2016, environmental review time and materials from May 1, 2016 through September 30, 2016, and enforcement time and materials from January 1, 2006 through September 30, 2016.
3. The Planning Department has issued tentative recommendations regarding approval or disapproval, conditions of approval, and improvement measures, and the Planning Commission has approved mitigation measures in the Final EIR, for entitlements addressing properties included in the Project.

**Confidential Settlement Communication / Not Subject to Disclosure or Discovery
(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

4. On May 6, 2016, the City Attorney, on behalf of the City and the People of the State of California, commenced litigation against the Academy and 23 limited liability companies in *People v. Stephens Institute, et. al*, San Francisco Superior Court Number CGC-16-551-832 (the "Lawsuit"), alleging violations of the City's Administrative Code, Planning Code, Building Code and the State Unfair Competition Law, Business and Professions Code Section 17200 et seq. ("UCL").
5. The Academy has expressed its commitment to the City Attorney and the Planning Department to: bring its existing uses into compliance with the Planning Code; relocate existing uses or change uses in buildings in accordance with applicable laws in those limited instances where the Planning Department has determined that legalization is not appropriate; compensate the City for alleged past violations, including providing affordable housing public benefits to the City; and work cooperatively with the City in planning for future growth in a manner that accounts for the urban nature of the Academy's campus, without adversely impacting the City's affordable or rent-controlled housing stock, or burdening its transportation system, including, as a part of that plan, building new housing for its students on property that is zoned for such use.
6. Based on the Academy's commitments as described above and the benefits to the City from the proposed global resolution, the City has expressed its willingness to the Academy to recommend approval of entitlements for most but not all of the Project and for relocation of certain uses, and to establish a process for growth of the Academy consistent with the generally applicable provisions of the Planning Code and with student housing metering requirements, all as further described below.
7. The Parties have agreed to a limited continuance of proceedings in the Lawsuit to facilitate a possible global resolution.
8. At the Academy's request, and with the recommendation of the Planning Director subject to certain conditions, the Planning Commission on September 22, 2016 and October 6, 2016 approved continuing initial hearings on elements of the Project in parallel with the litigation continuance, to facilitate a possible global resolution. Among the main conditions to the continuance in the matters before the Planning Commission are (a) the Parties' successful timely negotiation of a proposed term sheet for a global resolution and (b) the Academy's payment to the Planning Department by October 21, 2016 of all accrued administrative penalties for 460 Townsend Street and 2295 Taylor Street, which as of September 9, 2016, totaled \$528,250, and which the Academy paid in full on October 19, 2016.

Subject to the terms and conditions below, including the qualifications in Section 7C of this Term Sheet, the Parties believe that this Term Sheet, once agreed upon by the Parties, will provide a framework under which they can resolve all of the pending land use issues related to the Project and the Lawsuit through a global resolution, and establish appropriate land use principles and processes for Academy properties and future operations, in a timely and mutually satisfactory manner.

**Confidential Settlement Communication / Not Subject to Disclosure or Discovery
(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

Summary of Proposed Global Resolution

Through the global resolution described below in this Term Sheet and subject to all required approvals and the finalization of binding agreements, the Academy and the City will fully resolve the Litigation and the issues between them involving the Academy's land uses by addressing alleged past code violations and the requirements to legalize certain existing uses; charting a new path forward to ensure the Academy's compliance with the City's codes and provision of appropriate housing and transportation to meet its students' needs without adverse impacts to the City; and providing substantial, tangible affordable housing benefits to the City that the City could not otherwise obtain through the Litigation.

In particular, the Academy will provide, at no cost to the City, at least 160 new and rehabilitated units of affordable housing for low-income community members, on two adjacent properties that the Academy now controls on Pine Street located on Nob Hill near Chinatown. The Academy values these two properties at about \$36 million. The housing on these properties will be 100% affordable over a 66-year term to persons with income up to 50% of area median income. Working with a qualified community-based non-profit affordable housing organization, the Academy will vacate an existing building currently used for student housing on one site, and cause it to be converted it into affordable housing anticipated for low-income seniors, and on the other adjoining site the Academy will cause to be built a new 100% affordable housing project also anticipated for low-income seniors. The Academy will cause to be made the necessary capital improvements and repairs and operate the projects all without using City funds or competing with federal or state funding for other City-sponsored affordable housing projects. And the Academy will provide for a transition at the end of the 66-year term for the then residents to make sure that they have a place to live.

Also, the 37 limited liability companies that own the properties that are leased to and used by the Academy, which includes the 23 limited liability companies that are named in the Lawsuit and 14 other limited liability companies that are not named in the Lawsuit (the "LLC Parties"), will pay the City a total settlement payment of \$20 million that the City will allocate for various purposes. An estimated \$7 million of that amount will go into the City's Small Sites Fund to buy or rehabilitate small multi-tenant buildings to help low and moderate income renters who are particularly susceptible to evictions and rising rents. That payment will increase the total principal amount currently in the Small Sites Fund by about 70% and will significantly help the City's efforts to protect vulnerable tenants.

Another about \$1.3 million of the total settlement payment will reimburse the City for its enforcement costs in this case and will further go beyond this case to fund future code enforcement activities by the Planning Department and consumer protection by the City Attorney's Office. The LLC Parties will also pay about \$4.7 million, allocated from the total settlement payment, in development impact and fair share fees in connection with the legalization of the Academy's existing uses, which will fund transportation measures, as well as Eastern Neighborhoods benefits and child care. In addition to the settlement payment, the Academy has paid the City Planning Department for administrative penalties for two properties and environmental review costs for all its properties, and the Academy will pay the application and permit fees and costs all other property owners and developers must pay.

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Going forward, the Academy will not promise new students more housing units than the number of lawful units that are its disposal, and the Academy will commit to a plan to increase the housing it provides to its full time on campus students to 50%. The plan will ensure that in doing so the Academy does not take housing off the market, by limiting any conversions to student housing only to existing non-residential, non-PDR structures and further requiring that the Academy satisfy half of the increase over time by building new housing on property that is zoned for such use. The Academy will comply with City codes for all future properties that it may use, and the Academy will keep its institutional master plan in step with the properties it uses or plans to use in the future, all in keeping with an urban campus that is concentrated geographically near transportation and fits appropriately in the City.

The Academy's (and the LLC Parties') obligations will be conditioned on the City's approval of certain existing uses and approval of other properties to relocate certain uses that would not be approved, as well the City's approval of definitive agreements consistent with this Term Sheet. Importantly, as a central component of the global resolution, the Academy's (and the LLC Parties') obligations, including those relating to payments, code compliance and delivery of affordable housing, will be enforced through an injunction and a consent judgment, with court oversight.

Terms

1. FRAMEWORK

The global resolution contemplated by this Term Sheet will be documented in a comprehensive consent judgment, which in turn will contain four main parts: (1) a settlement agreement; (2) a stipulated injunction; (3) a development agreement; and (4) real estate transaction agreements for affordable housing. For the global resolution to become effective, the Parties must each finally approve, execute, and deliver all of these documents and other conditions must be satisfied as outlined below.

A. Settlement Agreement

The settlement agreement (the "Settlement Agreement") between the Parties will provide initially for a provisional and then a final settlement of all claims raised in the Lawsuit, including the payment of civil penalties, legal fees, and costs, and agreement to a stipulated injunction. It will contemplate that, for purposes of dealing with Academy land use issues that are part of the Project, the Parties will enter into a development agreement (the "DA"), as more fully described below.

B. Stipulated Injunction

The Parties will stipulate to a permanent injunction substantially in the form attached to this Term Sheet as Exhibit A (the "Injunction"). The Injunction will form part of the Settlement Agreement.

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C. Development Agreement

The DA will address the content and process for agreed-upon Project entitlements, conditions of approval, and mitigation and improvement measures; a process for approval of future uses and expansion consistent with the process that applies generally for similar institutions and for other owners, operators and developers generally in the City; and the Academy's provision of substantial public benefits in the form of the provision of affordable housing units to the community through the lease of existing units, and the development and lease of new units, to a qualified non-profit affordable housing operator; and a payment to the City for its Small Sites Program to assist low-moderate income tenants; all as described more fully below. Within 10 days after its execution, the DA will be recorded in the Official Records of the City and County of San Francisco.

D. Real Estate Transaction Agreements: Ground Leases

The Academy will cause certain LLC Parties that currently own the affected properties to enter into long-term Ground Leases of an existing building and adjacent property to be developed into new affordable housing to a qualified non-profit affordable housing operator for an affordable housing program approved by the City, as described in more detail in Section 4 below and in the signed term sheet for affordable housing attached as Exhibit B to this Term Sheet.

E. Approval, Execution and Conditions to Effectiveness

i. The consent judgment, including the Settlement Agreement, Injunction, and the DA, will be presented to the Planning Commission for recommendation and then to the Board of Supervisors for approval by ordinance. The Project entitlements will be considered for approval by the Planning Commission as part of the Planning Commission's consideration of the DA, with such approvals being contingent on Board of Supervisors' approval of the DA and the DA becoming effective. The Parties intend for the Board of Supervisors to consider the consent judgment, Settlement Agreement, the DA and the related approvals contemplated by those agreements at the same meetings, and for the Academy matters to be consolidated into as few hearings as possible, to allow for meaningful, holistic review by the decision makers and the public. Other City bodies such as the Historic Preservation Commission may need to consider aspects of the proposed DA in advance of action by the Board of Supervisors. Before the City presents the DA to the Planning Commission for recommendation, the Academy must pay to the City the full balance of all costs then owing to the City to process the DA under Section 56.20 of the San Francisco Administrative Code.

ii. The Settlement Agreement will become effective when all of the following have occurred:

- the Academy will have updated its Institutional Master Plan consistent with the requirements of 3E(i) below;
- the Board of Supervisors' ordinances approving the consent judgment, including the Settlement Agreement, Injunction, and the DA, and any amendments to

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the Planning Code associated with the approval of the DA, become final following passage by the Board of Supervisors and signature by the Mayor;

- the Parties have fully executed and delivered the Settlement Agreement, including the Injunction, and the DA;
- the Guarantors as defined in Section 2A below have fully executed and delivered the Guaranty described in Section 2A below and they have also fully executed and delivered, as applicable, the Settlement Agreement, including the Injunction, and the DA; and
- the closing for the real estate transactions relating to the affordable housing public benefits provided for in the DA, including the delivery of possession under the Ground Leases to the Affordable Housing Operator (with the Academy having vacated all of its uses) has occurred.

The global resolution will become final upon the last to occur of the following:

- the Parties file the consent judgment (including the Settlement Agreement, the DA and the Injunction) in court, and the consent judgment (including the Settlement Agreement, DA and Injunction) is approved by the court and becomes effective;
- the LLC Parties timely pay to the City under the Settlement Agreement all attorneys' fees and enforcement costs as described in Section 2A(ii) below;
- the LLC Parties timely pay to the City under the DA all applicable development impact fees under Section 3H associated with the entitlements for the Approved Uses of the Project that are described in Section 3B below, and the Fair Share Fee for transit impacts as described in Section 3J below;
- the LLC Parties timely pay to the City all civil penalties owing under the Settlement Agreement as described in Section 2A(i) below;
- the LLC Parties timely furnish to the City under the DA the payment for the Small Sites Program to assist low-moderate income tenants as described in Section 4D below; and
- the real estate transactions for affordable housing, including the Ground Leases, both close, as provided in Section 4 below.

F. Obligations of the Academy

The obligations of the Academy under the definitive agreements described above will extend to and include the LLC Parties and the Guarantors as defined in Section 2A below, as appropriate. The signatory to this Term Sheet on behalf of the Academy represents that it has the authority to commit the LLC Parties to negotiate legally binding agreements consistent with the terms of this Term Sheet. The LLC Parties will work together with the Academy and the City to resolve all outstanding issues as provided in this Term Sheet and will execute the consent judgment,

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including Settlement Agreement, DA and Injunction as appropriate, agreeing to be bound by its terms.

2. SETTLEMENT AGREEMENT

The Settlement Agreement will provide for the provisional, and then final, settlement of all claims raised in the Lawsuit, on the following terms.

A. Payment

The LLC Parties will pay to the City in cash the total principal amount of \$20 million (with interest as described below, the "Settlement Payment") in relation to settling the Lawsuit and realizing the global resolution. As further provided below, the City will allocate the Settlement Payment for the following four uses: (1) payment of penalties for alleged past violations of the Administrative Code, Planning Code and UCL as provided in subsection (i) below; (2) reimbursement of City enforcement costs as provided in subsection (ii) below; (3) payment of the development impact fees as described in Section 3H and the Fair Share Fees described in Section 3J below; and (4) payment into the City's Small Sites Program to assist low-moderate income tenants as described in Section 4D below. The payment to the Small Sites Fund will consist of the balance of Settlement Payment, after the City makes the allocations as provided in clauses (1), (2) and (3) below.

The LLC Parties will pay the Settlement Payment on the following schedule:

The LLC Parties will pay to the City the Settlement Payment in five equal annual installments of principal (\$4 million each), plus accrued interest commencing on the date of the first installment payment at a fixed rate of 3%, and with the first installment due 30 days after the date the DA is fully executed and the Settlement Agreement becomes effective, but in no event earlier than September 30, 2017; provided, however, if any of the development impact fees or Fair Share Fees become due prior to or on the date of the second installment, those fees will be paid in full when due, and any such payment or payments above the amount of the annual installment will be credited in full against the amount of the subsequent installment payment. In no event will any such interim payment or payments of development impact fees or Fair Share Fees increase the total principal amount of the Settlement Payment. The City will have the discretion about how to allocate each installment payment for the purposes described in this Section. The City will not impose any prepayment penalty for any early payment of all or any part of the Settlement Payment. The LLC Parties' obligations to pay to the City the Settlement Payment will be secured by a guaranty (the "Guaranty") from the Stephens Family Trust, the Elisa Stephens Trust, the Scott Stephens Trust, Elisa Stephens, Scott Stephens, Richard A. Stephens, and Susanne Stephens (the "Guarantors"), which the City understands would be subject to existing indebtedness and prior approval by the lenders to the Guarantors, LLC Parties, and the Academy.

(i) Penalties

The City will allocate \$1 million of the Settlement Payment as Planning Code civil penalties and \$6 million of the Settlement Payment as UCL civil penalties. The City may use these sums for any lawful purposes, including land use planning enforcement for the Planning Code civil

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penalties and consumer protection for the UCL civil penalties. These civil penalties (and the Settlement Payment) are in addition to the administrative penalties for 460 Townsend Street and 2295 Taylor Street that the Academy has paid to the Planning Department through and including September 9, 2016. Also, the Academy will pay to the Planning Department all accrued administrative penalties on those two properties between September 9, 2016 and November 10, 2016, provided that the Parties execute this Term Sheet by that date.

(ii) Planning Enforcement Costs and Attorney's Fees

The City will allocate a portion of the Settlement Payment up to \$1.3 million to reimburse the City for all administrative costs incurred by the Planning Department, all accrued City Attorney's Office fees and other City costs associated with permitting, enforcement and environmental review of the Project accrued up to the date of execution of this Term Sheet, for staff time, consultant fees and time and materials billed. On October 24, 2016, the Planning Department provided the Academy with an invoice that included \$261,788 for enforcement time and materials through September 30, 2016; the Academy's payment for that enforcement time will be credited against the Settlement Payment. In addition to those costs, and not as part of the Settlement Payment, the Academy will pay to the City the permit and entitlement processing fees described in Section 3G below and the costs payable in connection with negotiating the DA as described in Section 1E(i).

B. Releases

In the Settlement Agreement and contingent on the global resolution becoming final, the City will fully release the Academy and LLC Parties from any and all liabilities related to any of the land use violations and other matters alleged in the Lawsuit. The City will not release unknown claims or relinquish future enforcement discretion, including, without limitation, enforcement of the consent judgment, Injunction, Settlement Agreement, DA, or related documents. In the Settlement Agreement and contingent on the global resolution becoming final, the Academy and LLC Parties will fully release the City from any and all liabilities related to any of the land use violations and other matters alleged in the Lawsuit.

C. Injunction

As an essential part of the Settlement Agreement for the City, the Parties will stipulate to the Injunction as a mechanism to ensure compliance with the Settlement Agreement, DA, and related documents. To ensure compliance with City codes consistent with this Term Sheet, the Injunction will cover properties not covered in the EIR or ESTM that the Academy may use, directly or indirectly, in the future to ensure compliance with the Planning Code consistent with this Term Sheet.

D. Court's Retention of Jurisdiction—Consent Judgment

The Settlement Agreement, the DA and the Injunction will be filed with the San Francisco Superior Court as a consent judgment. Once the consent judgment is entered by the San Francisco Superior Court, the Court will retain jurisdiction to enforce the Settlement Agreement, the DA and the Injunction.

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3. DEVELOPMENT AGREEMENT

The Settlement Agreement will provide for the Parties to enter into a DA on the following terms.

A. Overall Approach to the Academy's Urban Campus

The DA will implement a mutually agreed overall approach to bringing the Academy's urban campus into compliance with the Planning Code, including a process for the approval, relocation, reconfiguration or transition of existing uses, and a mutually agreed upon plan for growth of the Academy that furthers sound urban planning principles, including approval of any future Academy uses of property in San Francisco.

B. Project Approvals

i. Approval of Certain Existing Uses

Consistent with the overall approach described in Section 3A above, the City would approve those existing uses and other Project elements for the ESTM sites and EIR sites as described in Exhibit D to this Term Sheet (the "Approved Uses"). The Academy will modify the application for 2801 Leavenworth Street to retain retail or other active uses on the ground floor that are physically accessible to members of the public during the normal retail hours of operation customary in the neighborhood, which uses may include Academy galleries, and limiting other uses to the mezzanine, second and third floors of the building. The entitlements for the Approved Uses will be authorized contemporaneously with and through the City's final approval of the DA.

ii. Withdrawal of Approval Applications

Contingent on the City's approval of the DA for the Approved Uses as provided in Section 3B(i) above, and as necessary to provide for the implementation of the DA, the Academy will withdraw: (a) its pending conditional use and building permit applications for 1055 Pine Street and 1069 Pine Street, to allow for those sites to be used for affordable housing under Section 4 below; (b) its pending conditional use application and building permit application for 2295 Taylor Street; (c) its conditional use application, building permit application and application for certificate of appropriateness for 700 Montgomery Street; and (d) its pending building permit application for 2340 Stockton Street. The Academy has revised its change of use application for 2225 Jerrold Avenue, to preserve PDR space at that location and provide a Community Facility for the neighborhood; before approval by the City of the revised use, the Academy must provide additional information about the operation of the Community Facility as requested by the City's Planning Department, to satisfy the Planning Department as to the permissibility of such use. If the Academy timely provides such information and the Planning Department finds that the use qualifies as a Community Facility, then this property would be added to the properties that would be approved on Exhibit D.

iii. Transition of Certain Existing Uses to Alternate Locations

The DA will provide a process and timing for the transition, relocation or reconfiguration of the existing uses for which applications will be withdrawn under Section 3B(ii) above. This will

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include, specifically, conversion of the tourist hotel at 2550 Van Ness Avenue, known as the Da Vinci Villa Hotel, to 136 units—or 272 beds—of student housing, including replacement housing for students vacated from the existing building at 1055 Pine Street; conversion of 1142 Van Ness Avenue to post-secondary educational institutional use; and conversion of 1946 Van Ness Avenue to post-secondary educational institutional use.

C. Affordable Housing Public Benefits

As consideration for the DA and as an essential part of the Settlement Agreement, the Academy will provide public benefits in the form of affordable housing for the community, as described in Section 4 below.

D. Student Housing and Metering Relationship to Enrollment

i. The Academy will meet all future housing needs for its students through new construction on property that is zoned for such use, or conversion of existing non-residential, non-PDR structures to student housing use, as further provided below. The Academy will undertake any such new construction or conversion only in accordance with then applicable laws and after first obtaining required permits or approvals.

ii. The Academy will not promise new students more housing units than the number of lawful units that are at its disposal, and will not temporarily house its students in non-Academy facilities, including temporarily housing students in group housing or other dwelling units, but the Academy may, upon written notice to the City, occasionally and temporarily house students in hotels for fewer than thirty (30) days. The Academy will provide housing to students only in properties that have been approved in advance by the City or other applicable governmental regulatory authorities for student housing use.

iii. The Academy currently provides housing in San Francisco for about 39% of all of its on-site, full-time undergraduate and graduate students (“On Campus Students”). The Academy will increase the percentage of housing it provides to On Campus Students as follows, subject to the process described below for deferring these otherwise required increases if occupancy rates do not support them:

- By July 1, 2019, the Academy will house in San Francisco at least 45% of its On Campus Students; and
- By July 1, 2022, the Academy will house in San Francisco at least 50% of its On Campus Students.

Beginning on July 1, 2017 and every year after, the Academy will submit to the City’s Planning Director an annual report of campus housing occupancy rates, on a form mutually agreed to by the Planning Director and the Academy. The report will specify the combined occupancy rate for On Campus Students for housing units made available to them among all of the Academy’s campus housing buildings in San Francisco (the “Combined Occupancy Rate”) for the immediately prior two academic years. The Combined Occupancy Rate will exclude housing units used for or made available to Academy faculty, staff or part-time students. Upon request

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by the Planning Director, the Academy will provide any additional information to verify the reported Combined Occupancy Rate. If in any year before either of the benchmark increases in housing as designated above is scheduled to occur, the verified Combined Occupancy Rate falls below an average of 90% for those two prior academic years, then the Academy may defer that benchmark increase in housing (and any later benchmark increase), for one year, subject again to the same annual process, on a continuing basis. That is, in any particular year the Academy will not have to satisfy its next housing benchmark unless the verified Combined Occupancy Rate for the reporting period of the immediately prior two academic years is an average of 90% or more. After a housing benchmark has been satisfied, if the verified Combined Occupancy Rate falls below 90% in the subsequent academic semester, the benchmark previously reached will again be deferred such that the Academy will not be required to maintain surplus housing units for which there is no longer demand. But under no circumstances will any deferral in a benchmark allow the Academy to reduce its housing below its current percentage of 39%. And in no event may more than one half of any additional housing for On Campus Students that is provided to meet these benchmarks be located in converted tourist hotels, provided that the Academy may satisfy the first benchmark through the conversion of one or more tourist hotels.

iv. The City will provide the Academy with written notice of any non-compliance with the requirements described in Section 3D(iii) within 60 days of the City's discovery of the alleged violation. The Academy and the City will then meet and confer for up to 30 days and attempt to resolve any disagreement about whether the Academy is in compliance and to try to develop a mutually acceptable plan to cure any non-compliance. The Academy will cure any event of non-compliance within 90 days from the end of the meet and confer period by doing one or more of the following: (a) acquiring the right to use units to house On Campus Students in an existing student housing building; (b) filing one or more applications with the City for the required permits and approvals to acquire or convert an existing building for campus housing (subject to the limitations in Section 3D(i) above) and making that housing available within a reasonable period as approved by the Planning Director but no longer than 18 months, subject to unavoidable delays outside of the Academy's reasonable control; (c) filing one or more applications with the City for the required permits and approvals to build a campus housing project (subject to the limitations in Section 3D(i) above), and completing the project within a reasonable period as approved by the Planning Director but no longer than five years, subject to unavoidable delays outside of the Academy's reasonable control; or (d) limiting the number of incoming On Campus Students in the subsequent two academic semesters, and providing the City with a report of the Combined Occupancy Rate that shows occupancy of no more than 90% for both of those two semesters.

v. The Academy provides housing in San Francisco only to On Campus Students who are full time, not part time, and the Academy does not anticipate changing its policy or practice to provide housing to part time students. The Academy defines full time as undergraduate students who take 12 or more credits per semester, and graduate students who take nine or more credits per semester. If in the future the Academy either changes its policy or practice to provide housing to part time students, or redefines full time students to encompass a significantly broader class of students (e.g. by lowering the minimum required credits per semester), then the Academy and the City will agree to make appropriate readjustments to the metering benchmarks and percentages set forth in subsection (iii) above, provided that the

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Academy may, upon written notice to the Planning Director, fill any unoccupied housing units designated for full time students, with part time students, on a temporary, semester-by-semester basis. The Academy will describe any such temporary use for part time students in its annual reports to the City's Planning Director.

E. Future Academy Expansion and Operation

i. Institutional Master Plan

The Academy prepared its Institutional Master Plan ("IMP") in 2011 and updated it in 2013 and 2015. Before the Planning Commission considers recommending the DA for approval, and in any event, no later than May 1, 2017, the Academy will further update its IMP consistent with this Term Sheet and the DA, and the City will timely review the updated IMP for consistency with this Term Sheet, the DA and Planning Code section 304.5 and accept it if the City determines the update fulfills that requirement. After that update, the Academy will at all times maintain an IMP accepted by the City, as required by Planning Code section 304.5, including required updates. The Academy and the City will work together on an appropriate form for the future IMP updates. The City will timely review any IMP or IMP update filed by the Academy in accordance with the DA and will not disapprove any update based on items that are consistent with the DA. The Academy will further update its IMP within 90 days of acquiring new property where the Academy plans to use such property to construct new facilities that were not previously discussed in the IMP, when the Academy plans to demolish existing facilities that were not discussed in the Academy's most recent IMP or update, an increase in the Academy's size by 10,000 square feet or 25% of the Academy's total square footage (whichever is less), or significant changes in use of existing Academy facilities that were not discussed in the IMP.

ii. Compliance with All Then Applicable Laws

(a) The Academy will ensure that all future construction, alterations and changes in use to all properties it may own, control, operate or use will timely comply with all then applicable laws. The DA will not freeze any generally applicable City code requirements, fees or exactions that may apply to any future land uses by the Academy, including, without limitation, the Academy's future expansion or operation, and requirements to provide for student housing or to prepare or update an IMP.

(b) The Academy will not occupy or use any property in the City without first obtaining all required permits and approvals from the City and any other regulatory authority with jurisdiction, after completion of any required environmental review under the California Environmental Quality Act ("CEQA"). The Academy and the City will cooperate with each other in good faith in timely preparing any additional environmental review that may be required under CEQA.

iii. No Conversion of Existing Housing

The Academy will not convert for any purpose any structures currently used or occupied as housing or for which the last legal use was residential.

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iv. Advance Notification and Consultation

(a) The Academy will notify in writing and consult with the Planning Department at least 30 days before it or any of its affiliates intends to submit an application for any permit for a change of use, new construction or demolition for any building in San Francisco that the Academy may own, control, operate or use. The Planning Department will timely respond to requests by the Academy for information about the required City land use permits, process and fees, consistent with its general practices in responding to information requests from other developers, which may include the provision of a Zoning Administrator's determination letter within a reasonable period after the Academy makes a request, so long as the Academy provides sufficient information to allow for such a determination. The 30-day requirement for the Academy will not apply to building permits required to address imminent threats to public health, safety or the environment, provided that the Academy will notify the Planning Department as soon as practicable of any such emergency needs.

(b) The Academy will timely comply with applicable City processing and permitting requirements for all future uses.

F. Environmental Review

i. To the extent possible in accordance with CEQA and other applicable laws, the City will rely on the EIR, as certified by the Planning Commission on July 28, 2016, to satisfy its CEQA obligations to approve the DA.

ii. To the extent consistent with CEQA and other applicable laws, the City will tier from the EIR for any approvals addressed by the DA that were not part of the Project analyzed in the EIR and for future Academy construction or changes in use, provided that nothing will limit the City's discretion to conduct additional environmental review in connection with subsequent discretionary approvals if, in the City's sole discretion, such additional review is legally required, including, without limitation, any additional review required for future construction of new student housing.

G. Permit and Entitlement Processing Fees

The Academy will pay all required City processing fees (including time and materials) when due (at the time of permit application or issuance, as applicable), and at the rates then in effect, including, but not limited to, Planning and Building Department fees associated with the Project.

H. Development Impact Fees

The LLC Parties will pay all development impact fees applicable to the legalization approvals under the DA, which fees will be due on or before the City's issuance of a building or site permit in accordance with the Schedule of Performance provided for in Section 3K below, which will be within a reasonable period after the DA becomes effective. The Planning Department has provided the Academy with its estimate of the applicable development impact fees for the Approved Uses, as shown in Exhibit C attached to this Term Sheet, and the Academy has agreed with the estimate of those fees. The rates for those impact fees will be adjusted by index at the

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beginning of 2017.

I. Mitigation Measures, Improvement Measures and Conditions of Approval

i. The Academy will, at its expense, implement all the EIR mitigation measures in accordance with the approved Mitigation Monitoring and Reporting Program (the “MMRP”) attached as Exhibit E to this Term Sheet.

ii. The Academy will, at its expense, implement all of the improvement measures described in Exhibit F attached to this Term Sheet.

iii. The Academy will, at its expense, implement all the Conditions of Approval identified in the ESTM described in the attached Exhibit G-1, provided that as part of the DA the Parties will mutually agree to the application of those specific Conditions of Approval for those specific properties described in Exhibit G-2 attached to this Term Sheet, (the “Conditions of Approval”). The Parties will use their best efforts to reach agreement on the application of the specific Conditions of Approval set forth in Exhibit G on or before May 1, 2016.

J. Transportation

As required by the EIR (Mitigation Measure C-M-TR-2.1a–AAU Fair Share Contribution to Cumulative Transit Impact), the LLC Parties will pay to the City a fair share contribution (a “Fair Share Fee”) to mitigate the cumulative transit demand in transit ridership on the Kearny/Stockton and Geary corridors due to the Academy’s growth. The Fair Share Fee is as shown on the attached Exhibit C, which amount will become due in accordance with the Schedule of Performance provided for in Section 3K below, meaning within a reasonable period after the DA becomes effective (generally when the impact fees are due under Section 3H above). Also, a Fair Share Fee may apply to any future projects in the 12 Study Areas covered by the EIR and will become due before the City’s issuance of a building or site permit relating to that project. The City will deposit all payments of the Fair Share Fee into its Transportation Sustainability Fund and use the proceeds to maintain and expand the City’s transportation system, including funding for projects that help reduce crowding on buses and trains and create safer streets, all consistent with the uses required of the monies that fund.

The Academy will implement the Transportation Management Plan described in Exhibit H attached to this Term Sheet.

K. Schedule of Performance

The Parties will establish a mutually acceptable schedule of performance to be included as an exhibit to the DA (including, without limitation, for the legalization approvals). Some of those deadlines may be incorporated in the Settlement Agreement and the Injunction.

L. Term

The Parties will establish a mutually acceptable term for the DA, which will be parallel with the term of the Injunction.

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4. AFFORDABLE HOUSING PUBLIC BENEFITS

As a key part of the global resolution, the Academy will provide affordable housing benefits to the community as follows.

A. Long-Term Affordable Housing

The Academy currently controls and operates, and the LLC Parties own and have the authority to enter into the transactions described below for these two properties:

- 1055 Pine Street, currently operated as a student housing building with a commercial kitchen and group dining facilities; and
- 1069 Pine Street, an adjacent underdeveloped site that is zoned for residential use and is currently operated as a gym for Academy students and storage for the Academy.

The Academy will make available these two properties, providing a total of at least 142-174 units of affordable housing over the long-term, as follows:

The Academy will vacate and the LLC Parties (as applicable) will enter into ground leases for each property (together, the “Ground Leases” and each a “Ground Lease”) with a reputable non-profit affordable housing operator, having experience in developing and operating affordable housing projects in the community in which the property is located, as mutually agreed upon by the Academy and the Director of the Mayor’s Office of Housing (or successor position) (the “Affordable Housing Operator”). Each Ground Lease will provide for use of the property for long-term affordable housing serving a population (excluding the Academy’s students) and under a program agreed to by the Affordable Housing Operator and the City, through its Director of the Mayor’s Office of Housing and Community Development or successor agency (“MOHCD”) (the “Affordable Housing Program”).

The 1055 Pine Street building, which was formerly used as a convalescent home, is particularly well suited for seniors. The parties anticipate that the building on this site, once appropriate improvements are made, will provide 79-81 affordable units.

The Academy will cause to be developed the 1069 Pine Street site for new affordable housing. The 1069 Pine Street site may accommodate the development of at least 63-93 new affordable units for seniors.

B. Ground Lease Terms for Existing Building at 1055 Pine Street

The terms of the Ground Lease for 1055 Pine Street will be agreed to by the Academy, the LLC Parties and the Affordable Housing Operator, and will be consistent with the signed term sheet substantially in the form attached as Exhibit B. Those terms must include:

- i. The Academy will deliver the property vacant and in a condition ready for occupancy for the Affordable Housing Program, subject to the City’s acceptance of the transaction with the Affordable Housing Operator as meeting the City’s requirements for

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affordable housing in the global resolution, including review and approval by the City of the final Ground Lease between the Academy and the Affordable Housing Operator (with provisions consistent with MOHCD's standard loan agreement for affordable projects in the areas of marketing, affordability and other leasing restrictions, and project monitoring, reports, books, and records) and an initial five year operating project budget for the Affordable Housing Program.

ii. On a date agreed to by the Academy and the Affordable Housing Operator but no later than June 30, 2017, the Academy will vacate the property and relocate its students to lawfully permitted housing consistent with this Term Sheet, provided that the City has issued all required permits and approvals for the Academy's use of 2550 Van Ness Avenue as student housing consistent with Section 3(B)(iii) of this Term Sheet.

iii. The LLC Parties will make, or cause to be made, all capital improvements, at no cost to the City, needed to place the building in a condition suitable for occupancy under the Affordable Housing Program, no later than one year following its vacation of the property as required under subsection (i) above. The plan and cost estimate for the required improvements will be prepared by a qualified third party, subject to approval by both the Affordable Housing Operator and the LLC Parties, and consented to by the Director of MOHCD. Those improvements will include, without limitation, any required disabled access and life safety improvements. The LLC Parties will make or cause to be made such improvements, with any material modifications agreed to in advance by the Affordable Housing Developer and consented to by the Director of MOHCD. Before occupancy by the tenants under the Affordable Housing Program, the LLC Parties will represent and warrant to the City and the Affordable Housing Operator that the building is ready for residential occupancy under the Affordable Housing Program in compliance with all applicable laws.

iv. The closing of the Ground Lease will occur no later than 30 days after the LLC Parties complete, or cause to be completed, the initial improvements as provided in clause (iii) above and the building is ready for occupancy under the Affordable Housing Program. At the closing, the LLC Parties will cause a memorandum of lease, which refers to the affordability restrictions, to be recorded in the Official Records of the City and County of San Francisco. Before the closing, the LLC Parties may enter into a lease disposition and development agreement or other instrument with the Affordable Housing Developer to help enable the Affordable Housing Developer to construct the improvements and obtain financing, subject to reasonable approval by the Director of MOHCD of such instrument as consistent with this Term Sheet.

v. The term of the Ground Lease will be 66 years from the closing of the Ground Lease.

vi. The LLC Parties and the Affordable Housing Operator will mutually agree to the amount of any Ground Lease rent, consistent with the initial operating budget and cash flow projection requirements described in Section 4B(vii) below. Any Ground Lease rent will be allocated to the LLC Parties' obligations under Section 4B(ix) below and if any the end of the term of the Ground Lease there is any remaining unspent rent, that amount will be used to satisfy the LLC Parties' obligations under Section 4B(x) below.

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vii. Beginning on June 30, of the year in which the Settlement Agreement, DA and Injunction become effective, and every year after, the Academy and Affordable Housing Operator will provide for City approval an annual operating budget and projected 20-year cash flow that conform to City standards for affordable housing operations and demonstrate that project income and expenses (including payment of Ground Lease rent) are sufficient to provide safe, decent housing for residents.

viii. The Academy will ensure that 100% of the units remain affordable to residents earning up to 50% of area median income (San Francisco only) under the Affordable Housing Program, for the entire 66-year Ground Lease term after the building is ready for occupancy (other than one unit, which may be made available to a resident manager). Rents charged to tenants in the building must not exceed rents published annually by MOHCD for a single room occupancy (SRO) units. The LLC Parties will provide, or will cause the Affordable Housing Operator to provide, annual documentation to MOHCD (on a form provided by MOHCD that is consistent with the form MOHCD requires for its other affordable housing projects) that the rents charged to tenants and the income of tenants are consistent with the affordability requirements set forth in this Term Sheet for the Affordable Housing Program and that the Affordable Housing Operator is managing the building in a manner consistent with City standards for affordable housing, including, among other things, staffing levels necessary to maintain safe, decent housing, annual deposits to a replacement reserve, maintenance of an operating reserve, and timely re-leasing of units at turnover to ensure vacancy rates below 5%. Beginning with the first year the building is occupied for the Affordable Housing Program, and every five years after during the term, the LLC Parties will provide, or cause the Affordable Housing Operator to provide, the City with a Comprehensive Needs Assessment to demonstrate adequate maintenance.

ix. The LLC Parties' obligation to ensure that the units remain affordable for the Ground Lease term will include paying from time to time any maintenance, repair, improvement or other capital or operating costs for the property that the Affordable Housing Operator cannot cover with revenues from the Affordable Housing Program. Neither the LLC Parties nor the Affordable Housing Operator may agree to materially change the Affordable Housing Program at any time before or during the term of the Ground Lease, without first obtaining the City's consent in writing. Beginning with the first year the building is occupied for the Affordable Housing Program, and every five years after during the term, the LLC Parties will provide, or cause the Affordable Housing Operator to provide, the City with a Comprehensive Needs Assessment.

x. If at the end of the 66-year term (or any time after), the LLC Parties and the Affordable Housing Operator, in conjunction with the Director of MOHCD, are not able to mutually agree (in their sole discretion) on an extension of the term that continues the Affordable Housing Program, or if upon any other termination of the Ground Lease any tenants are required to move from the premises due to the removal of rent restrictions, then, in any such instance, the LLC Parties will (a) pay for relocation assistance consistent with federal and state relocation laws to the then tenants in good standing of the building; (b) provide life-time leases (or the equivalent) to the then tenants in good standing of the building (as named on the leases); or (c) provide for an alternative arrangement mutually agreed by the LLC Parties and the then tenants in good standing of the building, subject to the prior approval by the Director of

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MOHCD of such an agreement as providing a reasonable alternative to the options described in clauses (a) and (b) above, which approval the Director will give or withhold within 10 days of receiving a request for approval and if the Director fails to approve or disapprove the agreement within that 10-day period the agreement will be deemed approved. Alternatively, the LLC Parties and the City may agree (in their respective sole discretion) on a sale of the property to the City that would preserve the affordability of the units on the property and avoid the relocation of the tenants.

xi. During the term of the Ground Lease, neither the LLC Parties nor the Affordable Housing Operator will seek or obtain any source of federal, state or local funding that could compete with other affordable housing projects in San Francisco seeking such funding, nor will the LLC Parties or the Affordable Housing Operator seek or obtain any funding from the City to improve, maintain or operate the property, including, but not limited to, funds administered through MOHCD.

xii. If before the end of its 66-year term the Ground Lease terminates for any reason, including, but not limited to, an uncured default by the Affordable Housing Operator, then the LLC Parties will either promptly enter into a new Ground Lease for the remaining term on the same terms as provided in this Term Sheet, with (a) another Affordable Housing Operator meeting the same qualifications for the initial operator, or (b) with the City, through its Director of MOHCD.

xiii. The Ground Lease will expressly provide that the City is an intended third party beneficiary of the Ground Leases, with the right to enforce its terms and conditions for the benefit of the residents, throughout the Ground Lease's entire term. Before the LLC Parties and the Affordable Housing Developer execute the Ground Lease, the form and substance of the final Ground Lease will be subject to the review and approval of the Director of MOHCD and City Attorney's Office for consistency with this Term Sheet and the DA.

xiv. If the LLC Parties fails to timely deliver possession to the Affordable Housing Operator under Section 4B(vi), then the LLC Parties will replace 81 residential hotel units no later than June 30, 2020 by either: (a) making the payment to the City provided for in Section 41.13(a)(4) of the Administrative Code, except that the payment will go into the City's Affordable Housing Fund (or other successor fund); or (b) entering into a new 66-year Ground Lease with a qualified Affordable Housing Operator for an Affordable Housing Program and otherwise on the same terms and conditions as provided above, for a building that the LLC Parties identified consistent with the process described in Section 41.13(a)(2) of the Administrative Code, subject to approval by the Planning Commission of the comparability of the proposed replacement building, including location, size and other physical characteristics.

xv. All of the LLC Parties' obligations described above will be subject to enforcement by the City through the consent judgment.

C. Development of New Affordable Housing at 1069 Pine Street

The development of new affordable housing units at 1069 Pine Street and the terms of the Ground Lease for that property will be agreed to by the Academy, the LLC Parties and the

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Affordable Housing Operator, consistent with the signed term sheet substantially in the form attached as Exhibit B. Those terms must include:

i. On a date agreed to by the Academy and the Affordable Housing Operator but no later than the date that the Academy vacates 1055 Pine Street, the Academy will vacate the property and relocate any of its uses to lawfully permitted locations consistent with this Term Sheet.

ii. The existing one-story building on the site will initially be leased on an interim basis to the Affordable Housing Operator for a term of five years, commencing on the date that the Ground Lease for 1055 Pine Street closes, to provide support space for the Affordable Housing Program at 1055 Pine Street, with a provision for early termination upon commencement of construction of the new development project at this site. The closing of the interim lease will occur on a date agreed to by the Academy and the Affordable Housing Developer but no later than 30 days after the Academy vacates the property as provided above.

iii. The closing of the Ground Lease will occur on a date agreed to by the LLC Parties and the Affordable Housing Developer but no later than 60 days after completion of construction, subject to the City's acceptance of the transaction with the Affordable Housing Operator as meeting the City's requirements for affordable housing in the global resolution, including review and approval by the City of the final Ground Lease between the LLC Parties and the Affordable Housing Operator (with provisions consistent with MOHCD's standard loan agreement for affordable projects in the areas of marketing, affordability and other leasing restrictions, and project monitoring, reports, books, and records). At the closing, the LLC Parties will cause a memorandum of lease, which refers to the affordability restrictions, to be recorded in the Official Records of the City and County of San Francisco. Before the closing, the LLC Parties may enter into a lease disposition and development agreement or other instrument with the Affordable Housing Developer to help enable the Affordable Housing Developer to construct the improvements and obtain financing, subject to reasonable approval by the Director of MOHCD of such instrument as consistent with this Term Sheet.

iv. The LLC Parties will construct or cause to be constructed, at no cost to the City, a new development project on the site under the Affordable Housing Program and in accordance with a scope of development, leasing and marketing plan, and schedule of performance for completion of the development project agreed to be the LLC Parties and the Affordable Housing Developer, as approved by the Director of MOHCD (the "Development Plan"). The DA will include the Development Plan as an attachment.

v. In no event will the schedule for commencement of construction of the new development project extend beyond three years after the DA becomes effective nor will the schedule for completion of construction extend beyond three years after the commencement of construction, subject to excusable delay for causes reasonably outside the control of the LLC Parties, including receipt of all required governmental approvals (after timely submission of applications and payment of fees) and the final resolution of any appeals or legal challenges. Within the three years required for commencement of construction of the development project, the LLC Parties will provide to the Director of MOHCD a financing plan and budget showing that there will be adequate funds to build and operate the project consistent with the Affordable

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Housing Program, provided that the Director of MOHCD will complete any review of such financing plan and budget within 10 days of receipt, any approval or disapproval will be limited to whether the financing plan and budget conflicts with the funding source limitations set forth in subsection (xiii) below, and any failure to approve or disapprove the plan and budget within such 10-day period will be deemed approval. As to any suggestions that the Director of MOHCD may make regarding the financing plan or budget about matters other than consistency with subsection (xiii) below, the LLC Parties will have the right to accept or not accept the suggestions from the Director of MOHCD, and Parties intend that the ability of the Director of MOHCD to review or provide input as to such other matters will not delay or have the effect of delaying the issuance of any required governmental approvals or the commencement of construction beyond the deadline provided for in this section.

vi. After completion of construction, the property will be vacant and in a condition ready for occupancy by tenants under the Affordable Housing Program. Before such occupancy, the LLC Parties will represent and warrant to the City and the Affordable Housing Operator that the building is ready for residential occupancy under the Affordable Housing Program in compliance with all applicable laws.

vii. The term of the Ground Lease will be 66 years from completion of construction of the new development on the site, meaning when the new building is ready for occupancy for tenants under the Affordable Housing Program.

viii. The LLC Parties and the Affordable Housing Operator will mutually agree to the amount of any Ground Lease rent, consistent with the initial operating budget and cash flow projection requirements described in Section 4C(ix) below. Any Ground Lease rent will be allocated first to the LLC Parties' obligations under Section 4C(xi) below and if any the end of the term of the Ground Lease there is any remaining unspent rent, that amount will be used to satisfy the LLC Parties' obligations under Section 4C(xii) below.

ix. Beginning on June 30 after the year construction commences, and every year after, the LLC Parties and Affordable Housing Operator will provide for City approval an annual operating budget and projected 20-year cash flow that conform to City standards for affordable housing operations and demonstrate that project income and expenses (including payment of Ground Lease rent) are sufficient to provide safe, decent housing for residents.

x. The LLC Parties will ensure that 100% of the units remain affordable to residents earning up to 50% of area median income (San Francisco only) under the Affordable Housing Program, for the entire 66-year Ground Lease term (other than one unit, which may be made available to a resident manager). Rents charged to tenants in the building must not exceed rents published annually by MOHCD for a SRO unit. The LLC Parties will provide, or will cause the Affordable Housing Operator to provide, annual documentation to MOHCD (on a form provided by MOHCD that is consistent with the form MOHCD requires for its other affordable housing projects) that the rents charged to tenants and the income of tenants are consistent with the affordability requirements set forth in this Term Sheet for the Affordable Housing Program and that the Affordable Housing Operator is managing the building in a manner consistent with City standards for affordable housing, including, among other things, staffing levels necessary to maintain safe, decent housing, annual deposits to a replacement reserve, maintenance of an

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operating reserve, and timely re-leasing of units at turnover to ensure vacancy rates below 5%. Beginning with the first year the building is occupied for the Affordable Housing Program, and every 5 years after during the term, the LLC Parties will provide, or cause the Affordable Housing Operator to provide, the City with a Comprehensive Needs Assessment to demonstrate adequate maintenance.

xi. The LLC Parties' obligation to ensure that the units remain affordable for the Ground Lease term will include paying from time to time any maintenance, repair, improvement or other capital or operating costs for the property that the Affordable Housing Operator cannot cover with revenues from the Affordable Housing Program. Neither the LLC Parties nor the Affordable Housing Operator may agree to materially change the Affordable Housing Program at any time before or during the term of the Ground Lease, without first obtaining the City's consent in writing.

xii. If at the end of the 66-year term (or any time after), the LLC Parties and the Affordable Housing Operator, in conjunction with the Director of MOHCD, are not able to mutually agree (in their sole discretion) on an extension of the term that continues the Affordable Housing Program, or if upon any other termination of the Ground Lease any tenants are required to move from the premises due to the removal of rent restrictions, then, in any such instance, the LLC Parties will either (a) pay for relocation assistance consistent with federal and state relocation laws to the then tenants in good standing of the building; (b) provide life-time leases (or the equivalent) to the then tenants in good standing of the building (as named on the leases); or (c) provide for an alternative arrangement mutually agreed by the LLC Parties and the then tenants in good standing of the building, subject to the prior approval by the Director of MOHCD of such an agreement as providing a reasonable alternative to the options described in clauses (a) and (b) above, which approval the Director will give or withhold within 10 days of receiving a request for approval and if the Director fails to approve or disapprove the agreement within that 10-day period the agreement will be deemed approved. Alternatively, the LLC Parties and the City may agree (in their respective sole discretion) on a sale of the property to the City that would preserve the affordability of the units on the property and avoid the relocation of the tenants.

xiii. To finance the development of the units, and during the term of the Ground Lease, neither the LLC Parties nor the Affordable Housing Operator will seek or obtain any source of federal, state or local funding that could compete with other affordable housing projects in San Francisco seeking such funding, nor will the LLC Parties or the Affordable Housing Operator seek or obtain any funding from the City to improve, maintain or operate the property, including, but not limited to, funds administered through MOHCD.

xiv. If before the end of its 66-year term the Ground Lease terminates for any reason, including, but not limited to, an uncured default by the Affordable Housing Operator, then the LLC Parties will either promptly enter into a new Ground Lease for the remaining term on the same terms as provided in this Term Sheet, with (a) another Affordable Housing Operator meeting the same qualifications for the initial operator, or (b) with the City, through its Director of MOHCD.

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xv. The Ground Lease will expressly provide that the City is an intended third party beneficiary of the Ground Leases, with the right to enforce its terms and conditions for the benefit of the residents, throughout the Ground Lease's entire term. Before the LLC Parties and the Affordable Housing Developer execute the Ground Lease, the form and substance of the final Ground Lease will be subject to the review and approval of the Director of MOHCD and City Attorney's Office for consistency with this Term Sheet and the DA.

xvi. If the LLC Parties fails to commence construction or complete construction in accordance with the schedule of performance, then the LLC Parties shall replace 79 residential hotel units no later than two years after the failure to meet the deadline by either: (a) making the payment to the City provided for in Section 41.13(a)(4) of the Administrative Code, except that the payment will go into the City's Affordable Housing Fund (or other successor fund); or (b) entering into a new 66-year Ground Lease with a qualified Affordable Housing Operator for an Affordable Housing Program and otherwise on the same terms and conditions as provided above, for a building that the LLC Parties identified consistent with the process described in Section 41.13(a)(2) of the Administrative Code, subject to approval by the Planning Commission of the comparability of the proposed replacement building, including location, size and other physical characteristics.

xvii. All of the LLC Parties' obligations described above will be subject to enforcement by the City through the consent judgment.

D. Payment to Stabilize Rental Units for Low-to-Moderate Income Tenants

The City will allocate the balance of the Settlement Payment by the Academy described in Section 2A(i) above (after providing for civil penalties, reimbursement of enforcement costs and payment of development impact fees and the Fair Share Fee) to the City's Small Sites Program currently administered by MOHCD to acquire and rehabilitate multi-family rental buildings of between five and 25 units in the City to help stabilize rental units for low-to-moderate income tenants throughout the City who are particularly susceptible to evictions and rising rents. The Parties anticipate that the total amount of the payment to the Small Sites Fund will be about \$7 million, provided the final allocation will be made by the City consistent with this Term Sheet.

5. PUBLIC COMMUNICATION AND CONFIDENTIALITY

This Term Sheet and the related negotiations between the Parties will remain confidential until such time as the law requires (*e.g.*, the filing of a DA application or a required filing with the court).

6. MILESTONES

The Parties' commitment to continue negotiating in good faith is conditioned upon the sequential achievement of each of the following milestones, which may be modified by mutual agreement in writing:

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- September 13, 2016: The Academy paid in full the accrued costs of staff time and materials related to the Planning Department's review of the EIR, ESTM and IMP as of April 30, 2016, as outlined in a Planning Department invoice dated May 25, 2016.
- September 22, 2016: The Planning Commission approved a continuance to November 17 of all Academy matters that previously were noticed for hearing on September 22.
- September 28, 2016: The City provided the Academy with an estimate of the development impact fees applicable to the Project approvals, including the rate and manner of calculation for each fee (subject to adjustment by index at the beginning of 2017).
- October 6, 2016: The Planning Commission approved a continuance to November 17 of all Academy matters that previously were noticed for hearing on October 6.
- October 19, 2016: The Academy paid to the City all accrued administrative penalties for 460 Townsend Street and 2295 Taylor Street as of September 9, 2016 under the invoice the Planning Department submitted to the Academy on September 27, 2016.
- November 3, 2016: The Planning Department and City Attorney present the proposed Term Sheet to the Planning Commission in a closed session.
- November 15, 2016: A final proposed Term Sheet is executed by the Parties.
- November 17, 2016: The Planning Commission continues the Academy matters that were originally scheduled to be heard on September 22 and October 6 (the "Continued Matters") for an additional period, including incremental additional periods, sufficient to allow for negotiations of definitive agreements consistent with this Term Sheet.
- December 16, 2016: As soon as possible after the execution of the Term Sheet, the Academy provides or causes to be provided to the City, information about the financial condition of the LLC Parties and the Guarantors, under a mutually agreed upon process, including judicial supervision if appropriate, to protect the confidentiality of proprietary and personal financial information, and the City determines, in its reasonable discretion, that the LLC Parties have the financial capacity to satisfy their obligations to make the Settlement Payment and provide the affordable housing benefits as contemplated by the Term Sheet and that the Guarantors have the financial wherewithal to backstop those obligations.
- December 19, 2016: The Academy files an application for a DA consistent with the Term Sheet, and pays the application fee to the Planning Department.
- June 30, 2017: The Parties agree to the definitive terms of the Settlement Agreement, including the consent judgment, Injunction, DA and Guaranty, all in form and substance proposed for final City approval. The Academy causes the Settlement Agreement, including the Injunction, the DA, including the Ground Leases, and the Guaranty to be signed by appropriate parties on behalf of the Academy, Guarantors, LLC Parties and the

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Affordable Housing Operator. Before consideration of the definitive agreements by the Planning Commission, the Academy will have updated its IMP consistent with this Term Sheet.

- July 30, 2017: The proposed Settlement Agreement, including the Injunction, the DA, and the Guaranty, are recommended by the Planning Commission for approval.
- September 30, 2017: The Settlement Agreement, DA and the Guaranty are approved by one or more Board of Supervisors ordinances.
- October 31, 2017: The ordinances approving the Settlement Agreement, DA and Guaranty become effective, and the Academy makes or causes to be made all payments to the City then due.
- November 15, 2017: The consent judgement, including the Settlement Agreement, the DA, the Guaranty and the Injunction, is filed with the court.
- January 1, 2018: The real estate transactions for the Ground Leases close.

Time is of the essence with regard to each of these milestones. The Parties may extend or modify any of these milestones only if they both agree in writing to do so, in their respective sole discretion. The Parties may agree on future milestones in the final definitive agreements.

7. COOPERATION

A. Good Faith

The Parties agree to negotiate in good faith to complete negotiation of a DA, Settlement Agreement, and Injunction, consistent with this Term Sheet, to be presented for approval by the relevant City bodies. The Academy agrees to negotiate in good faith to complete negotiation of the Ground Leases with the Affordable Housing Operator.

B. Deferral of NOVPs

So long as the Parties are meeting the milestones provided for in this Term Sheet, the City will defer the issuance of any new notices of violations ("NOVPs") or administrative penalties for past violations addressed in the EIR and ESTM. The City may, in its sole discretion, issue new NOVPs if it discovers new violations of the Planning Code that are not the subject of the EIR and the ESTM.

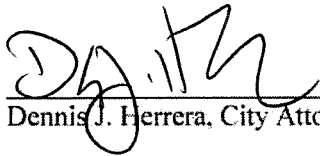
C. Term Sheet Is Nonbinding

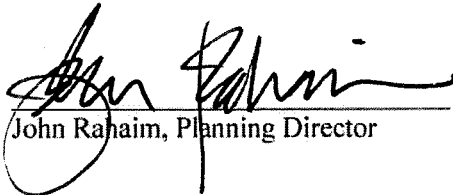
This Term Sheet represents a general statement of the intent of the City and the Academy regarding a global resolution of outstanding issues. This Term Sheet is not intended to be, and will not become, contractually binding on the Parties and no legal obligation will exist unless and until the Parties have executed, following appropriate City approvals and the expiration of applicable appeal periods, a final DA, and Settlement Agreement including the Injunction. Until those agreements are finalized, approved, and executed, neither the Academy nor the City will


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have any obligation to the other party or to any other person or entity under the terms set forth in this Term Sheet, other than to negotiate in good faith with each another subject to the milestones set forth above. The signatory for the Academy below has authority to make the commitments on behalf of the Academy and the LLC Parties to negotiate the legally binding agreements contemplated by the Parties under this Term Sheet.

CITY AND COUNTY OF SAN FRANCISCO


Dennis J. Herrera, City Attorney


John Rahaim, Planning Director


Olson Lee, Director, Mayor's Office of Housing

**STEPHENS INSTITUTE,
dba ACADEMY OF ART UNIVERSITY**


Elisa Stephens, President

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

LIST OF EXHIBITS:

EXHIBIT A – FORM OF STIPULATED PERMANENT INJUNCTION

EXHIBIT B – SUMMARY OF TERMS OF GROUND LEASES WITH AFFORDABLE
HOUSING OPERATOR FOR AFFORDABLE HOUSING

EXHIBIT C – DEVELOPMENT IMPACT FEES

EXHIBIT D – LIST OF EXISTING PROPERTIES AND ASSOCIATED USES TO BE
APPROVED UNDER THE DA

EXHIBIT E – MMRP

EXHIBIT F – IMPROVEMENT MEASURES

EXHIBIT G-1 – CONDITIONS OF APPROVAL FROM THE ESTM

EXHIBIT G-2 – SPECIFIC CONDITIONS OF APPROVAL TO BE AGREED UPON
BEFORE DA APPROVAL

EXHIBIT H – TRANSPORTATION MANAGEMENT PLAN

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

EXHIBIT A

FORM OF INJUNCTION

See attached.

CONFIDENTIAL SETTLEMENT COMMUNICATION

DO NOT DISCLOSE

(Cal. Evid. Code §§ 1152, 1154; Fed. R. Evid. 408)

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City Attorney
RONALD P. FLYNN, State Bar #184186
Chief Deputy City Attorney
YVONNE R. MERÉ, State Bar #173594
Chief of Complex and Affirmative Litigation
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Attorneys for Plaintiffs
PEOPLE OF THE STATE OF CALIFORNIA and
CITY AND COUNTY OF SAN FRANCISCO

SUPERIOR COURT OF THE STATE OF CALIFORNIA

COUNTY OF SAN FRANCISCO

UNLIMITED JURISDICTION

PEOPLE OF THE STATE OF CALIFORNIA,
ex rel. DENNIS J. HERRERA, City Attorney
for the City and County of San Francisco, and
CITY AND COUNTY OF SAN
FRANCISCO, a municipal corporation,

Plaintiffs,

vs.

STEPHENS INSTITUTE, d/b/a ACADEMY
OF ART UNIVERSITY, a California
corporation; 2300 STOCKTON STREET,
LLC, a Delaware limited liability company;
1916 OCTAVIA STREET, LLC, a Delaware
limited liability company; 1153 BUSH
STREET, LLC, a Delaware limited liability
company; 2209 VAN NESS AVENUE, LLC, a
Delaware limited liability company; 1835
VAN NESS AVENUE, LLC, a Delaware
limited liability company; 1080 BUSH
STREET, LLC, a Delaware limited liability
company; 1069 PINE STREET, LLC, a

Case No. CGC 16-551832

**[PROPOSED] STIPULATED PERMANENT
INJUNCTION**

Hearing Date: Date
Hearing Judge: Hon. Mary E. Wiss
Time: Time
Place: Dept. 305

Date Action Filed: May 6, 2016
Trial Date: Not Yet Set

Attached Documents: Doc Names

CONFIDENTIAL SETTLEMENT COMMUNICATION

DO NOT DISCLOSE

(Cal. Evid. Code §§ 1152, 1154; Fed. R. Evid. 408)

Delaware limited liability company; 1055
PINE STREET, LLC, a Delaware limited
liability company; 60 FEDERAL STREET,
LLC, a Delaware limited liability company;
491 POST STREET, LLC, a Delaware limited
liability company; 701 CHESTNUT STREET,
LLC, a Delaware limited liability company;
860 SUTTER STREET, LLC, a Delaware
limited liability company; S/F 466 TOWNSD,
LLC, a Delaware limited liability company;
620 RSSE, LLC, a Delaware limited liability
company; 2151 VAN NESS AVENUE, LLC, a
Delaware limited liability company; 2211
VAN NESS AVENUE, LLC, a Delaware
limited liability company; 825 SUTTER
STREET, LLC, a Delaware limited liability
company; 601 BRANNAN STREET, LLC, a
Delaware limited liability company; 1727
LOMBARD II, LLC, a Delaware limited
liability company; 2225 JERROLD AVENUE,
LLC, a Delaware limited liability company;
460 TOWNSEND STREET, LLC, a Delaware
limited liability company; 950 VAN NESS
AVENUE, LLC, a Delaware limited liability
company; 2801 LEAVENWORTH-
CANNERY, LLC, a Delaware limited liability
company; and DOE ONE through DOE
FIFTY, inclusive,

Defendants.

INTRODUCTION

On _____, 2017, this Stipulated Permanent Injunction ("INJUNCTION") was presented
before the above-captioned Court, the Honorable Mary E. Wiss, presiding. The PEOPLE OF THE
STATE OF CALIFORNIA, ex rel. DENNIS J. HERRERA, City Attorney for the City and County of
San Francisco ("PEOPLE"), and the CITY AND COUNTY OF SAN FRANCISCO, a municipal
corporation, ("CITY"), (collectively, "PLAINTIFFS"), were represented by their attorney, DENNIS J.
HERRERA, City Attorney, appearing through Deputy City Attorney THOMAS S. LAKRITZ.
STEPHENS INSTITUTE, d/b/a ACADEMY OF ART UNIVERSITY, a California corporation
("AAU"); 2300 STOCKTON STREET, LLC, a Delaware limited liability company; 1916 OCTAVIA

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STREET, LLC, a Delaware limited liability company; 1153 BUSH STREET, LLC, a Delaware
1 limited liability company; 2209 VAN NESS AVENUE, LLC, a Delaware limited liability company;
2 1835 VAN NESS AVENUE, LLC, a Delaware limited liability company; 1080 BUSH STREET, LLC,
3 a Delaware limited liability company; 1069 PINE STREET, LLC, a Delaware limited liability
4 company; 1055 PINE STREET, LLC, a Delaware limited liability company; 60 FEDERAL STREET,
5 LLC, a Delaware limited liability company; 491 POST STREET, LLC, a Delaware limited liability
6 company; 701 CHESTNUT STREET LLC , a Delaware limited liability company; 860 SUTTER
7 STREET, LLC, a Delaware limited liability company; S/F 466 TOWNSD, LLC, a Delaware limited
8 liability company; 620 RSSE, LLC, a Delaware limited liability company; 2151 VAN NESS
9 AVENUE, LLC, a Delaware limited liability company; 2211 VAN NESS AVENUE, LLC, a
10 Delaware limited liability company; 825 SUTTER STREET, LLC, a Delaware limited liability
11 company; 601 BRANNAN STREET, LLC, a Delaware limited liability company; 1727 LOMBARD
12 II, LLC, a Delaware limited liability company; 2225 JERROLD AVENUE, LLC, a Delaware limited
13 liability company; 460 TOWNSEND STREET, LLC, a Delaware limited liability company; 950 VAN
14 NESS AVENUE, LLC, a Delaware limited liability; 2801 LEAVENWORTH-CANNERY, LLC, a
15 Delaware limited liability company (collectively "LLCs"), (collectively, "DEFENDANTS"), were
16 represented by their attorney, JAMES J. BROSNAHAN.

17 PLAINTIFFS and DEFENDANTS (collectively, the "PARTIES") consent to entry of this
18 INJUNCTION as an Order by this Court without a noticed motion, hearing, or trial.

19 The PARTIES having stipulated to the provisions set forth herein, the Court having reviewed
20 the provisions, the PARTIES having agreed to the issuance of this Order, and good cause appearing
21 therefore,

IT IS HEREBY ORDERED, ADJUDGED, AND DECREED:

GENERAL PROVISIONS

24 PLAINTIFFS brought this action pursuant to various provisions of state and local law,
25 including California Business and Professions Code sections 17200-17210 ("Unfair Competition
26

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Law”), California Civil Code sections 3479, 3480, 3491, and 3494, California Code of Civil Procedure section 731, and San Francisco Planning Code sections 176 and 176.1.

I. JURISDICTION

This Court has jurisdiction over the subject matter and each of the PARTIES in this action. The Court issues this INJUNCTION pursuant to its authority under California Business and Professions Code section 17203, Civil Code sections 3491, 3494, and Code of Civil Procedure section 731. The Court expressly retains jurisdiction to interpret and enforce this INJUNCTION. The Court may hear and decide issues regarding the scope and effect of the injunctive provisions. Any party to this INJUNCTION or entity bound by this INJUNCTION may apply to the Court at any time, after making a reasonable effort to meet and confer with the other PARTIES, for further orders and directions as may be necessary or appropriate for the construction, application, carrying out or enforcement of the injunctive provisions. The Court may modify any of the injunctive provisions and take such further action as may be necessary or appropriate to enforce the injunctive provisions, and to punish any violations. The PARTIES agree that the obligations arising out of this INJUNCTION shall rest with all DEFENDANTS jointly and severally, except as otherwise specifically provided below.

II. AUTHORITY

PLAINTIFFS have authority under California and San Francisco law to bring and maintain this action to protect the People of the State of California and the residents of the City and County of San Francisco.

III. APPLICATION

In this action, PLAINTIFFS allege that DEFENDANTS employed a business model that blatantly disregarded the San Francisco Planning Code by changing the use of over 22 buildings in San Francisco in violation of the Planning Code. Defendant AAU acquired buildings that are zoned and permitted for use as apartments and other residential purposes, only to convert them unlawfully to student dorms, depriving San Francisco of critical housing stock, especially affordable housing. These

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business practices violated state and local laws, including the Unfair Competition Law, California Civil Code sections 3479 and 3480, and the San Francisco Planning Code.

DEFENDANTS dispute PLAINTIFFS' claims, allegations, theories of liability, and deny the violations PLAINTIFFS allege.

In an effort to come to a negotiated resolution of all of the claims that have arisen in this action, the PARTIES are executing a consent judgment, which will include the enforcement mechanisms for the development agreement and which incorporates this INJUNCTION and a settlement agreement. By reaching a settlement and agreeing to injunctive terms and payment of civil penalties, DEFENDANTS are not admitting any wrongdoing or making any admission of liability.

IV. PARTIES, ENTITIES, AND PROPERTIES BOUND BY THIS INJUNCTION

A. Parties and Entities

This Injunction shall be enforceable against all DEFENDANTS and their affiliates, as well as any other entities owned or controlled by the Stephens Family Trust, the Elisa Stephens Trust, the Scott Stephens Trust, Elisa Stephens, Richard A. Stephens, and Susanne Stephens.

B. Existing Properties

The existing properties are those owned by DEFENDANTS as identified in the First Amended Complaint.

C. Properties Acquired for Future Expansion and Operation

The provisions of this Injunction shall apply to any properties used directly or indirectly by the Academy in the future as well to the existing properties.

V. NECESSITY FOR INJUNCTION

This Court finds that this INJUNCTION is necessary in the interest of the health, safety, and welfare of the citizens of the State of California and the residents of the City and County of San Francisco, to abate public nuisances, and to ensure that each DEFENDANT complies with all applicable laws in the ownership, operation, use, management and/or maintenance of the PROPERTIES.

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INJUNCTIVE TERMS

I. BREACH AND CURE

A. Notices of Violation from City Departments

In the event that a department of the City and County of San Francisco issues a notice of violation or other notice informing DEFENDANTS that the conversion or use of a property covered by this INJUNCTION is in violation of any provision of the San Francisco Planning Code, Fire Code, Building Code, Public Works Code, or Section 37 of the Administrative Code, DEFENDANTS shall correct any such violations set forth in the notice of violation within forty-five days, or such shorter period set forth in the notice of violation as reasonably justified by a health or safety emergency, whichever is first. The failure to correct a material violation within the deadline set forth in the notice or forty-five days, whichever is first, shall be a violation of this INJUNCTION.

B. Cure Period

In the event the PLAINTIFFS contend that DEFENDANTS are in breach of any of its obligations under this INJUNCTION or the settlement agreement, then the PLAINTIFFS shall give written notice, as provided in Paragraph XI below, specifying in reasonable detail the alleged breach or lack of compliance. DEFENDANTS shall be given a forty-five-day period from the date of receipt of the Notice in which to correct or cure the breach or lack of compliance. The failure to correct a material violation within forty-five days shall be a violation of this INJUNCTION.

C. Materiality

For the purposes of this Paragraph V, materiality shall mean a: (i) violation of a material provision of this INJUNCTION; (ii) pattern of violations of the of the San Francisco Planning Code, Fire Code, Building Codes (including, Electrical, Plumbing, Mechanical, and Housing Codes), Public Works Code, or Section 37 of the Administrative Code, even if minor; or (iii) violation of health and safety provisions of those Codes. The Academy by entering into this Injunction does not agree and specifically disputes that the Academy's student housing is subject in any way to Section 37 of the San Francisco Administrative Code.

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II. UNFAIR AND UNLAWFUL BUSINESS PRACTICES

IT IS HEREBY ORDERED that DEFENDANTS are hereby restrained and enjoined from engaging in the following unlawful and/or unfair conduct:

A. Using, directly or indirectly, any PROPERTIES, or any other real property in San Francisco which DEFENDANTS own, operate, manage, and/or maintain in such a manner as to constitute a public nuisance; or

B. Using, directly or indirectly, any of the PROPERTIES, or any other real property in San Francisco which DEFENDANTS own, operate, manage, and/or maintain, in such a manner as to constitute violations of any provision of the San Francisco Planning Code, Fire Code, Building Codes (including, Electrical, Plumbing, Mechanical, and Housing Codes), Public Works Code, or Section 37 of the Administrative Code. The AAU by entering into this Injunction does not agree and specifically disputes that the AAU's student housing is subject in any way to Section 37 of the San Francisco Administrative Code.

III. FEES, COSTS, AND CIVIL PENALTIES

The PARTIES have come to a monetary resolution of this matter that involves payment provisions that are described in greater detail in the Settlement Agreement ("SETTLEMENT AGREEMENT") filed concurrently with this INJUNCTION. The provisions for payment of monetary civil penalties set forth in Paragraph [XX] of the SETTLEMENT AGREEMENT are incorporated by reference into this INJUNCTION. Any failure to make payments of the civil penalties set forth in Paragraph [XX] of the SETTLEMENT AGREEMENT shall be deemed a violation of this INJUNCTION, subjecting the DEFENDANTS to any and all penalties described in this INJUNCTION.

IV. JURISDICTION AND JUDICIAL ENFORCEMENT OF THIS INJUNCTION

A. The Court expressly reserves jurisdiction to take such further action as may be necessary or appropriate to enforce the provisions of this INJUNCTION, and to order all appropriate relief under the law. For the duration of the injunctive period, all disputes arising or hearings required

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regarding compliance with this Injunction shall be brought to the Honorable Mary E. Wiss, Judge of
1 the San Francisco Superior Court, for resolution.

2 B. Violation of any provision of this INJUNCTION may constitute contempt of court as
3 described in California Code of Civil Procedure section 1218, et seq. In the event that the Court
4 determines after hearing that DEFENDANTS have violated any of the terms of this INJUNCTION,
5 the applicable DEFENDANT shall be liable for civil penalties of no more than \$6,000 for each
6 violation of this INJUNCTION pursuant to Business and Professions Code Sections 17206 and 17207.

7 C. Should the Court determine after hearing that any DEFENDANT violated any terms of
8 this INJUNCTION, PLAINTIFFS shall have the right to recover all reasonable attorneys' fees and
9 costs incurred in enforcing said violation as determined by the Court against the responsible
10 DEFENDANT.

11 D. Any fines, penalties, or other monetary relief specified in this INJUNCTION shall be in
12 addition to any other relief or sanctions that the Court may order as a matter of law or equity.

13 E. Any fines, penalties, or other monetary relief specified in this INJUNCTION shall not
14 preclude PLAINTIFFS from obtaining other penalties or relief prescribed by law.

15 **V. EFFECTIVE DATE AND TERM OF INJUNCTION**

16 Unless otherwise stated, DEFENDANTS shall comply with the terms of this INJUNCTION
17 upon entry by the Court.

18 **VI. NO WAIVER OF RIGHT TO ENFORCE**

19 The failure of PLAINTIFFS to enforce any such provision shall not preclude PLAINTIFFS
20 from later enforcing the same or any other provision of this INJUNCTION; nor shall such failure be
21 deemed a waiver of such provision or in any way affect the validity of this INJUNCTION. No oral
22 advice, guidance, suggestion or comments by PLAINTIFFS' employees or officials regarding matters
23 covered in this Injunction shall be construed to relieve DEFENDANTS of their obligations hereunder.
24
25
26
27

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VII. NOTICE

Except as otherwise provided in this INJUNCTION, all notifications, reports and communications to the PARTIES required under this INJUNCTION shall be made in writing and shall be sufficient as hand-delivered, sent by first class mail, or communicated by facsimile transmission to the following persons:

For PLAINTIFFS:	For DEFENDANTS:

VIII. COUNTERPARTS

This INJUNCTION may be executed in separate counterparts and once executed shall constitute one agreement which shall be binding upon all the PARTIES hereto, notwithstanding that the signatures of the PARTIES' designated representatives do not appear on the same page and/or are not original signatures.

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Dated: XXX 0, 0000

DENNIS J. HERRERA

City Attorney

RONALD P. FLYNN

Chief Deputy City Attorney

YVONNE R. MERÉ

Chief Attorney

THOMAS S. LAKRITZ

MATTHEW D. GOLDBERG

Deputy City Attorneys

By: _____

THOMAS S. LAKRITZ

Attorneys for Plaintiffs

PEOPLE OF THE STATE OF CALIFORNIA and

CITY AND COUNTY OF SAN FRANCISCO

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PROOF OF SERVICE

1 I, MORRIS ALLEN, declare as follows:

2 I am a citizen of the United States, over the age of eighteen years and not a party to the above-
3 entitled action. I am employed at the City Attorney's Office of San Francisco, Fox Plaza Building,
4 1390 Market Street, Sixth Floor, San Francisco, CA 94102.

5 On XXX 0, 0000, I served the following document(s):

NAME OF DOCUMENT

6 on the following persons at the locations specified:

7 James J. Brosnahan, Esq.
8 George C. Harris, Esq.
9 Claudia M. Vetesi, Esq.
10 Lucia X. Roibal, Esq.
11 Morrison & Foerster LLP
12 425 Market Street
13 San Francisco, CA 94105-2482
14 Email: JBrosnahan@mofo.com
15 GHarris@mofo.com
16 CVetesi@mofo.com
17 LRoibal@mofo.com

18 Telephone: 415.268.7000
19 Facsimile: 415.268.7522

20 in the manner indicated below:

21 ☐ **BY UNITED STATES MAIL:** Following ordinary business practices, I sealed true and correct copies of
22 the above documents in addressed envelope(s) and placed them at my workplace for collection and mailing with
23 the United States Postal Service. I am readily familiar with the practices of the San Francisco City Attorney's
24 Office for collecting and processing mail. In the ordinary course of business, the sealed envelope(s) that I placed
25 for collection would be deposited, postage prepaid, with the United States Postal Service that same day.

26 ☐ **BY PERSONAL SERVICE:** I sealed true and correct copies of the above documents in addressed
27 envelope(s) and caused such envelope(s) to be delivered by hand at the above locations by a professional
messenger service. A declaration from the messenger who made the delivery ☐ is attached or ☐ will be
filed separately with the court.

☐ **BY OVERNIGHT DELIVERY:** I sealed true and correct copies of the above documents in addressed
envelope(s) and placed them at my workplace for collection and delivery by overnight courier service. I am
readily familiar with the practices of the San Francisco City Attorney's Office for sending overnight deliveries. In
the ordinary course of business, the sealed envelope(s) that I placed for collection would be collected by a courier
the same day.

☐ **BY ELECTRONIC MAIL:** Based on a court order or an agreement of the parties to accept electronic
service, I caused the documents to be sent to the person(s) at the electronic service address(es) listed above. Such
document(s) were transmitted via electronic mail from the electronic address: first.last@sfgov.org ☐ in portable
document format ("PDF") Adobe Acrobat or ☐ in Word document format. OR

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☐

BY ELECTRONIC MAIL: Based on a court order or an agreement of the parties to accept electronic service, I caused the documents to be served electronically through **File & ServeXpress** or **TrueFiling** in portable document format ("PDF") Adobe Acrobat.

☐

BY FACSIMILE: Based on a written agreement of the parties to accept service by fax, I transmitted true and correct copies of the above document(s) via a facsimile machine at telephone number Fax # to the persons and the fax numbers listed above. The fax transmission was reported as complete and without error. The transmission report was properly issued by the transmitting facsimile machine, and a copy of the transmission report ☐ is attached or ☐ will be filed separately with the court.

I declare under penalty of perjury pursuant to the laws of the State of California that the foregoing is true and correct.

Executed XXX 0, 0000, at San Francisco, California.

MORRIS ALLEN

**Confidential Settlement Communication / Not Subject to Disclosure or Discovery
(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

EXHIBIT B

TERM SHEET FOR GROUND LEASES

Non-Profit Affordable Housing Operator (Operator)
and
Property Owner (Landlord)

_____, 2016

This term sheet expresses the mutual intentions of Operator and Landlord (collectively, Parties) to move together in good faith toward consummation the affordable housing ground lease transactions described below (Transactions), on generally the terms and subject to the conditions expressed in this term sheet.

1. **Parties.** Operator on the one hand, as tenant, and property owner, on the other hand, as landlord.
2. **Summary of Transactions.** Long-term ground leases by Landlord to Operator of the properties at 1055 Pine Street, including an existing building, and 1069 Pine Street, including interim use and a building to be developed, to be used by Operator for affordable housing.
3. **Purpose and Need.** Operator has an immediate and long term need to provide additional affordable housing, particularly for seniors and families. The purpose of the Ground Leases of these properties is to help fulfill that need, for the benefit of the community, under affordable housing programs agreed to by Operator and Landlord and approved by the City's Director of the Mayor's Office of Housing and Community Development (or successor City agency) (MOHCD). In view of Operator's immediate need, Landlord is prepared to make the properties available no later than June 30, 2017, vacant, subject to this term sheet's provisions and conditions.
4. **Ground Leases.** The Ground Leases will contain substantially the following terms, and others that (i) are customary in long-term ground leases for affordable housing uses of an existing building, and of development of a new building, as applicable for each of the two sites, and (ii) meet the standard requirements in MOHCD documents for affordable housing projects in the areas of marketing, affordability and other leasing restrictions, and project monitoring, reports, books, and records.
 - a. **Term.** 66 years following completion of the initial improvements described in subsections (d) and (e) below.
 - b. **Rent.** Rent paid by Operator to Landlord will be as mutually agreed, consistent with a budget approved by the City, and will be applied first to Landlord's obligations under subsection (f) below with any remaining amount at the end of the term applied to Landlord's obligations under subsection (j) below

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- c. Acceptance of property. Landlord will deliver to Operator all documents in its possession relating to the physical, environmental and legal condition of the properties. Operator will have full opportunity to inspect the documents and the property, and will accept possession only when satisfied with its condition.
- d. Funding for Initial Improvements Necessary for Occupancy of 1055 Pine. Landlord will, at no expense to the Operator or the City, make all improvements necessary for the building and each of the individual units in the building to be suitable for occupancy for their intended purpose, as agreed between Landlord and Operator.
- e. Development of New Building on 1069 Pine. The existing one-story building on 1069 Pine will initially be leased to Operator as support space for 1055 Pine for a term of 5 years, commencing on the date that the Ground Lease for 1055 Pine closes, with a provision for early termination upon commencement of construction on 1069 Pine. The 66-year Ground Lease of 1069 Pine will commence upon completion of the new affordable housing building to be constructed on that site.
- f. Operations. Landlord and Operator will provide for approval by the City's Director of the MOHCD an annual operating budget and projected 20-year cash flow that conform to City standards for affordable housing operations and demonstrate that project income and expenses are sufficient to provide safe, decent housing for residents. Operator will lease all units in the building on the property to households earning up to 50% of area median income (San Francisco only) in accordance with an affordable housing program agreed to by Landlord, Operator and the City, through its MOHCD. Operator will maintain the property in good condition and repair, consistent with a Physical Needs Assessment completed before Operator's acceptance of the property and every five years after, and in accordance with all applicable laws. Landlord will pay for any shortfalls in revenues from the property needed to pay for structural or nonstructural maintenance, repairs and operations (including, but not limited to, utilities, taxes and insurance) during the entire term of the Ground Lease, to ensure that the property is used for affordable housing throughout that term.
- g. Permits and Approvals. After Landlord delivers possession of the property, Operator will, with Landlord's cooperation as needed, obtain all permits and authorizations for use and improvements for affordable housing use.
- h. No Assignment or Subordination. No assignment or subordination will be allowed without consent by both Landlord and the City.
- i. Maintenance. Operator will maintain the Properties (and any changes or replacements of them) in the same manner as it maintains its property at [Operator to suggest property it considers well-maintained, subject to Landlord approval].

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)

- j. End of term. At the end of the term, Landlord will either pay for relocation assistance consistent with federal and state relocation laws to the then tenants in good standing of the building, provide life-time leases (or the equivalent) to the then tenants in good standing of the building (as named on the leases); or provide for an alternative arrangement mutually agreed by the Landlord and the then tenants in good standing of the building.

5. Conditions.

a. City Acceptance of Housing Benefit. City confirmation that it accepts these Transactions as an element of conferring housing benefits to the community sufficient to meet City's requirements for affordable housing as part of a global settlement of matters between the City and Landlord, including review and approval of the Ground Leases and supporting documents (such as capital improvement plans, development plans and operating budgets) by the Director of MOHCD.

b. Definitive Documentation. This term sheet is not binding on either party for any purpose, and neither party shall have any obligation to any other party unless and until Landlord and Operator execute and deliver definitive Ground Leases. The parties acknowledge that the Ground Leases are subject to the prior review and approval of the City through its Director of MOHCD consistent with the global resolution between the City and Landlord.

c. General Conditions.

i. Operator approval of title to the property. Landlord will provide to Operator current preliminary title reports for the properties.

ii. Operator approval of the property's physical, environmental and legal condition and land use matters.

iii. Operator corporate approvals.

iv. Operator agreement with the City's Director of MOHCD on an affordable housing program for each site.

6. Mutual Cooperation. Operator and Landlord will work together diligently to negotiate the Transactions, as described in this term sheet, to bring it to fruition as soon as feasible.

Approved

Elisa Stephens
Manager
Property Owner
Date: _____

Name: _____
Title: _____
Organization: _____
Date: _____

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

EXHIBIT C

DEVELOPMENT IMPACT FEES

See attached.

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(Cal Evid. Code sections 1152, 1154; FRE 408)

Address	Estimated TSF/TIDF (see notes)	Estimated Res Child Care (\$0.26/sf)	Estimated EN (\$3.82/sf)	EIR Transit Impact Mitigation Measure "Fair Share" Fee* (see below)	TOTAL Per Property	Notes
601 Brannan Street	\$ 55,986.16	\$ -	\$ -	\$ -	\$ 55,986.16	Going from Office to Institutional; Office fee: \$14.56; Institutional fee: \$15.32; Considered Change of use within existing structure.
58-60 Federal Street	\$ 69,556.72	\$ -	\$ -	\$ -	\$ 69,556.72	Going from Office to Institutional; Office fee: \$14.56; Institutional fee: \$15.32; Considered Change of use within existing structure.
150 Hayes Street	\$ 61,050.80	\$ -	\$ -	\$ 1,169,604.80	\$1,230,655.60	80,330 gsf for use by AAU as institutional; 49,482 gsf to remain as public parking; Going from Office to Institutional; Office fee: \$14.56; Institutional fee: \$15.32; Considered Change of use within existing structure.
2225 Jerrold	\$ 131,322.17	\$ -	\$ -	\$ -	\$ 131,322.17	Going from PDR to Institutional/Community Center; PDR fee: \$7.83; Institutional/Community Center fee: \$15.32; Considered Change of use within existing structure. EIR analyzed entire use of building by AAU. Awaiting information regarding Community Facility proposal.
2801 Leavenworth Street	\$ -	\$ -	\$ -	\$ 1,309,002.08	\$1,309,002.08	AAU has indicated that the building is not fully occupied for AAU uses. EIR analyzed entire use of building by AAU. Estimate assumes conversion of second and third floors from retail to institutional. Full TIDF rate of \$15.32.
1727 Lombard Street	\$ -	\$ 4,256.46	\$ -	\$ -	\$ 4,256.46	Change of Use from Non-Residential to Residential - \$0.26/sf for 10 or more units.
77 New Montgomery Street	\$ 112,106.84	\$ -	\$ -	\$ -	\$ 112,106.84	Going from Office to Institutional; Office fee: \$14.56; Institutional fee: \$15.32; Considered Change of use within existing structure
180 New Montgomery Street	\$ 144,450.16	\$ -	\$ -	\$ -	\$ 144,450.16	Going from Office to Institutional; Office fee: \$14.56; Institutional fee: \$15.32; Considered Change of use within existing structure
601-625 Polk Street	\$ -	\$ -	\$ -	\$ -	\$ -	
620 Sutter Street	\$ -	\$ 17,621.50	\$ -	\$ -	\$ 17,621.50	Change of Use from Non-Residential to Residential - \$0.26/sf for 10 or more units.
817-831 Sutter Street	\$ -	\$ 13,517.40	\$ -	\$ -	\$ 13,517.40	Change of Use from Non-Residential to Residential - \$0.26/sf for 10 or more units.
860 Sutter Street	\$ -	\$ 4,020.91	\$ -	\$ -	\$ 4,020.91	Change of Use from Non-Residential to Residential - \$0.26/sf for 10 or more units (rate is proportional to 39 of 89 rooms)
460 Townsend Street	\$ 194,140.80	\$ -	\$ 99,014.40	\$ -	\$ 293,155.20	Going from PDR to Institutional; PDR fee: \$7.83; Institutional fee: \$15.32; Considered Change of use within existing structure.
466 Townsend Street	\$ 849,635.64	\$ -	\$ 433,325.52	\$ -	\$ 1,282,961.16	Going from PDR to Institutional; PDR fee: \$7.83; Institutional fee: \$15.32; Considered Change of use within existing structure.
121 Wisconsin Street	\$ -	\$ -	\$ -	\$ -	\$ -	
2211 Van Ness Avenue	\$ -	\$ 390.00	\$ -	\$ -	\$ 390.00	Change of Use from Non-Residential to Residential - \$0.13/sf for less than 10 units (assumes commercial unit was 3,000 sf)
TOTAL	\$1,618,249.29	\$ 39,806.27	\$532,339.92	\$ 2,478,606.88	\$4,669,002.36	

Mitigation Measure C-M-TR-2.1a ("Fair Share Contribution") applies to all 6 project sites and projects in all study areas. 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. Rate is TIDF (per 411A.3(d)(2) - \$15.32) w/o prior use credit - Fair Share Fee displayed in column is difference between TIDF rate and prior use credit. Chart has been updated to respond to AAU comments regarding applicability to specific sites.



SAN FRANCISCO PLANNING DEPARTMENT

November 2, 2016

Corrine Quigley and Zane Gresham
Morrison & Foerster LLP
425 Market St.
San Francisco, CA 94105

Re: Implementation and Determination of Applicability of Academy of Art University Project Environmental Impact Report (AAU EIR - Case No. 2008.0586E) Mitigation Measure C-M-TR 2.1a

Dear Ms. Quigley and Mr. Gresham,

The purpose of this letter is to respond to recent questions raised by the Academy of Art (AAU) regarding Mitigation Measure C-M-TR 2.1a, AAU Fair Share Contribution to Cumulative Transit Impact, as identified in the AAU Environmental Impact Report (AAU EIR – Case No. 2008.0586E). AAU's questions concern the applicability of this mitigation measure to individual AAU project sites, as well as the type of substantial evidence that the Environmental Review Officer (ERO) would require to justify an adjustment of the Fair Share Contribution.

I. AAU EIR Findings regarding Cumulative Local Transit Impact and Mitigation

The AAU EIR, certified on July 28, 2016, determined that the Proposed Project (including growth of AAU within 12 geographic study areas and at six distinct project sites) would result in a cumulatively considerable contribution to significant and unavoidable impacts to local transit capacity. As provided in both CEQA and the CEQA Guidelines (see Pub. Res. Code § 21004; CEQA Guidelines §§ 15002 (a)(3), 15021 (a)(2)), as the lead agency, the San Francisco Planning Department (Department) is charged with the duty to substantially lessen or avoid significant environmental effects of a proposed project. Based on the analysis presented in the AAU EIR, the Department determined that Mitigation Measure C-M-TR 2.1a was required to mitigate significant and unavoidable impacts to MUNI transit capacity on the Keary/Stockton and Geary corridors under 2035 Cumulative plus Project Conditions as identified under Impacts C-TR-2.1a; C-TR-2.2a; and C-TR-2.2c (AAU Project Draft EIR pages 4.6-142 – 4.6-144). Mitigation Measure C M-TR-2.1a states the following:

Mitigation Measure C-M-TR 2.1a – AAU Fair Share Contribution to Cumulative Transit Impact. AAU shall be required to make a fair share contribution to mitigate the cumulative transit demand impact related to AAU growth in transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to SFMTA. AAU's fair share contribution shall be made in addition to the applicable Transportation Sustainability Fee (TSF) for Non-Residential, except Hospitals and Health Services, 800-99,999 GSF and Non-Residential, except Hospitals and

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Health Services, all GSF above 99,999 GSF and for Residential or any successor fee that supersedes this fee. AAU's fair share contribution fee will be calculated by determining the discount for existing uses that would otherwise be permitted by Section 411A.4, or any successor fee ordinance. Rather than discount such amounts, the amount of such discount will be paid as a fair share contribution fee ("Fair Share Fee"). The Fair Share Fee will be calculated based on the total square footage of use in the EIR for each project site and for the proposed square footage of use when a project in one of the study areas is proposed. Payment of the Fair Share Fee is due prior to the issuance of a building permit for the project or portion of the project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment of the Fair Share Fee shall satisfy the AAU's fair share contribution obligations for all projects where the mitigation measure applies.

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.

The Department determined that Mitigation Measure C M-TR-2.1a was necessary to mitigate project impacts because payment of development impact fees alone to fund transit improvements as outlined in Planning Code section 411A (Transportation Sustainability Fee (TSF))¹ as applied under the unusual circumstances presented by the AAU Proposed Project, including the long history of unpermitted use of the project sites, would fail to mitigate the significant and unavoidable local transit impacts identified in Impacts C-TR-2.1a; C-TR-2.2a; and C-TR-2.2c. Payment of TSF alone would fail to mitigate the identified impacts for at least two reasons.

First, the provisions of TSF allow for deductions in fees based on prior uses of the subject property, and if applied without Mitigation Measure C M-TR-2.1a, would result in the AAU Proposed Project, which includes the change of use of existing buildings, failing to pay for transit infrastructure necessary to mitigate the transit impacts identified in the AAU EIR.

Second, as noted in Planning Code section 411A.1(d) and (f), the Nexus Study required for adoption of the TSF concluded that all new land uses in San Francisco will generate an increased demand for transportation infrastructure and services; and the Nexus Study justifies charging fee rates higher than those Section 411A imposes in order to fully mitigate the impacts of a project on local transit demand. This is because the TSF rates were reduced from the justified amounts to take into account the impact of the TSF on the feasibility of development. Therefore, Mitigation Measure C-M-TR-2.1a requires AAU to make a fair share contribution to mitigate the cumulative transit demand impact related to AAU growth in transit ridership on the Kearny/Stockton

¹ Planning Code Section 411A - Transportation Sustainability Fee (TSF)) partially suspended Section 411 (Transit Impact Development Fee (TIDF) with limited exceptions, which may apply to the AAU Proposed Project.

corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to SFMTA.

II. Implementation of Mitigation Measure C-M-TR-2.1a

Mitigation Measure C-M-TR-2.1a requires that, for all institutional and residential uses, AAU shall pay a "Fair Share Fee" calculated by applying the discount for existing uses that would otherwise be permitted by section 411A.4, or any successor fee ordinance. The Fair Share Fee will be calculated based on the total square footage of use in the EIR for any of the six project sites that the Department determines to be subject to the fee, and for the proposed square footage of use when a new project is proposed in one of the study areas. The Planning Department or the Planning Commission shall make payment of the Fair Share Fee a condition of approval of all project approvals; payment of the Fair Share Fee is due prior to the issuance of a building permit for the project or any portion of the project.

Mitigation Measure C-M-TR-2.1a also permits AAU to apply to the ERO to 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. This provision allows for AAU to provide information to the ERO demonstrating the absence of a relationship between the AAU Proposed Project and the cumulative transit demand for one or more of the project sites and study area growth.

The ERO will consider the following types of information that AAU may wish to submit in order to demonstrate an absence of the relationship between the project and the cumulative transit demand:

1. **Evidence of previous use:** For new projects in the 12 study areas,² AAU may conduct a transportation analysis of previous uses by performing driveway/curb/doorway counts. The transportation analysis would comprise a new assessment of the occupancy of a specific building with regard to the impacts on the City's transportation network and transit services, and to determine the difference in usage between previous uses and proposed AAU uses. Under this scenario, the Planning Department would scope the transportation analysis with AAU's consultant prior to initiation of the study.
2. **Evidence of absence of a relationship to the impact:** AAU may provide data or analysis to demonstrate that there is no impact on the transit ridership (i.e., no local transit trips) on the Kearny/Stockton corridor of the Northeast screenline or on the Geary corridor of the Northwest screenline based on the transportation analysis and methodology contained in the Academy of Art Final Transportation Impact Study (AAU TIS). Such evidence does not include changes to cumulative year, or updated sources of transit

² This information may not be offered in support of a reduction of the fee for the six project sites analyzed in the EIR, as the EIR assumes that these buildings were vacant prior to AAU occupancy. The Department will not revisit this determination.

capacity data which might be used today, were the TIS to be scoped and initiated at this time. The ERO will give deference to the legally adequate transportation impact analysis methodology relied upon in the AAU TIS.

3. **Evidence of factual inaccuracy in the analysis:** The Planning Department is confident in the accuracy and adequacy of the AAU EIR and TIS. Nonetheless, the ERO would consider evidence that analysis completed in the AAU EIR or TIS was factually inaccurate in a manner that resulted in an inaccurate conclusion that the AAU project would have significant cumulative transit demand impacts 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. A factual inaccuracy does not include a change to the cumulative year or updated sources of transit capacity data. See item 2, above, for the ERO's deference to the AAU TIS methodology.
4. **Changes to the project analyzed:** If AAU has information that the proposed project analyzed in the EIR has changed in a manner that would mean that the AAU EIR and TIS overestimated the impacts of the six project sites subject to Mitigation Measure C-M-TR-2.1a, the ERO would consider such information. For example, if a project site size would be reduced compared to the project size analyzed in the AAU EIR, the ERO would review the information to determine if it would reduce the cumulative transit impacts of the project.

II. Preliminary Determination

Based upon the criteria described above, and subject to any further evidence that AAU may present establishing the absence of impacts from individual buildings, the ERO makes the following preliminary findings for the six project sites:

A. Project Sites PS-5 (121 Wisconsin) and PS - 6 (2225 Jerrold)

The Planning Department has determined that two Project sites (PS-5 - 121 Wisconsin and PS-6 - 2225 Jerrold Avenue) are not subject to Mitigation Measure C-M-TR-2.1a because the AAU EIR reflects that there is no impact (i.e., no local transit trips) to the transit ridership on the Kearny/Stockton corridor of the Northeast screenline or on the Geary corridor from these two sites. The AAU TIS found that PS-5 and PS-6 would result in no increase in PM peak hour local transit trips and would not contribute to the cumulative transit demand impact. AAU is required to pay the TSF and/or TIDF fees due for PS-5 and PS-6.

B. PS-3 (625 Polk)

The Planning Department has determined that PS-3 (625 Polk) is not subject to discretionary approvals for a change of use, and therefore, Mitigation Measure C-M-TR-2.1a may not apply. However, this determination will require further CEQA documentation to determine the

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applicability of Mitigation Measure C-M-TR-2.1a. AAU is required to pay the TSF and/or TIDF fees for PS-3.

C. PS-1 (2801 Leavenworth Street)

Based upon the analysis in the AAU EIR and TIS, Mitigation Measure C-M-TR-2.1a is applicable to PS-1 (2801 Leavenworth Street). However, AAU has provided new information about the current square footage of use of floors 2-3, and has stated that the ground floor is being used as commercial. AAU is required to submit an Environmental Evaluation Application documenting the change to the project description. The Planning Department will determine the appropriate level of CEQA documentation to evaluate whether this change would result in a reduction in the fair share fee under Mitigation Measure C-M-TR-2.1a.

D. PS-2 (700 Montgomery) and PS-4 (150 Hayes)

Based upon the analysis in the AAU EIR and TIS, Mitigation Measure C-M-TR-2.1a is applicable to PS-2 (700 Montgomery) and PS-4 (150 Hayes) because these sites would increase transit ridership on the Kearny/Stockton corridor of the Northeast screenline and on the Geary corridor, and contribute to the cumulative transit demand.

If you have any questions, regarding this matter, please do not hesitate to contact me at 415-575-9032 or Chelsea Fordham 415-575-9071.

Sincerely,



Lisa Gibson, Acting Environmental Review Officer

CC: Kristen Jensen, Deputy, City Attorney
Chelsea Fordham, San Francisco Planning Department
Scott Sanchez, San Francisco Planning Department

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

EXHIBIT D

APPROVED USES

The following 34 properties would be approved by the City for existing Academy uses under the DA, as provided in Section 3 of the Term Sheet:

- 1) 168 Bluxome Street
- 2) 601 Brannan Street
- 3) 410 Bush Street
- 4) 1080 Bush Street
- 5) 1153 Bush Street
- 6) 58-60 Federal Street*
- 7) 575 Harrison Street
- 8) 150 Hayes Street
- 9) 1900 Jackson Street
- 10) 736 Jones Street
- 11) 2801 Leavenworth Street
- 12) 1727 Lombard Street
- 13) 77-79 New Montgomery Street
- 14) 180 New Montgomery Street
- 15) 1916 Octavia Street
- 16) 625 Polk Street
- 17) 491 Post Street
- 18) 540 Powell Street
- 19) 560 Powell Street
- 20) 620 Sutter Street
- 21) 625-629 Sutter Street
- 22) 655 Sutter Street
- 23) 680-688 Sutter Street
- 24) 817-831 Sutter Street
- 25) 860 Sutter Street
- 26) 740 Taylor Street
- 27) 460 Townsend Street
- 28) 466 Townsend Street
- 29) 950 Van Ness Avenue/963 O'Farrell Street
- 30) 1849 Van Ness Avenue
- 31) 2151 Van Ness Avenue
- 32) 2209 Van Ness Avenue
- 33) 2211 Van Ness Avenue
- 34) 121 Wisconsin Street

*Conditions for City approval for 58-60 Federal Street include the Academy's agreement with all of the following transportation measures, which apply institution-wide:

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- Academy providing MUNI passes to student and staff to utilize transit where transit can readily provide access between Academy sites (such as Van Ness Ave. and other areas to be identified) and limiting shuttle access to fill in the gaps where MUNI does not provide frequent service to link sites to meet timing constraints of classes.
- Academy developing a shuttle-stop criteria for approving or removing Academy shuttle stops (i.e. if within four or five blocks, no shuttle stop permitted) and cannot be a location that interferes with MUNI.
- Academy developing a bicycle parking manual to assist the Academy in locating parking in an accessible location for both Class I and 2 and developing a minimum number of spaces per site, or potentially supplementing this with bikeshare.

Note: Consistent with Section 3 of the Term Sheet, this list of properties to be approved excludes existing Academy uses for the following properties:

- 1055 Pine Street, which will be improved and used for affordable housing under the Term Sheet;
- 1069 Pine Street, which will be used and developed for affordable housing under the Term Sheet;
- 2340 Stockton Street;
- 2295 Taylor Street;
- 700 Montgomery Street;
- 2225 Jerrold Street (subject to review by the Planning Department, based on information to be provided by the Academy, about the proposed Community Facility to see if this can be moved to the to be approved list); and
- The following properties would be approved by the City for future Academy uses under the DA as provided in Section 3 of the Term Sheet: 1142, 1946 and 2550 Van Ness Avenue, which are not existing Academy uses with applications on file but would be approved under the DA to allow the Academy to relocate certain of its existing uses in the buildings identified above that the City would not approve, as provided in the Term Sheet.

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

EXHIBIT E

MMRP

See attached.

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule

MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR

CULTURAL AND PALEONTOLOGICAL RESOURCES

Mitigation Measure M-CP-2.1 – Project-Specific Preliminary Project sponsor; Archaeological Assessment. [Applies to growth in the 12 study Planning areas: Impacts C-4.1 and CP-4.3] This archeological mitigation Department measure shall apply to any project involving any soils-disturbing archeologist or or soils-improving activities including excavation, utilities qualified installation, grading, soils remediation, compaction/chemical archeological grouting to a depth of two feet below ground surface (bgs) or consultant; greater within the following study areas: SA-2, Lombard Environmental Street/Van Ness Avenue, SA-5, Mid Market Street; SA-6, Fourth Review Officer Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third (ERO) 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:

Prior to any soil disturbing activities	Project-specific Preliminary Archaeological Assessment	Project sponsor, archaeologist and Environmental Review Officer (ERO)	The project archaeologist consult with the ERO as indicated. Considered complete after review and approval of the Final Archeological Resources Report by the ERO.
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Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule

- 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

MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility

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.

TRANSPORTATION AND CIRCULATION

Mitigation Measure M-TR-3.1 - Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard.

[Applies to growth in the 12 study areas and at the six project sites: Impacts TR-3.1, TR-3.2, TR-3.3, and C-TR-3] AAU shall develop, implement, and provide to the City a shuttle management plan to address meeting the peak hour shuttle demand needs of its growth. The shuttle management plan shall address the monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system. Analysis of shuttle bus demand and capacity utilization shall occur at least on an annual basis, or as needed to address shuttle demand. Specifically, analysis and adjustments shall be made on any AAU shuttle routes to reduce shuttle peak hour capacity utilization when the performance standard of 100 percent capacity utilization is regularly observed to be exceeded on any of the AAU shuttle routes.¹ 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

Development, submittal, and approval of shuttle management plan

Submitted Annually

Project sponsor

ERO or designee; MTA

Annually

Update shuttle management plan, as needed, to address capacity utilization performance standard and as additional project sites are added or prior

¹ 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.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	MONITORING AND REPORTING PROGRAM		
		Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule

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.

to issuance of a building permit.

Mitigation Measure C-M-TR-2.1a - AAU Fair Share Contribution to Cumulative Transit Impact. [Applies to growth in the 12 study areas and at the six project sites: Impacts C-TR-2.1a, C-TR-2.2a, and C-TR-2.3a] 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.

Project sponsor
Prior to issuance of a building permit
Payment of fair-share transit fee to SFMTA
Project Sponsor, Ongoing ERO, and SFMTA

AAU's fair share contribution shall be made in addition to the applicable Transportation Sustainability Fee (TSF) for Non-Residential, except Hospitals and Health Services, 800-99,999 GSF and Non-Residential, except Hospitals and Health Services, all GSF above 99,999 GSF and for Residential or any successor fee that supersedes this fee.

AAU's fair share contribution fee will be calculated by determining the discount for existing uses that would otherwise be permitted by Section 411A.4, or any successor fee ordinance. Rather than discount such amounts, the amount of such discount will be paid as a fair share contribution fee ("Fair Share Fee"). The Fair Share Fee will be calculated based on the total square footage of use in the EIR for each project site and for the proposed square footage of use when a project in one of the study areas is proposed. Payment of the Fair Share Fee is due prior to the issuance of a building permit for the project or portion of the project. The City shall account for the expenditure of funds to support additional transit in the affected corridors. The payment

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule

of the Fair Share Fee shall satisfy the AAU's fair share contribution obligations for all projects where the mitigation measure applies.

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.

NOISE

Mitigation Measure M-NO-2.1a – Interior Noise Levels for Project sponsor; Residential Uses. [Applies to growth in the 12 study areas: qualified Impacts NO-2.1a, NO-2.3, and C-NO-1] For new development acoustical including conversion of non-noise-sensitive to noise-sensitive uses consultant located along streets with noise levels above 60 dBA (L_{dn}), where such development is not already subject to the California Noise Insulation Standards in California Code of Regulations Title 24, the project sponsor of future individual developments within the study areas shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be included in the design, as specified in the *San Francisco General Plan* Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible. Additional noise attenuation features may need to be incorporated into the building design where noise levels exceed 70 dBA (L_{dn}) to ensure that acceptable interior noise levels can be achieved.

During project design
Detailed analysis of noise reduction requirements
Planning Department; Building Inspection
Considered complete upon approval of building permit plans

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Mitigation Measure M-NO-2.1b – Siting of Noise-Sensitive Uses. [Applies to growth in the 12 study areas: Impacts NO-2.1a, Planning NO-2.3, and C-NO-1] To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for qualified new residential development and development that includes other acoustical noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. Should the Planning Department conclude that such concerns be present, the Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	<p>Project sponsor; Planning Department;</p>	<p>Prior to issuance of a building permit</p>	<p>Analysis of site noise-generating uses</p>	<p>Project sponsor; Planning Department</p>	<p>Considered complete upon approval of building permit plans</p>

MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule

<p>Mitigation Measure M-NO-2.1c – Siting of Noise-Generating Equipment. [Applies to growth in the 12 study areas: Impacts NO-2.1a, NO-2.3, and C-NO-1] If AAU proposes, as part of a Department; change of use new (as opposed to replacement) mechanical qualified equipment or ventilation units that would be expected, to increase acoustical ambient to noise levels by 5 dBA or more, either short-term, at consultant nighttime, or as 24-hour average, in the proposed Project site vicinity, the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like) within 900 feet of, and that have a direct line-of-sight to, the project site, and at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours), prior to the first project approval action. The analysis shall be conducted prior to issuance of a building permit. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed equipment would not cause a conflict with the use compatibility requirements in the <i>San Francisco General Plan</i> and would not violate Noise Ordinance Section 2909. If necessary to meet these standards, the proposed equipment shall be replaced with quieter equipment, deleted entirely, or mitigated through implementation of site-specific noise reduction features or strategies.</p>	Project sponsor; Project sponsor; Planning Department	Prior to issuance of a building permit	Analysis of site noise-generating uses	Project sponsor; complete upon approval of building plans
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Monitoring/Reporting/Responsibility		
		Mitigation Schedule	Mitigation Action	Monitoring Schedule

AIR QUALITY

Mitigation Measure M-AQ-2.1 - Construction Emissions Minimization within an Air Pollutant Exposure Zone. [Applies to growth in the 12 study areas and at PS-1, P-S-3, and PS-4: Impacts AQ-2.1, AQ-2.2, and AQ-2.3] This mitigation measure is applicable to renovation activities occurring within an Air Pollutant Exposure Zone and where off-road diesel powered equipment is required and would operate for more than 20 total hours over the duration of construction at any one site.

A. *Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power is available, portable diesel engines shall be prohibited.
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control

Prior to construction activities requiring the use of off-road equipment.

Project sponsor / contractor(s) and the ERO.

Submit certification statement.

Considered complete on submittal of certification statement.

Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.

Project sponsor and contractor

Prepare and submit a Plan.

Considered complete on findings by ERO that Plan is complete.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule

Strategy (VDECS).²

c) Exceptions:

i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for on-site power generation.

ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of

² Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
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A(1)(c)(iii).

- iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table 4.8-13, Off-Road Equipment Compliance Step-Down Schedule.

Table 4.8-13 Off-Road Equipment Compliance Step-Down Schedule		
Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*
<p>How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>* Alternative fuels are not a VDECS.</p>		

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
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in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

B. <i>Reporting.</i> Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road	Project sponsor/ contractor(s).	Monthly	Submit monthly reports.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is being/was
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MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule
equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.				implemented.
<p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>				
C. <i>Certification Statement and On-Site Requirements.</i> Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan and (2) all applicable requirements of the Plan have been incorporated into contract specifications.				
<p>Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities. [Applies to growth in the 12 study areas and at the six project sites: Impacts AQ-3.3 and C-AQ-2] Construction activities shall be limited to the renovation (including architectural coating) of a maximum of 100,000 square feet of building space at a time.</p>	Project Sponsor	Ongoing during construction	Maximum daily construction activities	Project Sponsor; Contractor; Planning Department; and the ERO Considered complete after construction activities have ended
<p>Mitigation Measure M-AQ-4.1a – Best Available Control Technology for Diesel Generators. [Applies to growth in the 12 study areas: Impacts AQ-4.1 and AQ-4.3] All new (i.e., not replacement) diesel generators shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).</p>	Project Sponsor	Prior to issuance of permit for backup diesel generator from City agency.	Submittal of plans detailing compliance and documentation of compliance with BAAQMD Regulation 2, Rules 2 and 5.	Project sponsor and the ERO. Considered complete approval of plans detailing compliance.

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<p>Mitigation Measure M-AQ-4.1b – Best Available Control Technology for Boilers. . [Applies to growth in the 12 study areas: Impacts AQ-4.1 and AQ-4.3] All new (i.e., not replacement) boilers shall be natural gas operated. If infeasible, all boilers shall be equipped with Best Available Control Technologies, such as fuel gas filters, or baghouse or electrostatic precipitators. BACTs shall be approved by BAAQMD through the permitting process.</p>	Project sponsor and contractor	Prior to issuance of permit for boiler from City agency	Submittal of plans detailing compliance and documentation of compliance with BAAQMD Regulation	Project sponsor and the ERO.	Considered complete approval of plans detailing compliance.
<p>Mitigation Measure M-AQ-4.1c – Air Filtration Measures within an Air Pollutant Exposure Zone. [Applies to growth in the 12 study areas: Impacts AQ-4.1 and AQ-4.3] <i>Air Filtration and Ventilation Requirements for Sensitive Land Uses.</i> Prior to receipt of a building permit for a change of use to a sensitive land use, the project sponsor shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM_{2.5}) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meet the MERV-13 performance standard identified in this measure.</p>	Project sponsor and contractor	Prior to receipt of a building permit	Enhanced Ventilation Plan; disclosure to buyers and renters	Project sponsor and the ERO.	Ongoing during operation
<p><i>Maintenance Plan.</i> Prior to receipt of a building permit for a change of use to a sensitive land use, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.</p>					
<p><i>Disclosure to Renters.</i> The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	MONITORING AND REPORTING PROGRAM		
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building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials. [Applies to growth in the 12 study areas and at PS-1, PS-2, PS-3, PS-4, and PS-6; Impacts HZ-2.1, HZ-2.2, HZ-2.3, and C-HZ-1] AAU shall ensure that for any existing building where tenant improvements are planned, the building is surveyed for hazardous building materials including PCB-containing electrical equipment, fluorescent light ballasts containing PCBs or DEHP, and fluorescent light tubes containing mercury vapors. The results of testing shall be provided to DBI. The materials not meeting regulatory standards shall be removed and properly disposed of prior to the start of tenant improvements for buildings in the study areas. Old light ballasts that are removed during renovation shall be evaluated for the presence of PCBs. In the case where the presence of PCBs in the light ballast cannot be verified, the light ballast shall be assumed to contain PCBs and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

Prior to building improvements

Ensure hazardous materials are properly disposed

Project sponsor; contractor; Department of Building Inspection (DBI)

Considered complete when equipment containing PCBs or DEHP or other hazardous materials are properly disposed

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EXHIBIT F

IMPROVEMENT MEASURES

See attached.

EXHIBIT 3: PROJECT IMPROVEMENT MEASURES

Adopted Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Action
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR				
TRANSPORTATION AND CIRCULATION				
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.	Project sponsor	Ongoing	Project Sponsor; SFMTA; Planning Department; Building Management.	Ongoing
1. Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for all of the project sites. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from Project occupants and City staff. The TDM Coordinator should provide TDM training to other Project staff about the transportation amenities and options available at the project sites and nearby.				
2. Provide Transportation and Trip Planning Information to Building Occupants:				
a. Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each				

Adopted Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility
<p>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.</p> <p>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.</p>			
<p>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:</p> <ul style="list-style-type: none"> ■ 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 	Project sponsor	Ongoing	Project Sponsor; SFMTA; Planning Department; Building Management.

Adopted Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility
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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.

Adopted Improvement Measures		Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility
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.		Project sponsor; contractor	Prior to issuance of building permit or certificate of occupancy	Project Sponsor; Building Management Considered complete upon installation.
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 <i>Planning Code</i> , AAU shall strive to reach the bicycle parking levels consistent with <i>Planning Code</i> 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).		Project sponsor; contractor	Prior to issuance of building permit or certificate of occupancy	Project Sponsor; Building Management Considered complete upon installation.
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.		Project sponsor	Ongoing during operation	Project Sponsor; SFMTA; Planning Department; Building Management. Ongoing

Adopted Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Action
<p>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.</p>	<p>Project sponsor; Contractor</p>	<p>Ongoing during construction</p>		<p>Construction truck deliveries during off-peak periods</p>
<p>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:</p> <ul style="list-style-type: none"> ■ 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. 	<p>Project sponsor; Contractor</p>	<p>Prior to and during construction</p>	<p>Project Sponsor; SFMTA.</p>	<p>Considered complete prior to construction.</p>

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EXHIBIT G-1

CONDITIONS OF APPROVAL FROM THE ESTM

See attached.

Table 26. Recommended Conditions of Approval for AAU Existing Sites

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
All Existing Sites	ES-TDM	<p>Transportation Demand Management (TDM). AAU shall implement Transportation Demand Management (TDM) strategies such as the following to reduce single occupancy vehicle (SOV) trips. 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.</p> <ul style="list-style-type: none"> ■ Identify a TDM coordinator with responsibility for implementing and operating all TDM measures. ■ Provide information on alternate modes of transportation such as transit service, rideshare programs to staff/faculty upon hire and/or request and to students upon request. ■ Conduct TDM program monitoring, collecting data on implemented strategies and their effectiveness overall on vehicle trip reduction. ■ Consider a subsidy for staff/faculty for Muni monthly passes with initial hire or on an on-going basis. ■ Implement a Transportation Management Plan to provide multimodal access to existing AAU sites.
ES-1 2340 Stockton Street	ES-1: TR-1	Remove curb cuts. AAU shall remove the curb cut/driveway on Beach Street and use the two existing curb cuts on Stockton Street for accessing leased parking lot.
	ES-1: GHG-1	Compliance with Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-2 2295 Taylor Street	ES-2: GHG-1	Compliance with Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-3 1727 Lombard Street	ES-3: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for Route M, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-3: TR-2	Site Driveway Removal. AAU shall eliminate two of the three existing curb cuts (one on Lombard Street and one on Greenwich Street) and replace with two or more on-street public parking spaces.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-4 2211 Van Ness Avenue	ES-3: TR-3	Pedestrian Improvements. As part of the parking lot improvement, AAU should explore whether a mid-block pedestrian pathway could be established at this mid-block location to replace the driveway extending through the site to Greenwich Street, taking into account operational and safety considerations.
	ES-3: TR-4	Bicycle Parking. AAU shall improve the arrangement and type of existing bicycle parking, and add 20 Class I bicycle parking spaces and 3 Class II bicycle parking spaces to meet the Planning Code requirement. Bicycle rack types, location and clearance requirements should be consistent with City Planning guidance. Bicycle parking should be conveniently located and easily accessed from the ground floor (at grade level).
	ES-3: NO-1	Interior Noise Levels for Residential Uses. For existing AAU residential buildings located along streets with noise levels above 60 dBA L _{dn} , where the building does not already meet the California Noise Insulation Standards in California Code of Regulations Title 24, AAU shall conduct a detailed analysis of noise reduction requirements. The analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the <i>San Francisco General Plan</i> Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.
	ES-3: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.
	ES-4: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the AAU shuttle bus capacity for Route M, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-4: TR-2	Class I Bicycle Parking. AAU shall add 5 Class I bicycle parking spaces to meet the Planning Code requirement. Since there is limited access to the rear courtyard of 2211 Van Ness Avenue, these spaces could be provided at the 2209 Van Ness Avenue student housing site (next door). Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-4: TR-3	Class II Bicycle Parking. AAU shall provide 3 Class II bicycle parking spaces along Van Ness Avenue. The Class II bicycle parking spaces on Van Ness Avenue shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-4:GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-5 2209 Van Ness Avenue	ES-5: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for Route M, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-5: TR-2	Shuttle Loading Zone. AAU shall shorten the existing 40-foot-long white zone in front of the 2209 Van Ness Avenue site since only Route M serves the site at this time and a regular shuttle stop per AAU's shuttle policy is typically 20 to 25 feet in length. The type of on-street parking created shall be coordinated with SFMTA.
	ES-5: TR-3	Class I Bicycle Parking. AAU shall add 14 Class I bicycle parking spaces at 2209 Van Ness Avenue. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-5: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.
ES-6 2151 Van Ness Avenue	ES-6: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for Route M, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-6: TR-2	Bicycle Parking. The bicycle rack in the basement of the building is not convenient to access. AAU shall add secured bicycle racks for students and staff at conveniently accessible locations (at grade level). Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-6: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-8 1849 Van Ness Avenue	ES-8: HR-1	Signage. LED signage shall be removed using the least invasive means possible, with care taken to avoid damage to adjacent historic materials, surfaces, and finishes; the wall materials and finishes shall be restored to match existing in appearance (including materials, texture, color, thickness, and application method).
	ES-8: TR-1	Shuttle Service. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for Route M, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-9 1916 Octavia Street	ES-8: TR-2	Shuttle Stop. Currently (2015) only one shuttle bus route (Route M) utilizes the 65-foot-long white zone; therefore, AAU shall reduce this zone to the typical 20 or 25 feet for use by one shuttle bus. The 40 to 45 feet of on-street curb space should then be returned, in coordination with SFMTA, to public parking or commercial loading spaces.
	ES-8: TR-3	Bicycle Racks. AAU reports the presence of 30 single cycle racks on the third floor of the building (which connects to the ground floor entry from Washington Street). AAU shall relocate these racks to the ground floor in a more convenient location and add signage to direct students to bicycle parking location(s). Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-8: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
	ES-9: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU should continue to assess, adjust and monitor the shuttle bus capacity for Route M, potentially increasing the frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-9: TR-2	Shuttle Stop. This site is served by AAU shuttle buses along Octavia Street, but there is no white passenger loading zone. AAU shall coordinate with the SFMTA to create a white zone using existing on-street parking.
ES-10 950 Van Ness Avenue	ES-9: TR-3	Bicycle Parking. AAU shall rearrange existing bicycle parking to allow for sufficient clearance of parked bicycles (at least two feet). Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-9: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.
	ES-10: TR-1	Curb Cut Removal. AAU shall remove unnecessary curb cuts along O'Farrell Street and Van Ness Avenue, in coordination with SFMTA, DPW and the Planning Department. Curb cut removal also improves pedestrian conditions along O'Farrell Street and Van Ness Avenue, and potentially increases the amount of on-street parking and/or commercial parking adjacent to the project site.
ES-11	ES-11: HR-1	Canopy Removal. Any wall perforations or damage to historic materials shall be repaired, patched, and refinished to match existing surfaces in materials and appearance.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
1153 Bush Street	ES-11: HR-O-1	(Optional) Windows. The window removal and replacement does not meet Standards Nos. 2, 3, 5, 6, or 9. However, these elevations are not visible from the public right-of-way, and the affected features are considered of secondary character-defining importance. The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS)-compliant approach would be to remove and replace infill and vinyl windows with period-appropriate windows. Design of replacement windows shall be based on evidence (historic photographs, extant historic windows) rather than conjecture.
	ES-11: TR-1	Shuttle Demand and Capacity. AAU shall assess, adjust and monitor the shuttle bus capacity for Routes D, E, G, H, I, M and Sutter Express, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
	ES-11: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.
ES-12 1080 Bush Street	ES-12: HR-1	Signage. The illuminated wall sign shall be removed and the original physical appearance and materials of the segmental brick header arches replaced. Any perforations or damage to historic materials should be repaired and surfaces refinished to match existing materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features and installed in a manner that results in minimal damage to historic architectural resources. In general, the recommended approach for installing signage is to use mortar joints or the jamb of a noncontributing building component (rather than character-defining masonry).
	ES-12: HR-2	Door Removal. AAU indicates that the western ground-level door was replaced due to damage in 2013. The replacement door installed by AAU is not consistent with the character of the other service door located at the eastern end of the ground level. To facilitate Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) compliance, the door shall be removed and replaced with a door that replicates the eastern ground-level door.
	ES-12: TR-1	Class I Bicycle Parking. AAU shall add 9 Class I bicycle parking spaces, or in consultation with SFMTA shall add 9 Class II bicycle parking spaces along Bush Street. As an alternative, AAU may propose Bay Area Bike Share. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-12: GHG-1	Compliance with Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-13 860 Sutter Street	ES-13: HR-1	Remove and Replace Vinyl Windows. Non-original vinyl windows shall be removed using the least invasive means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.
	ES-13: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for the shuttle routes serving 860 Sutter Street (D, E, G, H, I, M and Sutter Express), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
	ES-13: TR-2	Sidewalks/Shuttle Waiting. For this and/or the potential relocated shuttle stop serving 860 Sutter Street and nearby residential facilities (i.e., 1153 Bush Street, 1080 Bush Street, 817-831 Sutter Street), AAU shall continue to conduct a peak semester, peak weekday, 7:30 a.m. to 7:30 p.m. observation/count of shuttle passengers waiting for shuttles to determine if adjacent pedestrian facilities are being blocked at certain times of the day. AAU should consider improving shuttle waiting areas either inside or adjacent to (subject to San Francisco Department of Public Works review and approval) the building (such as adding benches to direct waiting passengers closer to the existing building). In addition, AAU could adjust shuttle routing and frequency to better meet the shuttle demand at this site.
	ES-13: TR-3	Relocate Shuttle Stop. The AAU shuttle stop is located in the tow-away zone active between the hours of 4:00 p.m. and 6:00 p.m. adjacent to a transit-only lane. AAU shall relocate the shuttle stop to the existing shuttle zone on 491 Post Street, or shall work with SFMTA to find another suitable location, during the PM peak period.
	ES-13: TR-4	Shuttle Zone Size and Double-Parking. Based on the existing shuttle schedule and the size of the shuttle buses serving this AAU site, the existing 47-foot-long loading zone cannot accommodate the peak loading demand, causing shuttle buses to double park along Sutter Street. Consistent with AAU Shuttle Policy, AAU shall continue to adjust shuttle frequency and shuttle bus size to spread shuttle arrival times and monitor on-time performance to ensure the estimated peak shuttle demand is met within the shuttle zone.
	ES-13: TR-5	Class I Bicycle Parking. AAU shall add 42 Class I bicycle parking spaces to meet the Planning Code requirement for 860 Sutter Street. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-13: TR-6	Class II Bicycle Parking. AAU shall provide at least 3 (more if feasible, to accommodate nearby AAU residents utilizing bicycle parking at this centralized shuttle stop) Class II bicycle parking spaces along Sutter Street. The Class II bicycle parking spaces shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-14 817-831 Sutter Street	ES-13: GHG-1	Compliance with Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-14: HR-1	Windows. The window removal and replacement does not meet Standard Nos. 2, 3, 5, 6, or 9. However, the secondary elevation is not visible from the public right-of-way, and the affected features are considered of secondary character-defining importance. The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS)-compliant approach would be to remove and replace vinyl windows with period-appropriate windows, based on documentary evidence. In addition, per the SOIS, original features shall be retained and repaired where possible, and, where necessary, replaced in-kind (to match in materials and appearance).
	ES-14: TR-1	White Passenger Loading Zone. Since no shuttle service is provided to this site, AAU shall remove the 42-foot-long white passenger-loading zone in front of the 817-831 Sutter Street site and return the resulting space to public parking or a commercial loading zone.
	ES-14: TR-2	Pedestrian Environment. As noted above, the ground floor building face of the 817-831 Sutter Street building includes four entryways (one gated), one large and one small window, and one large building face. AAU shall coordinate with the San Francisco Planning Department on a more pedestrian-friendly design, if compatible with the historic fabric of the building. For a student housing and café use, AAU does not likely need all four entries, and minor modifications (doors, windows, etc.) to the building could be made to improve the pedestrian environment along Sutter Street.
	ES-14: TR-3	Class I Bicycle Parking. AAU shall add 49 Class I bicycle parking to meet the Planning Code requirement. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-14: TR-4	Class II Bicycle Parking. AAU shall provide at least 6 Class II bicycle parking spaces along Sutter Street. The Class II bicycle parking spaces shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-14: NO-1	Interior Noise Levels for Residential Uses. For existing AAU residential buildings located along streets with noise levels above 60 dBA L _{dn} , where the building does not already meet the California Noise Insulation Standards in California Code of Regulations Title 24, AAU shall conduct a detailed analysis of noise reduction requirements. The analysis shall be conducted by a person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the <i>San Francisco General Plan</i> Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.
	ES-14: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 through 155.4.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-16 1069 Pine Street	ES-16: TR-1	Commercial Vehicle Access. All commercial vehicle deliveries should be allowed to use the 1055/1069 Pine Street driveway and parking areas, taking into account possible operational and safety considerations. The driveway is currently gated, so modifications to the gate system may be required to accommodate this traffic.
	ES-14: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155.1 – 155.4.
ES-17 1055 Pine Street	ES-17: TR-1	Class I Bicycle Parking. No bicycle parking is provided at 1055 Pine Street. However, the adjacent 1069 Pine Street building provides an estimated eight (poorly located) bicycle parking spaces. To address the bicycle demand of the student housing use at 1055 Pine Street, AAU shall add 4 Class I bicycle parking spaces, or, in consultation with SFMTA, shall add 4 Class II bicycle parking spaces on Pine Street. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
	ES-17: TR-2	Commercial Vehicle Access. All commercial vehicle deliveries to the 1055/1069 Pine Street buildings should be allowed to utilize the driveway and rear parking area, taking into account possible operational and safety considerations. The driveway is currently gated, so modifications to the gate system may be required to accommodate this traffic.
	ES-17: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in accordance with Planning Code Sections 155.1 - 155.4.
ES-19 680 Sutter Street	ES-19: HR-1	Awning. The awning and brackets shall be removed and any damaged material shall be repaired.
	ES-19: HR-2	Windows. Non-original vinyl and aluminum windows shall be removed using the least invasive means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.
	ES-19: HR-3	Restore Appearance and Proportions of Sixth-Story Fire Escape Platform, Balconette, and Railing. The original appearance and proportions of the fire escape's facade-wide platform, balconette and decorative railing at the sixth story shall be restored, using documentary evidence.
ES-20 620 Sutter Street	ES-20: HR-1	Awning. Awning covers and frames shall be removed and the original entrance appearance restored. Following removal of the awning mounting hardware, perforations to and damaged areas in the masonry of the ornamental door surrounds shall be patched, repaired, and restored to match existing in appearance (color, texture, detailing).

Table 26 (Continued)

Existing Site	Recommended Condition of Approval
ES-20: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for the shuttle routes serving the 620 Sutter site (D, E, G, H, I, M and Sutter Express), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
ES-20: TR-2	Shuttle Zone Size and Double-Parking. Based on the existing shuttle schedule and the size of the shuttle buses serving this AAU site, the existing 66 foot-long loading zone cannot accommodate the peak loading demand, causing shuttle buses to double park along Sutter Street. AAU should monitor on-time performance to ensure the estimated peak shuttle demand is met within the shuttle zone.
ES-20: TR-3	Relocate Shuttle Stop. The AAU shuttle stop is located in the tow-away zone active between the hours of 4:00 p.m. and 6:00 p.m. adjacent to a transit-only lane. AAU shall relocate the shuttle stop to the existing shuttle zone on 491 Post Street, or shall work with SFMTA to find another suitable location during the PM peak period.
ES-20: TR-4	Shuttle Zone Enforcement. Field observation indicates that the shuttle-only passenger loading zone was occasionally used by non-shuttle vehicles. AAU should deploy staff during the peak periods to enforce exclusive use of the shuttle stop by AAU shuttle vehicles.
ES-20: TR-5	Shuttle Passenger Waiting. For this and/or the potential relocated shuttle stop serving the 620 Sutter Street and nearby residential facilities (i.e., 1153 Bush Street, 1080 Bush Street, 860 Sutter Street, and 817-831 Sutter Street), AAU should continue to conduct a peak semester, peak weekday, 7:30 a.m. to 7:30 p.m. observation/count of shuttle passengers waiting for shuttles to determine if adjacent pedestrian facilities are being blocked at certain times of the day. AAU should consider adding and improving shuttle waiting areas outside the building, and creating a waiting area inside the building, with information about when the next shuttle is expected to arrive, taking into account possible operational and safety considerations. Measures outside the building would be subject to San Francisco Department of Public Works review and approval, and could include adding benches to encourage passengers to wait closer to the building rather than at the curb.
ES-20: TR-6	Class I Bicycle Parking. AAU shall add 31 Class I bicycle parking spaces to meet the Planning Code requirement. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
ES-20: TR-7	Class II Bicycle Parking. AAU shall provide at least 3 Class II bicycle parking spaces along Sutter Street. The Class II bicycle parking spaces shall be coordinated and reviewed by SFMTA. Given the pedestrian pooling that sometimes occurs in front of the site as students wait for shuttles, these Class II spaces may be more appropriately installed along the edges of the site or at other nearby AAU facilities (e.g., 625 Sutter Street, 655 Sutter Street, or 680 Sutter Street) on the block. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
	ES-20: NO-1	Interior Noise Levels for Residential Uses. For existing AAU residential buildings located along streets with noise levels above 60 dBA L_{dn} , where the building does not already meet the California Noise Insulation Standards in California Code of Regulations Title 24, AAU shall conduct a detailed analysis of noise reduction requirements. The analysis shall be conducted by a person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the <i>San Francisco General Plan</i> Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.
	ES-20: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all parking spaces in accordance with Planning Code Sections 155.1 - 155.4.
ES-21 655 Sutter Street	ES-21: HR-1	Signage. To bring the sign into compliance with Article 11 guidelines AAU shall remove the current sign using the gentlest means possible, repair the exterior wall surface as needed, and install a new sign that is indirectly illuminated as specified in KMMS Design Standards.
	ES-21: HR-2	Paint. AAU shall repaint the dark storefront colors in lighter hues, in accordance with Article 11 guidelines.
ES-22 625-629 Sutter Street	ES-22: HR-1	Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials replaced. If a new sign is to be installed, it shall follow the guidelines of the KMMS Design Standards and be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated.
	ES-22: HR-2	Awnings. The current window awnings shall be removed using the gentlest means possible, with materials repaired and refinished to match existing. If new awnings are to be installed, they shall follow the guidelines of the KMMS Design Standards and be of a smaller scale such that they do not obscure the character-defining transom windows.
	ES-22: HR-3	Windows. The non-original windows shall be removed using the gentlest means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.
ES-23 491 Post Street	ES-23: HR-1	Signs and Statues. The banner signs and statues shall be removed, areas of damage repaired, and the original appearance restored and refinished to match existing in materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and designed and placed to comply with applicable Article 11 guidelines.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-25 540 Powell Street	ES-23: TR-1	Bicycle Parking. AAU reports the presence of two bicycle racks (20 Class I spaces) in the basement of the building. AAU shall relocate these racks to the ground floor in a more convenient location and add signage to direct students to the bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-23: TR-2	Reconfigure Curb Space to Accommodate Relocated Shuttle Stop. If the recommended Condition of Approval in the discussions of 860 Sutter Street (ES-13) and 620 Sutter Street (ES-20) is implemented, the shuttle zone along Post Street at the 491 Post Street site would be required to increase in size, subject to SFMTA approval, from 40 feet to 80 feet to accommodate the additional six routes (E, G, H, I, M, and Sutter Express). With the potential shuttle zone expansion, the commercial loading space in front of the 491 Post Street site would have to be relocated to the west, shortening the four bus zone along Post Street by 20 feet. All changes to the curb zone shall be reviewed and approved by SFMTA.
	ES-23: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
	ES-25: HR-1	Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials and surrounding details and finish restored. If a new sign is to be installed, it shall be placed in a location on a secondary elevation that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated per Article 11 and Article 6 guidelines.
	ES-25: HR-2	Awnings. The barrel window awnings shall be removed in the least invasive manner possible, to avoid damaging adjacent historic fabric, and the appearance of the original windows/features restored per documentary evidence. Materials shall be repaired and refinished to match existing.
	ES-25: HR-3	Parapet. For the parapet repair to be brought into SOIS compliance, the steel reinforcement bars shall be removed and replaced with supports that have minimal visual impacts to character-defining features, such as the central emblem. The appearance and materials of the parapet shall be repaired and restored using documentary evidence, and wall materials shall be patched and refinished to match existing.
	ES-25: HR-4	Windows. Nonoriginal vinyl windows shall be removed in the least invasive manner possible, to avoid damaging adjacent historic fabric, surfaces, or materials. Using documentary evidence or extant original windows, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames. Similarly, the altered original window on the façade shall be replaced and its original character/appearance restored.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-26 410 Bush Street	ES-26: HR-1	Signage. The exterior signs on the façade (south) and rear (north) elevations do not appear to comply with current guidance for signage within Conservation Districts. To bring the signage into compliance AAU shall remove the project box signs, repair/patch and refinish the exterior wall to match existing in materials and appearance, and install a new sign that is indirectly illuminated as specified in applicable guidelines for signage in Article 11 Conservation Districts.
ES-27 77 New Montgomery Street (aka 79 New Montgomery Street)	ES-27: HR-1	Signage. The projecting signs do not appear to comply with the SOIS or Article 11 guidelines. With three large projecting signs, placed above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. To facilitate compliance, The two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign) shall be removed, and the original surface patched and repaired where necessary and refinished to match existing in materials and appearance. To facilitate compliance with Article 11 guidelines, the one remaining sign shall be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting, if feasible. During site inspections, exposed conduit was noted on the exterior walls left of the entrance. AAU shall conceal any exposed conduit from view, per the Article 11 guidelines for properties in adopted Conservation Districts.
	ES-27: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for its shuttle routes, specifically Routes G and Hayes Express, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
	ES-27: TR-2	White Passenger Zone on New Montgomery Street. A 44-foot-long white passenger loading zone is located adjacent to the site on New Montgomery Street. Since this white zone is not used for AAU shuttle operations, AAU shall, with the approval of SFMTA, return this area to on-street off-peak parking or commercial loading.
	ES-27: TR-3	Monitor Pedestrian Traffic. Since pedestrian flows on sidewalks adjacent to the 77 New Montgomery Street site are intermittently heavy, AAU shall monitor pedestrian volumes and queuing on the sidewalks at the site, particularly student volumes during the peak periods. If pedestrian traffic is observed to be blocked during any of these periods, AAU shall implement measures such as having students wait inside for shuttles, reminding students not to block adjacent sidewalks, providing a gathering area inside the building, or other measures to reduce this activity, taking into account possible operational and safety considerations.
	ES-27: TR-4	Bicycle Parking Location. AAU shall relocate the Class I bicycle parking to a more convenient location on the ground floor, and add signage to help students locate the bicycle parking

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
ES-28 180 New Montgomery Street	ES-27: TR-5	Bicycle Parking Spaces. AAU shall provide an additional 18 Class I bicycle parking spaces (for a total of 34 Class I spaces) to meet the parking demand, or in coordination with SFMTA add 18 Class II bicycle parking spaces along New Montgomery Street. The public bicycle racks along New Montgomery Street were observed to be highly utilized during the school year by AAU students and/or staff. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-27: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
	ES-28: HR-1	Signage. The projecting signs do not comply with the SOIS or Article 11 guidelines. With three large projecting signs placed just above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. To facilitate compliance, AAU shall remove the two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign) patch and repair the original surface where necessary, and refinish to match existing in materials and appearance. In order to facilitate compliance with Article 11 guidelines, the one remaining sign should be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting.
	ES-28: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-28: TR-2	Monitor Pedestrian Traffic. Since pedestrian flows on sidewalks adjacent to the 180 New Montgomery Street site are intermittently heavy, AAU shall monitor pedestrian volumes and queuing on the sidewalk at the site, particularly student volumes during the peak periods. If pedestrian traffic is observed to be blocked during any of these periods, AAU shall implement measures such as having students wait inside for shuttles (providing real-time information on shuttle arrivals [similar to NextBus]), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity, taking into account possible operational and safety considerations.
	ES-28: TR-3	Bicycle Parking. AAU shall provide at least an additional 16 Class I bicycle parking spaces (adding to the existing 28, for a total of 44 spaces), or shall coordinate with SFMTA to provide 16 Class II bicycle parking spaces along New Montgomery Street to meet the estimated demand. The Class II bicycle parking spaces on the adjacent street shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance. AAU may propose Bay Area Bike Share as an alternative.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
	ES-28: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-30 58-60 Federal Street	ES-30: TR-1	Shuttle Demand and Capacity. AAU shall assess, adjust, and monitor the shuttle bus capacity for Shuttle Route G serving 58 60 Federal Street, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-30: TR-2	Shuttle Stop AAU shall work with SFMTA to establish an alternate shuttle bus stop, such as near the intersection of Federal and Rincon streets, to serve the 58-60 Federal Street building, taking into account possible operational and safety considerations.
	ES-30: TR-3	AAU Pedestrian Volumes. AAU shall work with SFMTA and adjacent businesses to examine methods to improve pedestrian conditions along Federal Street, predominantly along the west side of the building. Measures could include wider sidewalks, pedestrian bulb outs, and signalized pedestrian crossing.
	ES-30: TR-4	Class II Bicycle Parking. AAU reports the presence of four bicycle racks (36 Class II bicycle parking spaces) in the basement of the building. AAU should relocate these racks (36 Class II spaces) to the ground floor in a more convenient location and add signage to direct students to bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
	ES-30: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-31 601 Brannan Street	ES-31: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for its shuttle routes, specifically Routes G, H, and I, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
	ES-31: TR-2	Pedestrians and Parking Lot Design. AAU shall remove two of the four driveway curb cuts, the west driveway and curb cut on Bluxome Street and the east driveway and curb cut on Brannan Street, taking into account possible operational and safety considerations.
	ES-31: TR-3	Bicycle Parking Relocation. AAU shall relocate the existing bicycle parking spaces to a more convenient location such as in front of the main entrance to the building and add signage to direct students to bicycle parking location, taking into consideration space constraints and operational demands. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
	ES-31: TR-4	Shuttle Stop Relocation. AAU shall relocate the existing shuttle bus zone from Fifth Street to the existing on-site parking lot accessed from Brannan Street, adjacent to the main building entry, taking into account possible operational and safety considerations, and with the approval of SFMTA, return this area to on-street public parking.
	ES-31: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-33 460 Townsend Street	ES-33: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes (G, H, and I), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
	ES-33: TR-2	Sidewalk on Townsend Street. AAU shall provide a continuous sidewalk along the frontage of the 460 Townsend Street site that connects to the adjacent AAU site at 466 Townsend Street (ES-34), considering the possible operational or safety issues.
	ES-33: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.
ES-34 466 Townsend Street	ES-34: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes (G, H, and I), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	ES-34: TR-2	AAU Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks of the 466 Townsend Street site may be intermittently heavy, AAU shall monitor pedestrian volumes and queuing on the sidewalk at the site, particularly student volumes during the peak pedestrian periods, is recommended. If pedestrian traffic is observed to be blocked during any of these periods, AAU shall implement measures such as having students wait inside for shuttles (providing real-time information on shuttle arrivals [similar to NextBus]), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity, taking into account possible operational and safety considerations.
	ES-34: TR-3	Bicycle Parking. AAU shall relocate the existing bicycle parking spaces to a more convenient location, such as the service alley between the two Townsend Street buildings and the ground floors of the building, taking safety conditions into consideration, and add signage to direct students to the bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

Table 26 (Continued)

Existing Site	Recommended Condition of Approval Number	Recommended Condition of Approval
	ES-34: TR-4	Class I or II Bicycle Parking. AAU shall provide at least 2 additional Class I bicycle parking spaces, or in coordination with SFMTA, provide 2 Class II bicycle parking spaces along Townsend Street. The location of additional Class II bicycle parking spaces shall be coordinated with SFMTA.
	ES-34: GHG-1	Compliance with the Bicycle Parking Requirements. AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Sections 155.1 – 155.4.

Source: SWCA/Turnstone Consulting, May 2016

**Confidential Settlement Communication / Not Subject to Disclosure or Discovery
(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

EXHIBIT G-2

CONDITIONS OF APPROVAL SUBJECT TO POTENTIAL ADJUSTMENT

See attached.

EXHIBIT G-2

CONDITIONS OF APPROVAL SUBJECT TO POTENTIAL ADJUSTMENT

The following is a list of ESTM Conditions of Approval and EIR Mitigation Measures and Improvement Measures that the Academy has identified for further discussion and/or clarification with SFMTA, Planning, and Historic Preservation staff. Adjustments to these conditions, if any, may require conforming changes to the TMP.

1. Recommended Conditions of Approval

- 1727 Lombard Street
 - ES-3: TR-2. Site Driveway Removal. AAU shall eliminate two of the three existing curb cuts (one on Lombard Street and one on Greenwich Street) and replace with two or more on-street public parking spaces.
 - ES-3: NO-1; ES-14: NO-1; ES-20: NO-1. Interior Noise Levels for Residential Uses. For existing AAU residential buildings located along streets with noise levels above 60 dBA Ldn, where the building does not already meet the California Noise Insulation Standards in California Code of Regulations Title 24, AAU shall conduct a detailed analysis of noise reduction requirements. The analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.
- 2209 Van Ness Avenue
 - ES-5: TR-2. Shuttle Loading Zone. AAU shall shorten the existing 40-foot-long white zone in front of the 2209 Van Ness Avenue site since only Route M serves the site at this time and a regular shuttle stop per AAU's shuttle policy is typically 20 to 25 feet in length. The type of on-street parking created shall be coordinated with SFMTA.
 - ES-5: TR-3. Class I Bicycle Parking. AAU shall add 14 Class I bicycle parking spaces at 2209 Van Ness Avenue. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
- 2151 Van Ness Avenue
 - ES-6: TR-2. Bicycle Parking. The bicycle rack in the basement of the building is not convenient to access. AAU shall add secured bicycle racks for students and staff at conveniently accessible locations (at grade level). Bicycle parking shall be consistent with San Francisco Planning Department guidance.
- 1849 Van Ness Avenue
 - ES-8: HR-1. Signage. LED signage shall be removed using the least invasive means possible, with care taken to avoid damage to adjacent historic materials, surfaces, and finishes; the wall materials and finishes shall be restored to match existing in appearance (including materials, texture, color, thickness, and application method).
 - ES-8: TR-2. Shuttle Stop. Currently (2015) only one shuttle bus route (Route M) utilizes the 65-foot-long white zone; therefore, AAU shall reduce this zone to the typical 20 or 25 feet for use by one shuttle bus. The 40 to 45 feet of on-street curb space should then be returned, in coordination with SFMTA, to public parking or commercial loading spaces.
 - ES-8: TR-3. Bicycle Racks. AAU reports the presence of 30 single cycle racks on the third floor of the building (which connects to the ground floor entry from Washington Street). AAU shall relocate these racks to the ground floor in a more convenient location and add signage to direct students to bicycle parking location(s). Bicycle parking shall be consistent with San Francisco

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Planning Department guidance.

- 1916 Octavia Street
 - ES-9: TR-2. Shuttle Stop. This site is served by AAU shuttle buses along Octavia Street, but there is no white passenger loading zone. AAU shall coordinate with the SFMTA to create a white zone using existing on-street parking.
- 950 Van Ness Avenue
 - ES-10: TR-1. Curb Cut Removal. AAU shall remove unnecessary curb cuts along O'Farrell Street and Van Ness Avenue, in coordination with SFMTA, DPW and the Planning Department. Curb cut removal also improves pedestrian conditions along O'Farrell Street and Van Ness Avenue, and potentially increases the amount of on-street parking and/or commercial parking adjacent to the project site.
- 1153 Bush Street
 - ES-11: HR-1. Canopy Removal. Any wall perforations or damage to historic materials shall be repaired, patched, and refinished to match existing surfaces in materials and appearance.
 - ES-11: HR-O-1 (Optional). Windows. The window removal and replacement does not meet Standards Nos. 2, 3, 5, 6, or 9. However, these elevations are not visible from the public right-of-way, and the affected features are considered of secondary character-defining importance. The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS)-compliant approach would be to remove and replace infill and vinyl windows with period-appropriate windows. Design of replacement windows shall be based on evidence (historic photographs, extant historic windows) rather than conjecture.
- 1080 Bush Street
 - ES-12: HR-1. Signage. The illuminated wall sign shall be removed and the original physical appearance and materials of the segmental brick header arches replaced. Any perforations or damage to historic materials should be repaired and surfaces refinished to match existing materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features and installed in a manner that results in minimal damage to historic architectural resources. In general, the recommended approach for installing signage is to use mortar joints or the jamb of a noncontributing building component (rather than character-defining masonry).
 - ES-12: HR-2. Door Removal. AAU indicates that the western ground-level door was replaced due to damage in 2013. The replacement door installed by AAU is not consistent with the character of the other service door located at the eastern end of the ground level. To facilitate Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) compliance, the door shall be removed and replaced with a door that replicates the eastern ground-level door.
- 860 Sutter Street
 - ES-13: HR-1. Remove and Replace Vinyl Windows. Non-original vinyl windows shall be removed using the least invasive means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.
 - ES-13: TR-3; ES-20: TR-3. Relocate Shuttle Stop. The AAU shuttle stop is located in the tow-away zone active between the hours of 4:00 p.m. and 6:00 p.m. adjacent to a transit-only lane. AAU shall relocate the shuttle stop to the existing shuttle zone on 491 Post Street, or shall work with SFMTA to find another suitable location, during the PM peak period.
- 817-831 Sutter Street
 - ES-14: HR-1. Windows. The window removal and replacement does not meet Standard Nos. 2, 3, 5, 6, or 9. However, the secondary elevation is not visible from the public right-of-way, and the affected features are considered of secondary character-defining importance. The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS)-compliant approach would be to remove and replace vinyl windows with period-appropriate windows, based on

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documentary evidence. In addition, per the SOIS, original features shall be retained and repaired where possible, and, where necessary, replaced in-kind (to match in materials and appearance).

- ES-14: TR-1. White Passenger Loading Zone. Since no shuttle service is provided to this site, AAU shall remove the 42-foot-long white passenger-loading zone in front of the 817-831 Sutter Street site and return the resulting space to public parking or a commercial loading zone.
- ES-14: TR-2. Pedestrian Environment. As noted above, the ground floor building face of the 817-831 Sutter Street building includes four entryways (one gated), one large and one small window, and one large building face. AAU shall coordinate with the San Francisco Planning Department on a more pedestrian-friendly design, if compatible with the historic fabric of the building. For a student housing and café use, AAU does not likely need all four entries, and minor modifications (doors, windows, etc.) to the building could be made to improve the pedestrian environment along Sutter Street.
- ES-14: TR-3. Class I Bicycle Parking. AAU shall add 49 Class I bicycle parking to meet the Planning Code requirement. Bicycle parking shall be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).
- ES-14: TR-4. Class II Bicycle Parking. AAU shall provide at least 6 Class II bicycle parking spaces along Sutter Street. The Class II bicycle parking spaces shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
- 680 Sutter Street
 - ES-19: HR-1 Awning. The awning and brackets shall be removed and any damaged material shall be repaired.
 - ES-19: HR-2. Windows. Non-original vinyl and aluminum windows shall be removed using the least invasive means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.
 - ES-19: HR-3. Restore Appearance and Proportions of Sixth-Story Fire Escape Platform, Balconette, and Railing. The original appearance and proportions of the fire escape's façade-wide platform, balconette and decorative railing at the sixth story shall be restored, using documentary evidence.
- 620 Sutter Street
 - ES-20: HR-1. Awning. Awning covers and frames shall be removed and the original entrance appearance restored. Following removal of the awning mounting hardware, perforations to and damaged areas in the masonry of the ornamental door surrounds shall be patched, repaired, and restored to match existing in appearance (color, texture, detailing).
- 655 Sutter Street
 - ES-21: HR-1. Signage. To bring the sign into compliance with Article 11 guidelines AAU shall remove the current sign using the gentlest means possible, repair the exterior wall surface as needed, and install a new sign that is indirectly illuminated as specified in KMMS Design Standards.
 - ES-21: HR-2. Paint. AAU shall repaint the dark storefront colors in lighter hues, in accordance with Article 11 guidelines.
- 625-629 Sutter Street
 - ES-22: HR-1. Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials replaced. If a new sign is to be installed, it shall follow the guidelines of the KMMS Design Standards and be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated.
 - ES-22: HR-2. Awnings. The current window awnings shall be removed using the gentlest means

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possible, with materials repaired and refinished to match existing. If new awnings are to be installed, they shall follow the guidelines of the KMMS Design Standards and be of a smaller scale such that they do not obscure the character-defining transom windows.

- ES-22: HR-3. Windows. The non-original windows shall be removed using the gentlest means possible to minimize damage to surrounding surface and materials. Using documentary evidence, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames.
- 491 Post Street
 - ES-23: HR-1. Signs and Statues. The banner signs and statues shall be removed, areas of damage repaired, and the original appearance restored and refinished to match existing in materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and designed and placed to comply with applicable Article 11 guidelines.
 - ES-23: HR-1. Signs and Statues. The banner signs and statues shall be removed, areas of damage repaired, and the original appearance restored and refinished to match existing in materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and designed and placed to comply with applicable Article 11 guidelines.
 - ES-23: TR-1. Bicycle Parking. AAU reports the presence of two bicycle racks (20 Class I spaces) in the basement of the building. AAU shall relocate these racks to the ground floor in a more convenient location and add signage to direct students to the bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
- 540 Powell Street
 - ES-25: HR-1. Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials and surrounding details and finish restored. If a new sign is to be installed, it shall be placed in a location on a secondary elevation that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated per Article 11 and Article 6 guidelines.
 - ES-25: HR-2. Awnings. The barrel window awnings shall be removed in the least invasive manner possible, to avoid damaging adjacent historic fabric, and the appearance of the original windows/features restored per documentary evidence. Materials shall be repaired and refinished to match existing.
 - ES-25: HR-3. Parapet. For the parapet repair to be brought into SOIS compliance, the steel reinforcement bars shall be removed and replaced with supports that have minimal visual impacts to character-defining features, such as the central emblem. The appearance and materials of the parapet shall be repaired and restored using documentary evidence, and wall materials shall be patched and refinished to match existing.
 - ES-25: HR-4. Windows. Nonoriginal vinyl windows shall be removed in the least invasive manner possible, to avoid damaging adjacent historic fabric, surfaces, or materials. Using documentary evidence or extant original windows, new windows shall be installed to match historic fenestration in terms of configuration, function, muntin patterns, profile, and thickness of frames. Similarly, the altered original window on the façade shall be replaced and its original character/appearance restored.
- 410 Bush Street
 - ES-26: HR-1. Signage. The exterior signs on the façade (south) and rear (north) elevations do not appear to comply with current guidance for signage within Conservation Districts. To bring the signage into compliance AAU shall remove the project box signs, repair/patch and refinish the exterior wall to match existing in materials and appearance, and install a new sign that is indirectly illuminated as specified in applicable guidelines for signage in Article 11 Conservation Districts.

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- 79 New Montgomery Street
 - ES-27: HR-1. Signage. The projecting signs do not appear to comply with the SOIS or Article 11 guidelines. With three large projecting signs, placed above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. To facilitate compliance, The two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign) shall be removed, and the original surface patched and repaired where necessary and refinished to match existing in materials and appearance. To facilitate compliance with Article 11 guidelines, the one remaining sign shall be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting, if feasible. During site inspections, exposed conduit was noted on the exterior walls left of the entrance. AAU shall conceal any exposed conduit from view, per the Article 11 guidelines for properties in adopted Conservation Districts.
 - ES-27: TR-2. White Passenger Zone on New Montgomery Street. A 44-foot-long white passenger loading zone is located adjacent to the site on New Montgomery Street. Since this white zone is not used for AAU shuttle operations, AAU shall, with the approval of SFMTA, return this area to on-street off-peak parking or commercial loading.
 - ES-27: TR-4. Bicycle Parking Location. AAU shall relocate the Class I bicycle parking to a more convenient location on the ground floor, and add signage to help students locate the bicycle parking.
 - ES-27: TR-5. Bicycle Parking Spaces., AAU shall provide an additional 18 Class I bicycle parking spaces (for a total of 34 Class I spaces) to meet the parking demand, or in coordination with SFMTA add 18 Class II bicycle parking spaces along New Montgomery Street. The public bicycle racks along New Montgomery Street were observed to be highly utilized during the school year by AAU students and/or staff. Bicycle parking shall be consistent with San Francisco Planning Department guidance.
- 180 New Montgomery Street
 - ES-28: HR-1. Signage. The projecting signs do not comply with the SOIS or Article 11 guidelines. With three large projecting signs placed just above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. To facilitate compliance, AAU shall remove the two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign) patch and repair the original surface where necessary, and refinish to match existing in materials and appearance. In order to facilitate compliance with Article 11 guidelines, the one remaining sign should be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting.
 - ES-28: TR-3. Bicycle Parking. AAU shall provide at least an additional 16 Class I bicycle parking spaces (adding to the existing 28, for a total of 44 spaces), or shall coordinate with SFMTA to provide 16 Class II bicycle parking spaces along New Montgomery Street to meet the estimated demand. The Class II bicycle parking spaces on the adjacent street shall be coordinated and reviewed by SFMTA. Bicycle parking shall be consistent with San Francisco Planning Department guidance. AAU may propose Bay Area Bike Share as an alternative.
- 58-60 Federal Street
 - ES-30: TR-2. Shuttle Stop AAU shall work with SFMTA to establish an alternate shuttle bus stop, such as near the intersection of Federal and Rincon streets, to serve the 58-60 Federal Street building, taking into account possible operational and safety considerations.
 - ES-30: TR-3. AAU Pedestrian Volumes. AAU shall work with SFMTA and adjacent businesses to examine methods to improve pedestrian conditions along Federal Street, predominantly along the west side of the building. Measures could include wider sidewalks, pedestrian bulb outs, and signalized pedestrian crossing.
 - ES-30: TR-4. Class II Bicycle Parking. AAU reports the presence of four bicycle racks (36 Class

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II bicycle parking spaces) in the basement of the building. AAU should relocate these racks (36 Class II spaces) to the ground floor in a more convenient location and add signage to direct students to bicycle parking location. Bicycle parking shall be consistent with San Francisco Planning Department guidance.

- 601 Brannan Street
 - ES-31: TR-2. Pedestrians and Parking Lot Design. AAU shall remove two of the four driveway curb cuts, the west driveway and curb cut on Bluxome Street and the east driveway and curb cut on Brannan Street, taking into account possible operational and safety considerations.
 - ES-31: TR-4. Shuttle Stop Relocation. AAU shall relocate the existing shuttle bus zone from Fifth Street to the existing on-site parking lot accessed from Brannan Street, adjacent to the main building entry, taking into account possible operational and safety considerations, and with the approval of SFMTA, return this area to on-street public parking.
- 460 Townsend Street
 - ES-33: TR-2. Sidewalk on Townsend Street. AAU shall provide a continuous sidewalk along the frontage of the 460 Townsend Street site that connects to the adjacent AAU site at 466 Townsend Street (ES-34), considering the possible operational or safety issues.

2. Improvement Measures

- Improvement Measure I-TR-2 – AAU Shuttle Activities Monitoring.
- Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at PS-6, 2225 Jerrold Avenue.
- Improvement Measure I-TR-6 – Construction Truck Deliveries during Off-Peak Periods.

3. Mitigation Measures

- Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard.
- Mitigation Measure C-M-TR-2.1a – AAU Fair Share Contribution to Cumulative Transit Impact.
- Mitigation Measure M-NO-2.1a – Interior Noise Levels for Residential Uses.
- Mitigation Measure M-NO-2.1b – Siting of Noise-Sensitive Uses.
- Mitigation Measure M-NO-2.1c – Siting of Noise-Generating Equipment.
- Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization within an Air Pollutant Exposure Zone.
- Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities.
- Mitigation Measure M-AQ-4.1c – Air Filtration Measures within an Air Pollutant Exposure Zone.
- Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials.

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EXHIBIT H

TRANSPORTATION MANAGEMENT PLAN

See attached.



SAN FRANCISCO PLANNING DEPARTMENT

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

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

Reception:
415.558.6378

Fax:
415.558.6409

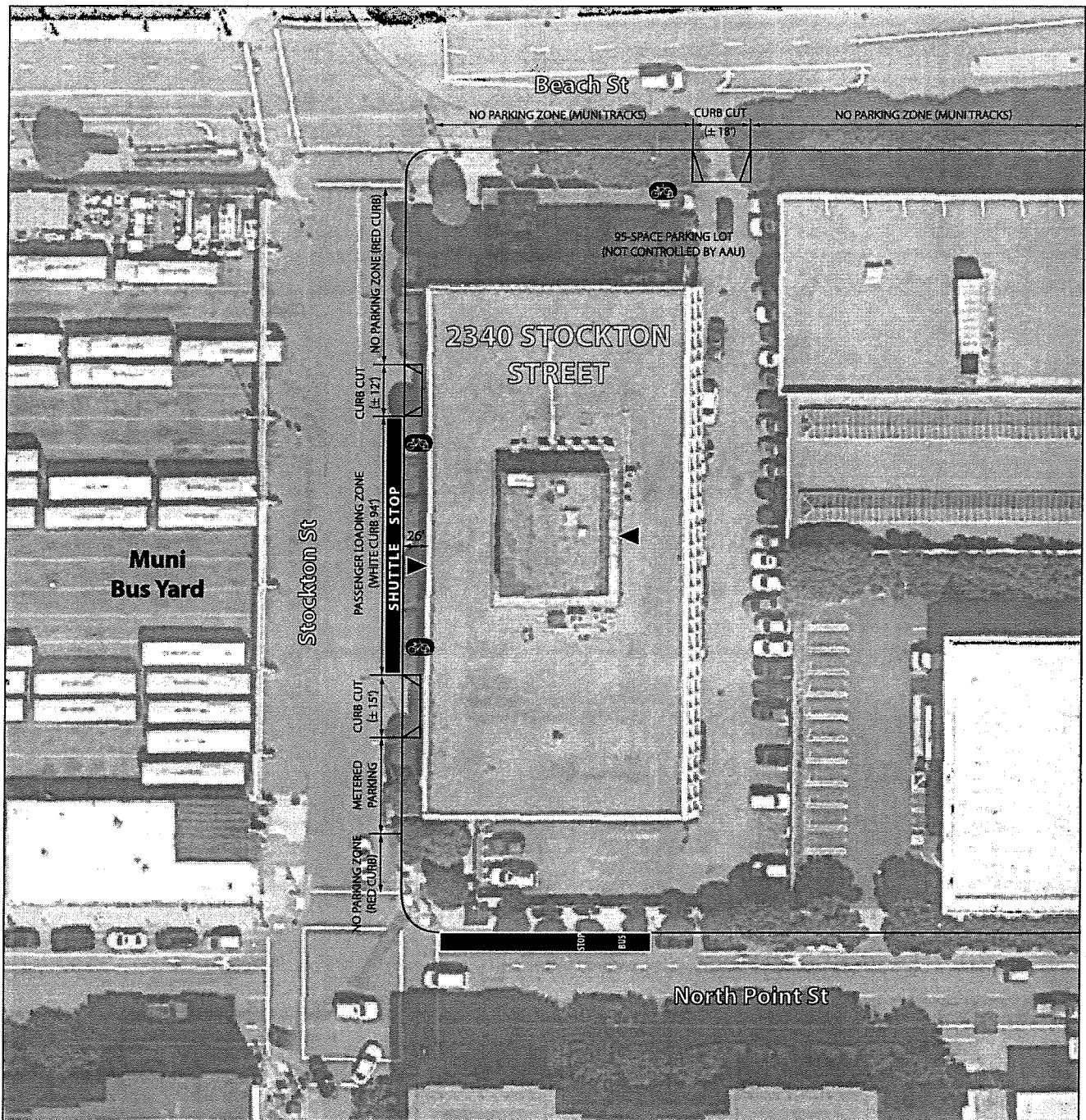
Planning
Information:
415.558.6377

1. Introduction

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

2. AAU Existing Sites

The following figures represent the existing transportation conditions for the 23 AAU sites that were required to obtain a change of use permit and were studied within the Existing Site Technical Memorandum (ESTM). This memorandum provides the individual, site-specific discussions of environmental effects associated with the unauthorized changes in use for the 23 existing sites requiring approval of legislative amendments, CU authorizations, and/or building permits. The following AAU site figures provide existing shuttle stop locations and bus lines, commercial loading passenger loading zones, bicycle parking location, and building pedestrian access.



Bicycle Parking Planning Code Requirement Not Required	Bicycle Parking Supply AAU: 32 Class II Spaces	Shuttle Bus Service (PM Peak Hour Headways) D (30 min), E (30 min)
<div data-bbox="175 1612 535 1738"> <ul style="list-style-type: none"> Class II AAU Bicycle Parking Location Primary Pedestrian Access Secondary Pedestrian Access Shuttle Stop Location </div> <div data-bbox="152 1745 428 1787"> <p>* Dimensions are Approximate. SOURCE: CHS Consulting Group, 2016.</p> </div>		
		<div data-bbox="1360 1682 1430 1745"> </div> <div data-bbox="1360 1749 1430 1766"> Not to Scale </div> <div data-bbox="1105 1770 1450 1787"> ACADEMY OF ART UNIVERSITY ESTM </div>





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



Bicycle Parking Planning Code Requirement
Not Required

Bicycle Parking Supply
AAU: 14 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)
Shuttle Service Discontinued as of April 18, 2016

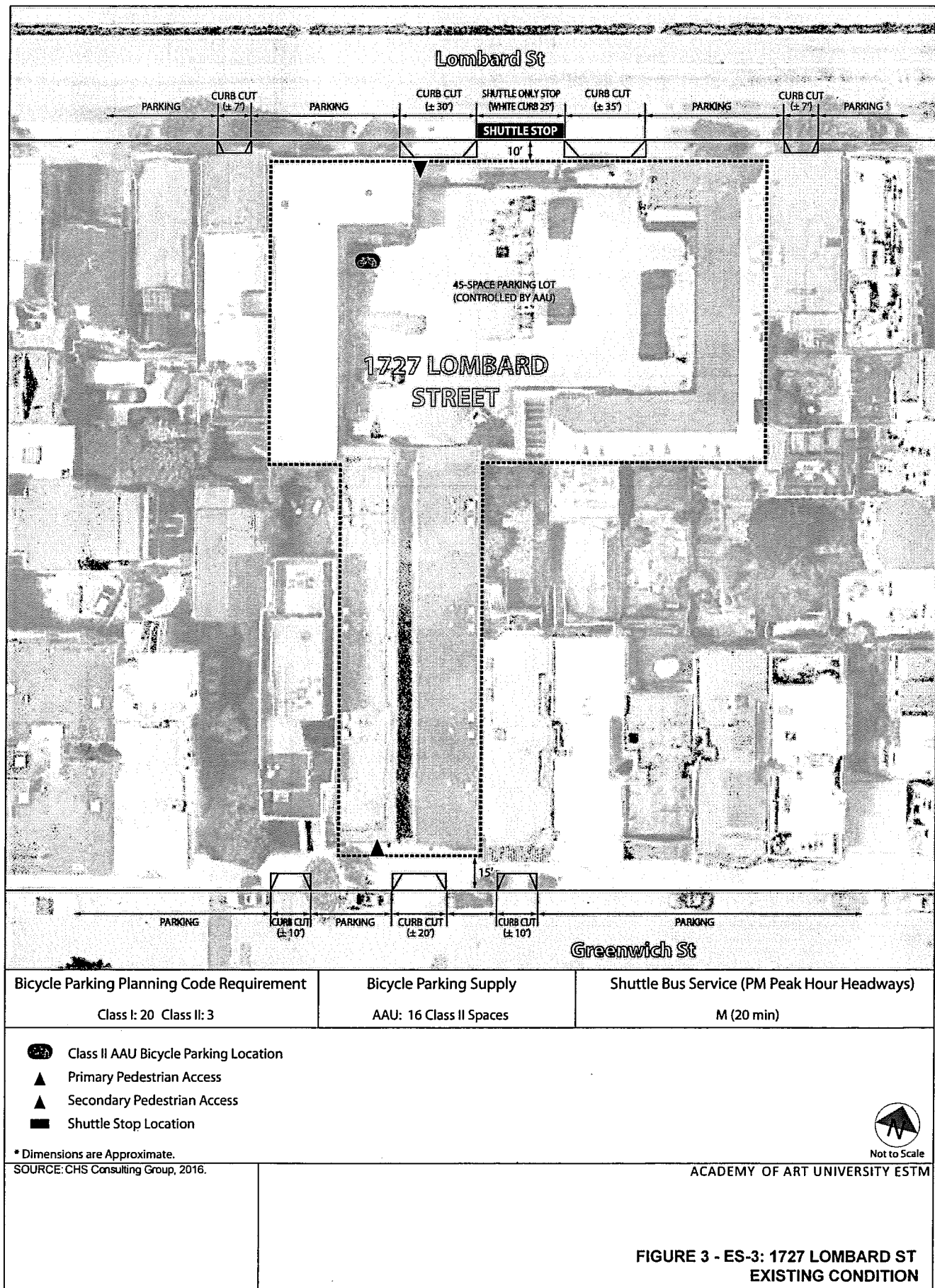
-  Class II AAU Bicycle Parking Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location (Nearest Stop at Beach Street/ Jones Street)

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



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FIGURE 2 - ES-2: 2295 TAYLOR ST SITE DIAGRAM
EXISTING CONDITION





Bicycle Parking Planning Code Requirement





2211 Van Ness Ave - Class I: 5 Class II: 3
2209 Van Ness Ave - Class I: 14 Class II: 3

Bicycle Parking Supply

2209 Van Ness Ave: 9 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

M (20 min)

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

* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.








Not to Scale

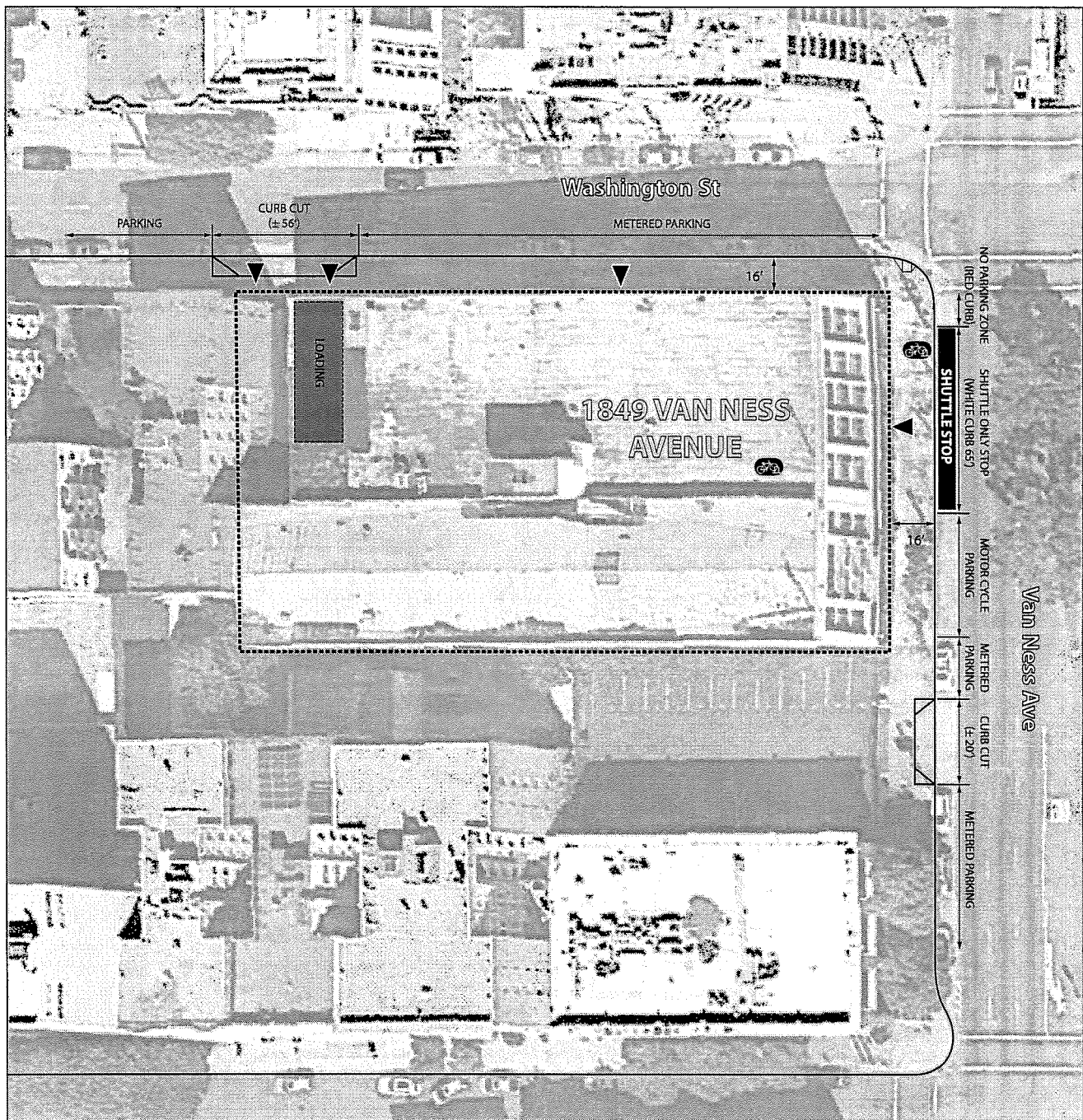
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FIGURE 4 - ES-4 & 5: 2211 AND 2209 VAN NESS AVE
EXISTING CONDITION



Bicycle Parking Planning Code Requirement Not Required	Bicycle Parking Supply AAU: 8 Class II Spaces	Shuttle Bus Service (PM Peak Hour Headways) M (20 min)
<div>  Class II AAU Bicycle Parking (1 Rack with 8 Spaces)  Primary Pedestrian Access  Secondary Pedestrian Access  Shuttle Stop Location (Nearest Stop at 2209 Van Ness Avenue) </div> <p>* Dimensions are Approximate. SOURCE: CHS Consulting Group, 2016.</p> <div>  Not to Scale </div>		
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**FIGURE 5 - ES-6: 2151 VAN NESS AVE
EXISTING CONDITION**



Bicycle Parking Planning Code Requirement





Not Required

Bicycle Parking Supply

AAU: 30 Class II Spaces
Public: 2 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

M (20 min)

-  Class II Public Bicycle Parking (1 Rack with 2 Spaces)
-  Class II AAU Bicycle Parking (6 Racks with 28 Spaces)
-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Shuttle Stop Location

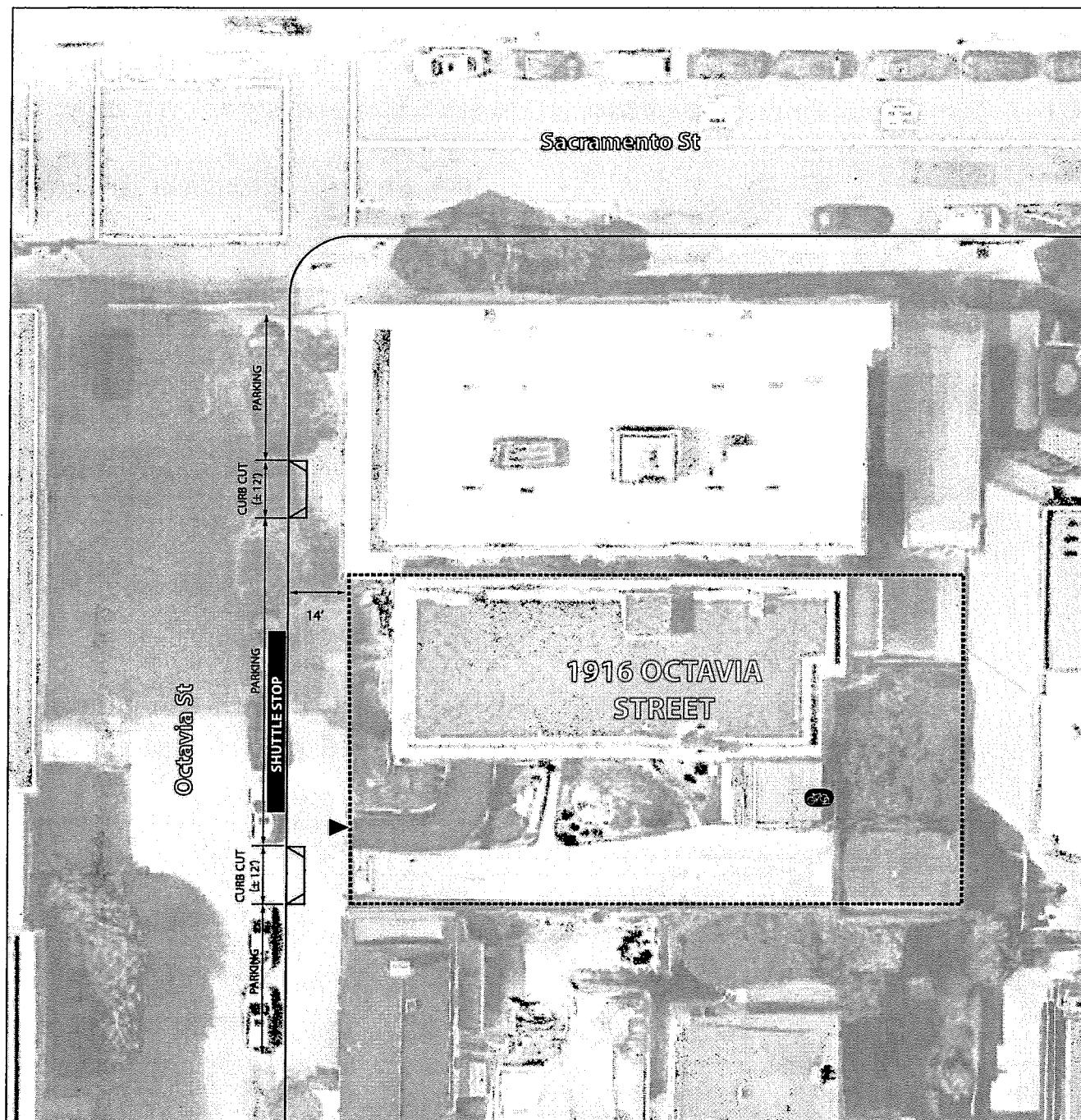
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



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



Bicycle Parking Planning Code Requirement





Class I: 5 Class II: 3

Bicycle Parking Supply

AAU: 6 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

M (20 min)

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

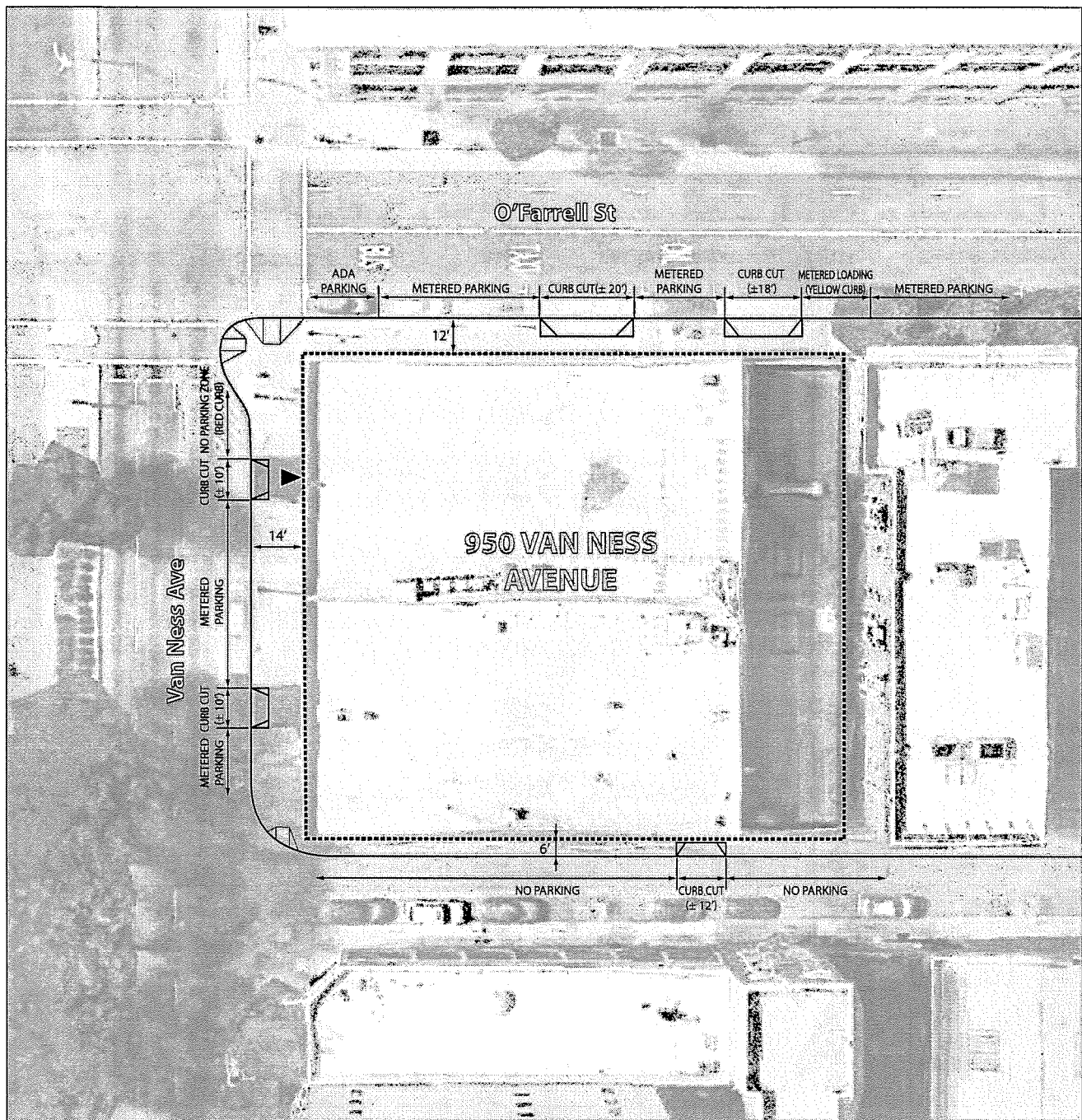
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



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



Bicycle Parking Planning Code Requirement
Not Required

Bicycle Parking Supply
None

Shuttle Bus Service (PM Peak Hour Headways)
D (30 min), E (30 min), Sutter Express (25 min)

- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location (Nearest Stop at 625 Polk Street)

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



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**FIGURE 8 - ES-10: 950 VAN NESS AVE
EXISTING CONDITION**



Bicycle Parking Planning Code Requirement

Class I: 9 Class II: 3

Bicycle Parking Supply

AAU: 8 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)



Class II AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Shuttle Stop Location (Nearest Stop at 860 Sutter Street)

* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



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**FIGURE 9 - ES-11: 1153 BUSH ST
EXISTING CONDITION**



Bicycle Parking Planning Code Requirement
Class I: 29 Class II: 3

Bicycle Parking Supply
None

Shuttle Bus Service (PM Peak Hour Headways)
D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

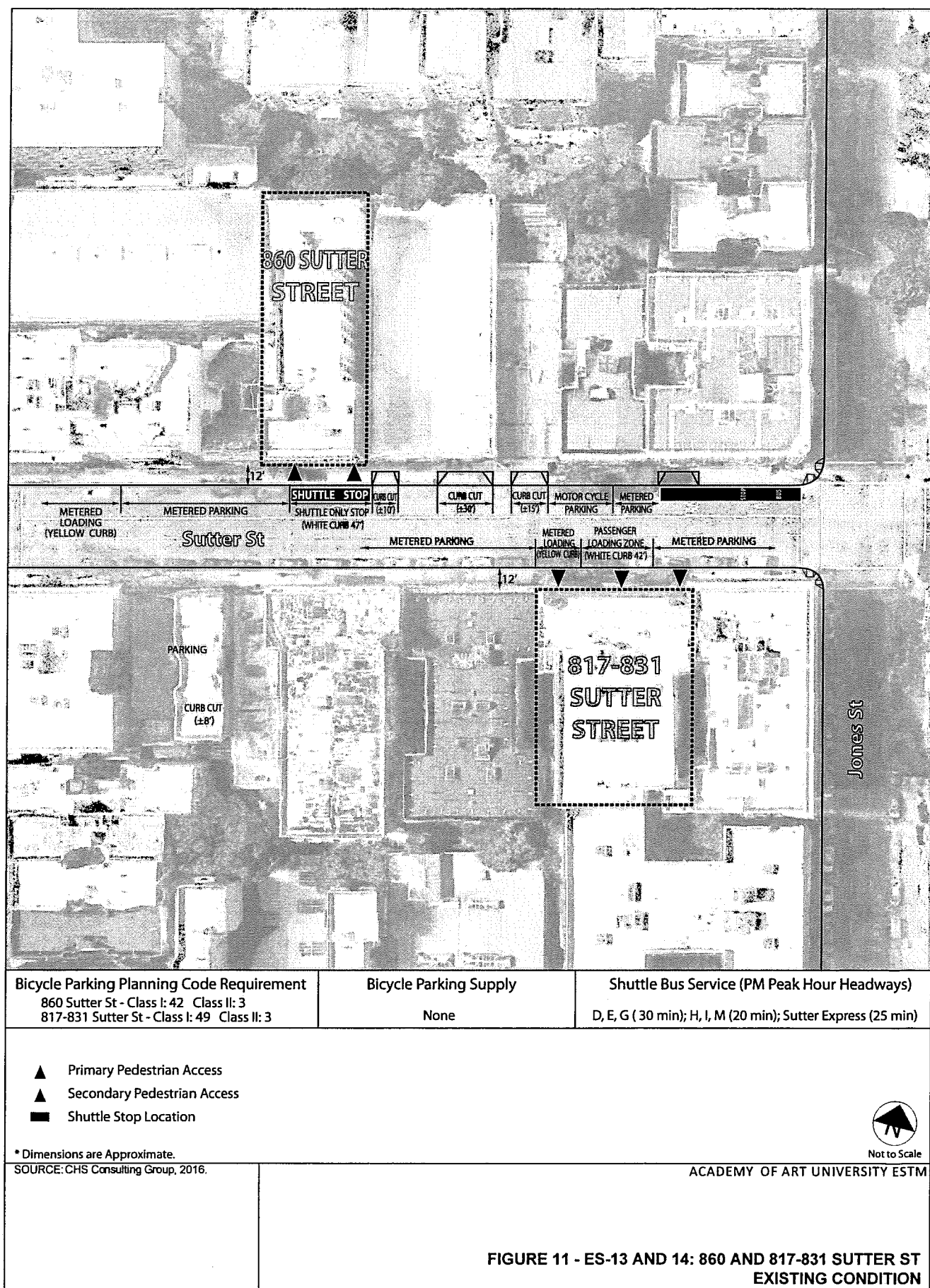
- ▲ Primary Pedestrian Access
- ▲ Secondary Pedestrian Access
- Shuttle Stop Location (Nearest Stop at 860 Sutter Street)

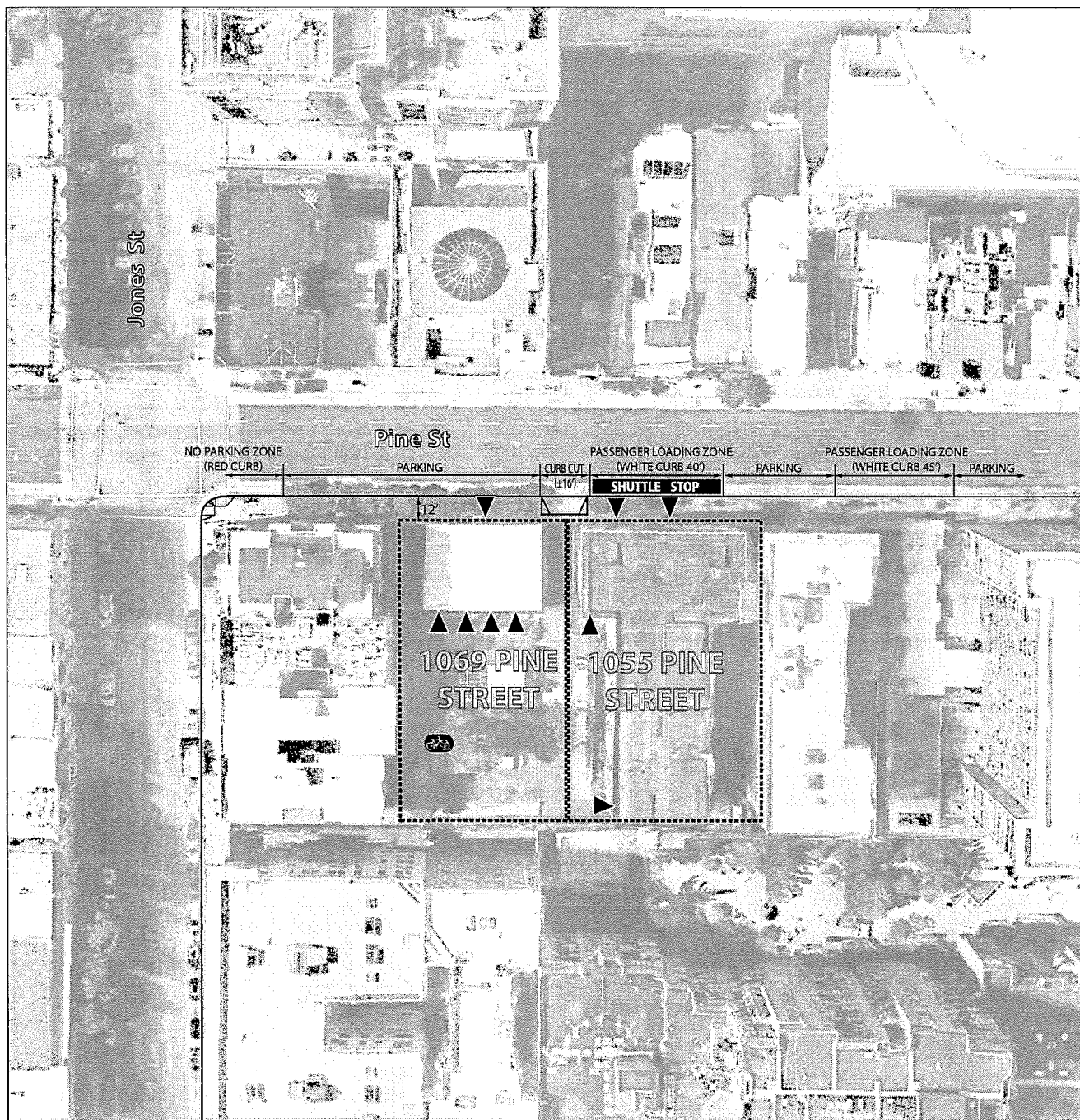
* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.



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





Bicycle Parking Planning Code Requirement

Class I: 36 Class II: 3

Bicycle Parking Supply

AAU: 8 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

Sutter Express (25 min)



Class II AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Shuttle Stop Location

* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



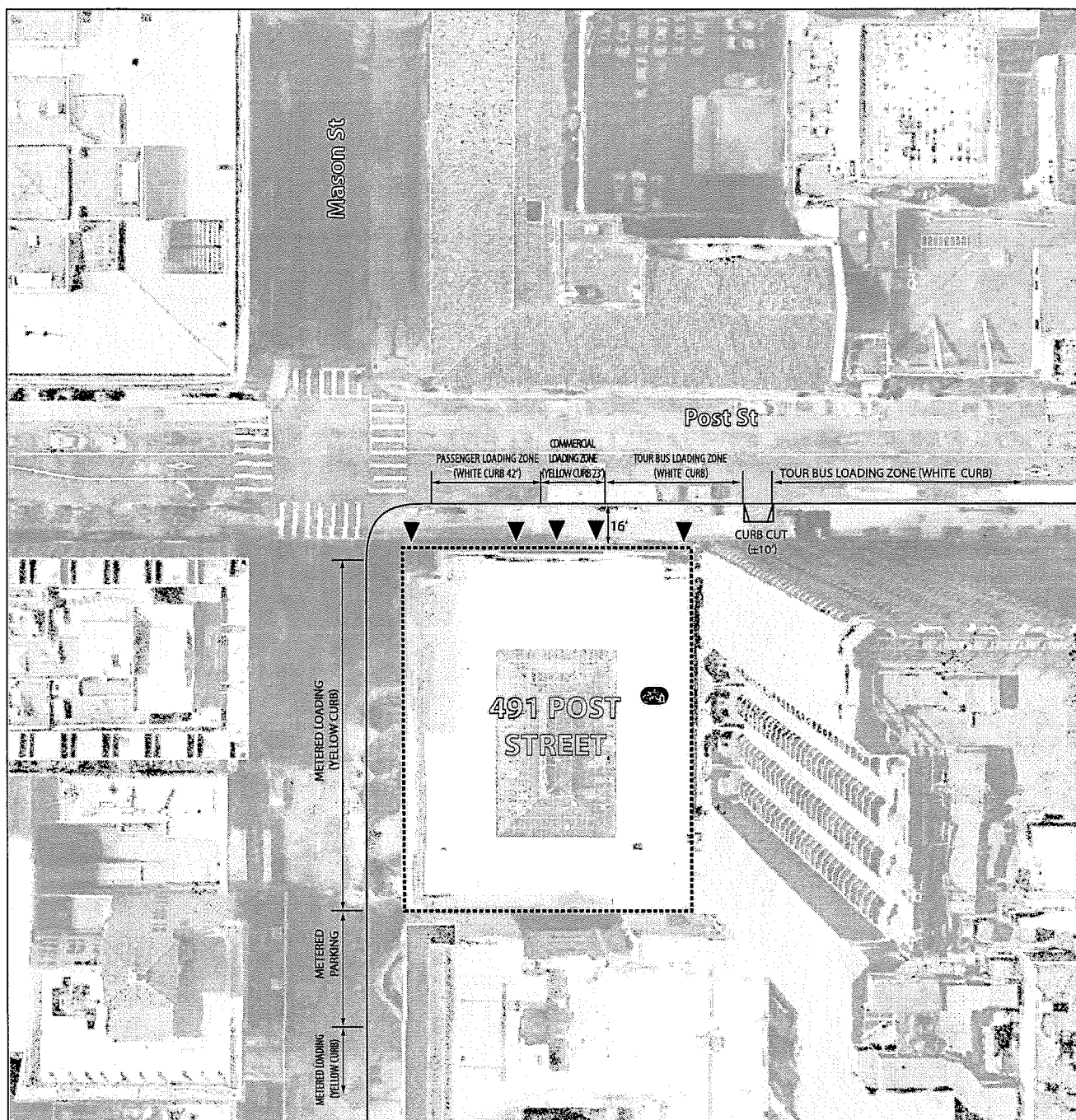
Not to Scale

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



Bicycle Parking Planning Code Requirement Class I: 31 Class II: 3	Bicycle Parking Supply None	Shuttle Bus Service (PM Peak Hour Headways) D, E, G (30 min); H, I (20 min); Sutter Express (25 min)
<div> <div>▲</div> Primary Pedestrian Access <div>▲</div> Secondary Pedestrian Access <div>■</div> Shuttle Stop Location </div> <p> * Dimensions are Approximate. SOURCE: CHS Consulting Group, 2016. </p>		
		<div> <div>▲</div> <div>Not to Scale</div> </div> <div>ACADEMY OF ART UNIVERSITY ESTM</div> <div> FIGURE 13 - ES-20: 620 SUTTER ST EXISTING CONDITION </div>



Bicycle Parking Planning Code Requirement

Class I: 2 Class II: 4

Bicycle Parking Supply

AAU: 20 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

D, E, G (30 min); H, I (20 min); Sutter Express (25 min)



Class II AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Shuttle Stop Location (Nearest Stop at 620 Sutter Street)

* Dimensions are Approximate.

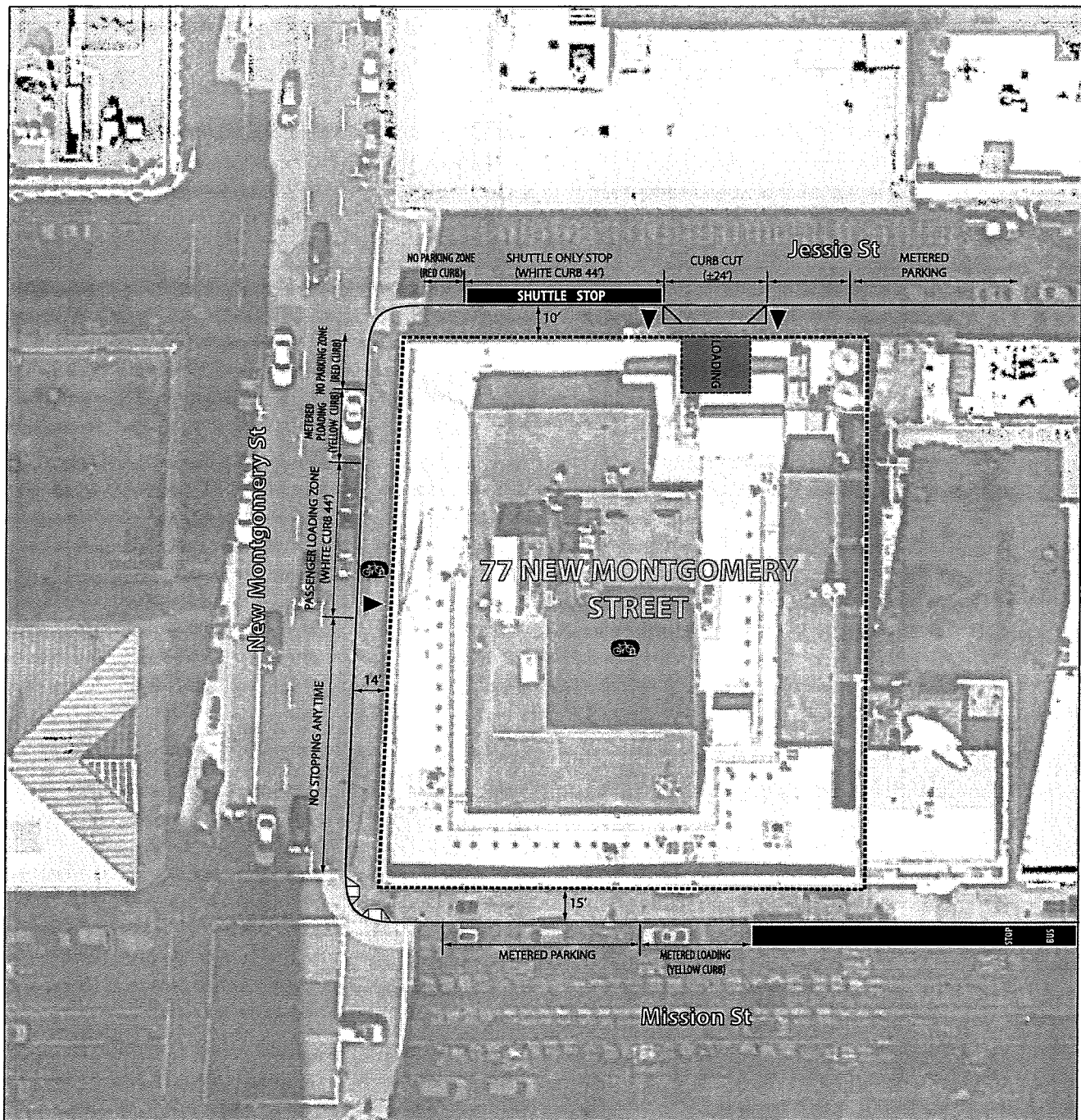
SOURCE: CHS Consulting Group, 2016.



Not to Scale

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FIGURE 14 - ES-23: 491 POST ST
EXISTING CONDITION



Bicycle Parking Planning Code Requirement	Bicycle Parking Supply	Shuttle Bus Service (PM Peak Hour Headways)
Class I: 7 Class II: 15	AAU: 8 Class II Spaces Public: 8 Class II Spaces	G (30 min), Hayes Express (30 min)

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

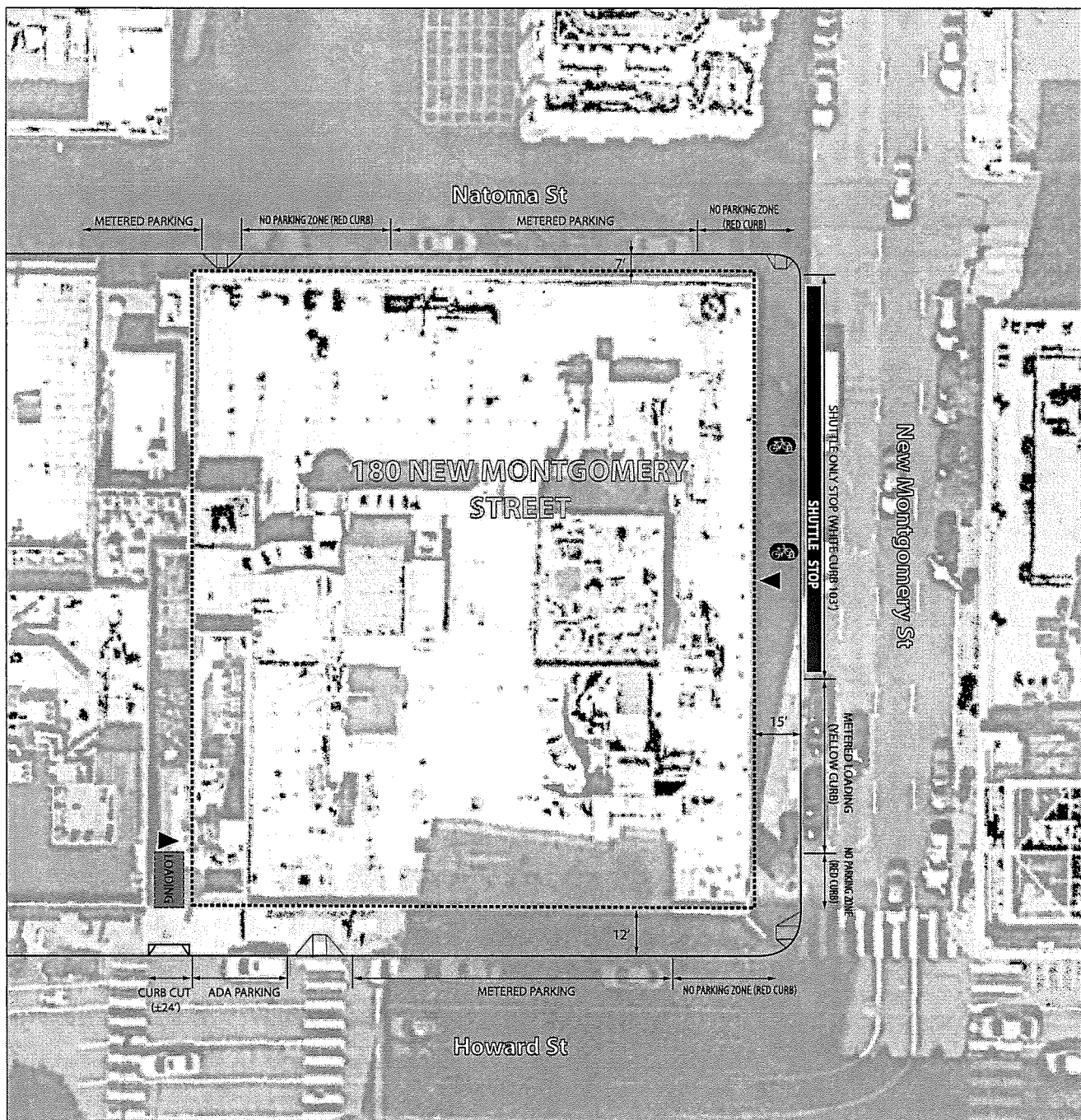
* Dimensions are Approximate.
SOURCE: CHS Consulting Group, 2016.



Not to Scale

ACADEMY OF ART UNIVERSITY ESTM

**FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST
EXISTING CONDITION**



Bicycle Parking Planning Code Requirement






Class I: 10 Class II: 19

Bicycle Parking Supply

AAU: 16 Class II Spaces
Public: 12 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

D, E, G (30 min); H, I (20 min)

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

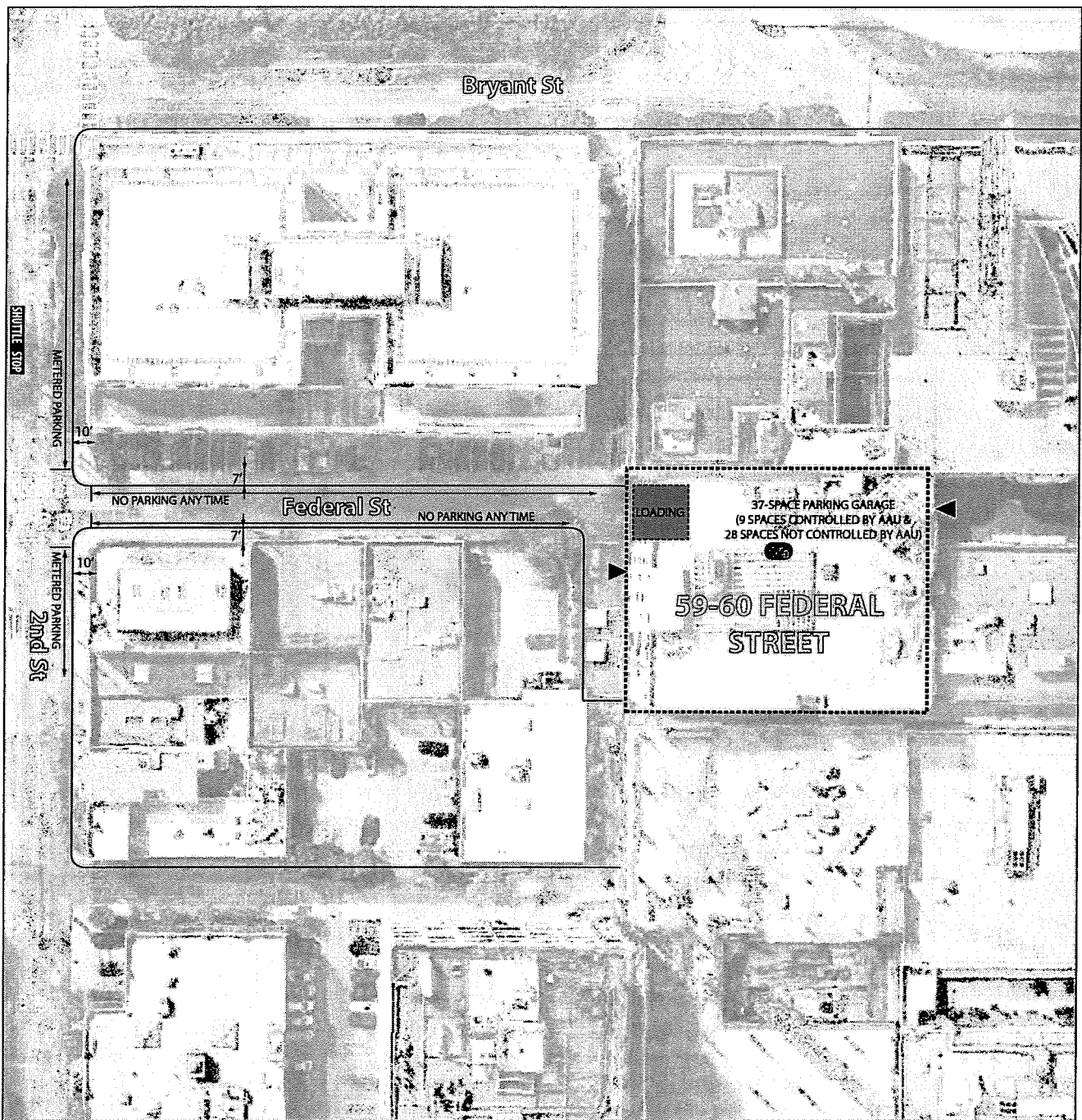
* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



ACADEMY OF ART UNIVERSITY ESTM

FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST
EXISTING CONDITION



Bicycle Parking Planning Code Requirement





Class I: 5 Class II: 10

Bicycle Parking Supply

AAU: 36 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

G (30 min)

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

* Dimensions are Approximate.

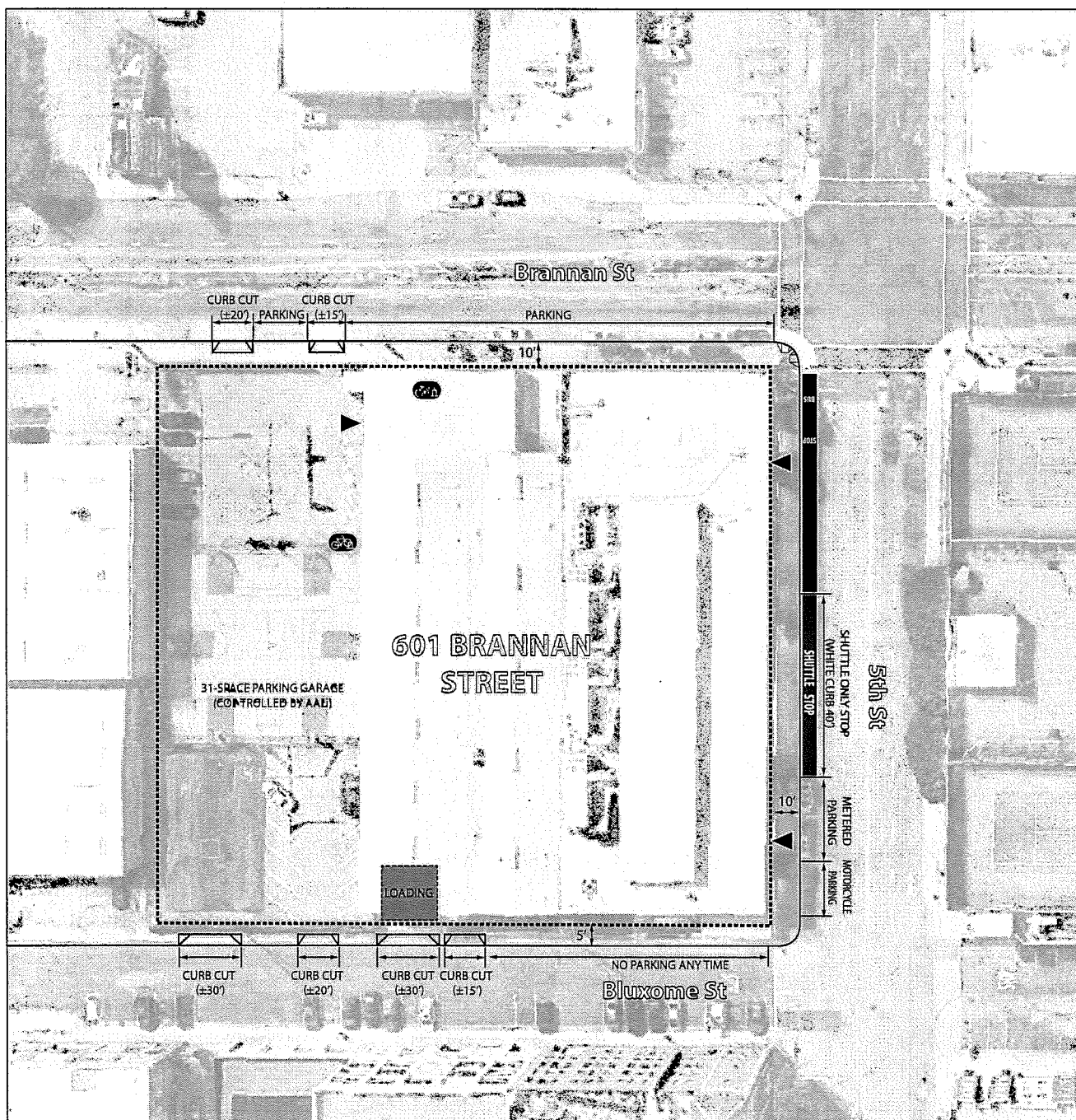
SOURCE: CHS Consulting Group, 2016.



Not to Scale

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



Bicycle Parking Planning Code Requirement

Class I: 4 Class II: 7

Bicycle Parking Supply

AAU: 60 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

G (30 min); H, I (20 min)



Class II AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Shuttle Stop Location

* Dimensions are Approximate.

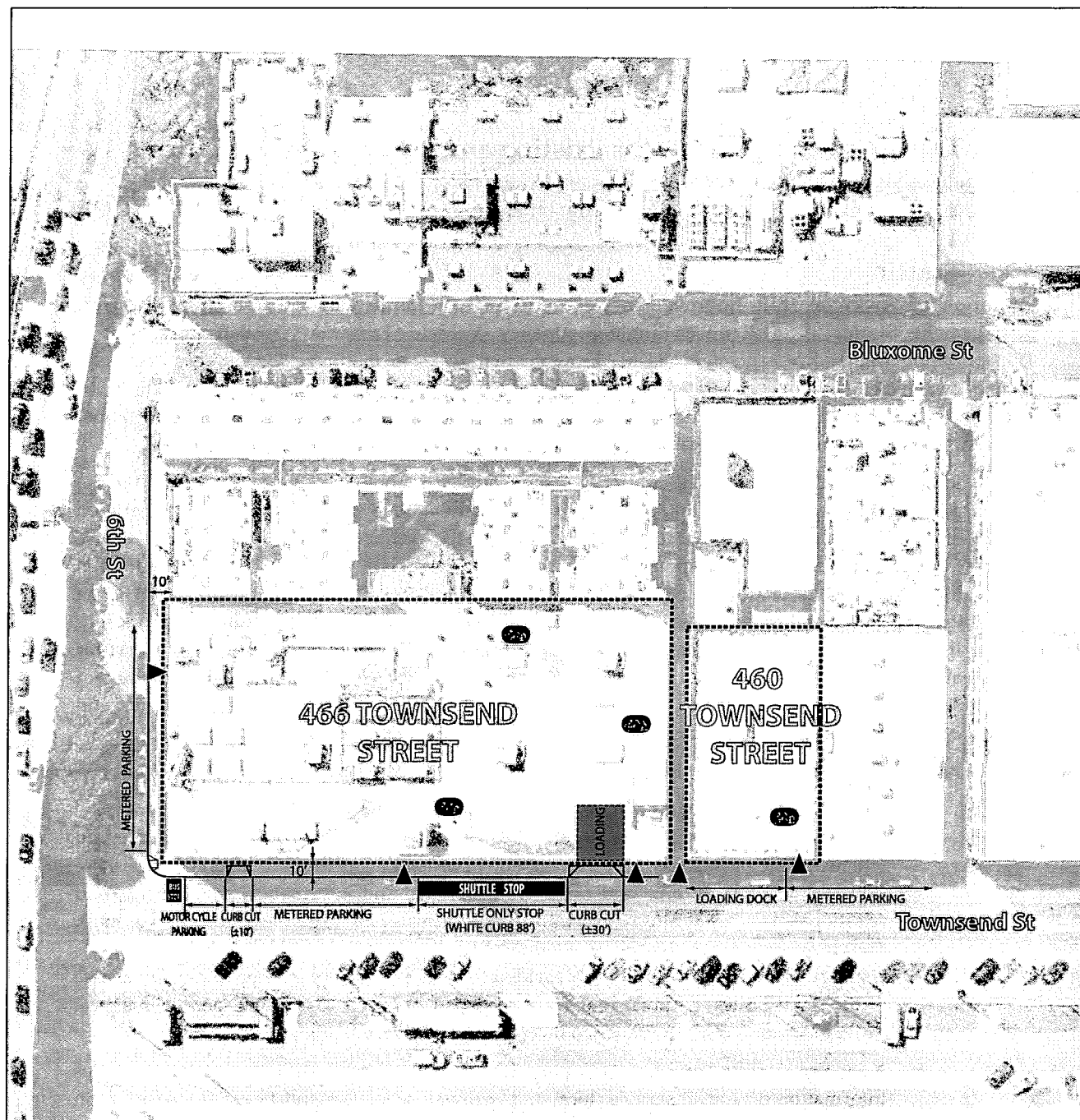
SOURCE: CHS Consulting Group, 2016.



Not to Scale

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FIGURE 18 - ES-31: 601 BRANNAN ST
EXISTING CONDITION



Bicycle Parking Planning Code Requirement





460 Townsend St - Class I: 1 Class II: 3
 466 Townsend St - Class I: 6 Class II: 11

Bicycle Parking Supply

460 Townsend St - 5 Class II Spaces
 466 Townsend St - 20 Class II Spaces

Shuttle Bus Service (PM Peak Hour Headways)

G (30 min); H, I (20 min)

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

* Dimensions are Approximate.

SOURCE: CHS Consulting Group, 2016.



ACADEMY OF ART UNIVERSITY ESTM

FIGURE 19 - ES-31 AND 34: 460 AND 466 TOWNSEND ST
 EXISTING CONDITION

3. Transportation Policies for Existing and Future AAU Facilities

These policies represent staff recommendations of Conditions of Approval for the existing and future AAU sites in order to provide safe and efficient multi-modal transportation access for all users.

3.1 Traffic

Condition of Approval (EIR Improvement Measure I-TR-1): Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips. AAU shall implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle trips (SOV) generated by the Proposed Project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including walking, bicycling, transit, car-share, carpooling, and/or other modes.

1. Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for all of the project sites. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco, TMASF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from Project occupants and City staff. The TDM Coordinator should provide TDM training to other Project staff about the transportation amenities and options available at the project sites and nearby.
2. Provide Transportation and Trip Planning Information to Building Occupants:
 - a. Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant or, in the case of the Project Sites, to all current building occupants prior to building permit issuance. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
 - b. New-hire packet: Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., Next Muni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

3.2 Transit

Condition of Approval: Transportation Sustainability Fee (TSF). For all existing and future properties, AAU shall pay a fee in the amount of the applicable Transportation Sustainability Fee (TSF). The TSF applies to non-residential developments and larger market-rate residential developments citywide. The TSF consolidates a number of non-residential land use categories (except for Hospitals and Health Services), consistent with other Planning Code impact fees. Rates are as follows:

Transportation Sustainability Fee (TSF) Fee Schedule

Land Use Categories	Fee (\$/GSF)
Residential, 21-99 units	\$ 7.74 for all GSF of Residential use in the first 99 dwelling units
Residential, all units above 99 units	\$ 8.74 for all GSF of Residential use in all dwelling units at and above the 100 th unit
Non-Residential, except Hospitals and Health Services, 800-99,999 GSF	\$ 18.04 for all GSF of Non-Residential uses less than 100,000 GSF.
Non-Residential, except Hospitals and Health Services, all GSF above 99,999 GSF	\$19. 04 for all GSF of Non-Residential use greater than 99,999 GSF.
Hospitals	\$18.74 per calculation method in Sec. 411A.4(d).
Health Services, all GSF above 12,000 GSF	\$11.00 for all GSF above 12,000 GSF
Production, Distribution and Repair (PDR)	\$ 7.61

3.3 AAU Shuttle Bus Service Policy

AAU provides two types of shuttle bus services: fixed-route and on-demand. Fixed-route shuttle buses transport students and staff among Academy of Art academic buildings and residence halls free of charge during building hours: before and after classes, workshops, lab hours, meals and studio times. Access to AAU fixed-route shuttle bus services is restricted to students, faculty, and staff of Academy of Art University. ID badges are required to board vehicles. Riders without ID are not permitted unless accompanied by students or staff with ID.

AAU's fleet of buses and vans also provides on-demand shuttle service for class field trips, student activities, athletics, faculty & staff transportation needs, and regular voluntary and charitable donations of transportation for local community needs. On-demand shuttle service is limited to thirty trips per day, and must be requested in advance by departmental administrative staff via web-based scheduling software.

Fixed Route Structure

Routing needs are determined by location of facilities, clustered proximity of these buildings to one another, student population density within these clustered locations, daily opening and closing times of these buildings, and class start/end times. Clusters of academic buildings within a radius of up to two city blocks are served by a single designated shuttle stop. Shuttle stops are added to support new university locations when these locations lie outside the two-block radius of any pre-existing shuttle stops, but only if per-day ridership necessitates such an addition on an ongoing basis.

There are three types of fixed-route services: Regular loop routes, Express routes, and Limited-Direct routes.

Regular loop routes are designed to connect more than two buildings within a specific area of campus, and to connect to shuttle bus hubs, from which students can transfer to other routes thereby reaching other areas of campus.

Express routes are continuous regular loop routes with only two stops.

Limited/Direct routes supplement the regular looping shuttle service, and are only provided during peak periods. These routes allow students to travel directly between classes from far sides of the campus more quickly because they eliminate hub-transfer.

Shuttle buses are routed to travel the most direct and least congested path among locations, with the following controls:

- No streets and areas restricted by SFMTA
- No streets or areas where residential complaints have been resolved with an agreement to keep buses away.

Bus Stops

There are three types of bus stops:

- Regular Stop
- Hub Stop
- Flag Stop

Regular Stops: Wherever possible, AAU will apply for white passenger loading zones for shuttle bus loading along the frontage of the AAU buildings, pending SFMTA approval. If a zone is desired in an area where no AAU building frontage exists, AAU will seek a letter of concurrence from the owner of the property adjoining the desired curb space. Length of passenger loading zones requested depends on the length and frequency of the vehicles serving the location. Typical lengths are 20- to 25-foot zones for small and medium length buses, and 40- to 103-foot zones for the frequent loading of larger transit buses.

Hub Stops: Bus hubs are shuttle stops shared by all routes in the system, designed to allow students, faculty, and staff to transfer from one route to another in cases where direct service via the continuously looping routes is unavailable. No breaks or layovers are conducted at the designated hub locations. Route schedules are designed without lag times that would allow for idling or layovers at hubs or other stops. Change of drivers does occur at hub locations and takes less than five minutes. Hub stops are located in areas where sufficient passenger loading zones are available to accommodate the need for bus loading. Curb usage is monitored via surveillance cameras by the Transportation Department to ensure that sufficient number of spaces are available. The majority of fixed-route shuttles are scheduled with relief drivers taking over at hub stops to maintain looping service on routes while regular drivers are on break. In cases where ridership demand does not support continuous looping service, shuttles are designated to return to the bus yard during breaks.

Bus layover is required at times. When scheduled breaks do not permit buses to return to the bus yard without excessive carbon footprint, shuttles are directed to use legal parking spaces as available in the vicinity. Parking meter cards are issued to these drivers as needed.

Flag Stops:¹ Flag stops may be established if average ridership per day is less than 20 passengers. In such cases these locations are not assigned stop times, but are indicated along routes as places where drivers stop and board passengers only if someone is waiting at the curb and signals to the bus that they wish to board.

Operating Policy

Diesel buses are equipped with auto-shutoff anti-idling regulators which activate after five minutes. Gasoline buses are not equipped in this way, as the idling of gas buses is not regulated by California's commercial vehicle idling laws. Field Supervisors are tasked with daily surveillance of hub locations to ensure that vehicles are not stacking up, and are not laying over.

Frequency of service is monitored and adjusted prior to the start of each semester, and is subject to adjustment mid-semester as well. Ridership data (on-boarding) is gathered by bus drivers, and routes are continually monitored for hour-by-hour ridership statistics. The following threshold criteria are applied for peak and off-peak-hour frequencies when making adjustments.

During peak hours, shuttle frequencies increase as needed. Frequencies are evaluated and adjusted based on comparison of data about shuttle loads received from drivers' passenger count sheets, student feedback, and driver reports about overloading. If shuttles are filled to maximum capacity, standing room is utilized, and auxiliary shuttles are required. Backup routes are scheduled as limited regular service to supplement during peak periods only.

When average ridership per day on a given loop at a certain off-peak time of day indicates low usage of that loop in per-hour periods of two or more consecutive hours, the loop will be considered for removal if total average daily ridership indicates fewer than 10 passengers on-boarding per-hour during that time period daily.

Changes in building hours necessitate the cancellation or addition of service.

Bus Fleet

The size and quantity of vehicles assigned to each route are monitored and adjusted prior to the start of each semester, and are subject to adjustment throughout each semester as well. When route ridership falls below average threshold minimums, quantity of shuttles on a given route will be decreased, and/or vehicle size will be adjusted, and/or routes may go out of service entirely during the predictable periods of low ridership. Determinations about which of these measures are appropriate are made by factors such as alternative bus availability and passenger data. The following threshold criteria are applied when making adjustments:

When the on-boarding average ridership per day on a given bus indicates low usage of that bus throughout the day, the bus will be considered for removal from the route if total average daily ridership indicates fewer than 40 passengers per day.

Vehicles are replaced or retrofitted to comply with California Air Resource Board low emission requirements. Fleet is maintained as predominantly gas-fueled vehicles. Vehicle replacement policy is to progressively minimize quantity of diesel vehicles in fleet.

Management, Coordination, and Communication

AAU is committed to provide students, faculty, and staff with convenient and easily accessible data on shuttle bus routes and schedules. AAU provides shuttle routes and schedules on the AAU website and

¹ The Planning Department is recommending the elimination of any existing or future Flag Stops as they lead to safety concerns.

includes the data in the kiosks in the lobbies of academic buildings. AAU also provides a mobile app which gives students, faculty, and staff access to GPS data, allowing them to locate shuttles en route.

AAU is committed to ongoing communication, problem solving, and cooperation to alleviate and eliminate complaints and concerns received from the public, adjacent neighbors, and city agencies. In addition, AAU transportation managers participate in SFMTA coordination meetings regarding bus stop policies and programs.

The Campus Safety Communication Center at 180 New Montgomery shares two-way radio access with drivers, dispatchers, supervisors and managers in the Transportation Department. This allows for quick response times in emergency situations.

AAU Shuttle Route Controls

When considering new, expanded, or relocated shuttle routes, routes shall avoid all residential streets where feasible. If it is infeasible to avoid residential streets due to the location of the AAU building, AAU's shuttle routing will take into account factors such as stop locations, schedules, and the minimum size of shuttle vehicle needed to meet demand.

Drivers on established shuttle routes shall generally adhere to those routes. In cases of congestion, shuttle drivers shall avoid diverting to residential streets.

As routes change, AAU will document changes/selection of routes and make the documentation available to the City and the public promptly on the AAU website, annually directly to the Planning Department and SFMTA, and upon request directly to members of the public.

AAU will conduct routine (Fall, Spring and Summer term) analysis of shuttle ridership demand and routes to make necessary adjustments. This analysis shall include goals of reducing routes/buses with low capacity utilization and methods to address any community concerns.

For more efficient routing and perhaps the reduction of shuttles, AAU will identify the shuttle vehicles that can accommodate standing riders and calculate shuttle capacity based on both seated and standing passengers, similar to how public transit capacity is determined. Use this capacity information in the triannual optimization analysis of shuttle ridership demand, routes, and adjustments.

AAU will provide a contact for shuttle bus traffic/routing to the public and for the City. This contact information will be posted clearly on AAU's website. AAU will log, and make available to the City upon request, all complaints and resulting resolutions of complaints related to shuttle routing and/or service.

AAU Shuttle Stop Controls

No use of Muni or regional transit stops by AAU shuttles unless previously approved by SFMTA.

Establish shuttle routes and stops to minimize the risk of double-parking. Inform shuttle drivers not to double-park or otherwise block vehicle travel lanes to load or unload shuttle passengers unless both a) the shuttle driver cannot stop at an AAU white zone or other AAU stop because it is blocked by an unauthorized vehicle; and b) the driver promptly notifies the Department of Parking and Traffic of the unauthorized blockage. When AAU double parking or blocking of vehicle lanes that is not caused by such third-party activity is documented to occur, AAU shall take measures to correct this traffic violation (such as through the provision of a white zone, or relocation of a shuttle stop).

Shuttles shall not idle at stops when not actively loading or unloading passengers, particularly at hub stops.

Similar to route controls, AAU will provide a contact person for AAU shuttle stop concerns from the public, which will be clearly posted on AAU's website, and will keep a log of any complaints received, with resolutions to be made available to the City upon request.

As changes are made or flag stops established, make these changes available to the City.²

Provide direct contact for MTA of "two-way radio access" operator, i.e. the AAU Communications Center and Transportation Dispatcher, to resolve any day-to-day concerns from Muni drivers as they arise.

Shuttle Zones Addressed in the Draft EIR

The Draft EIR included analysis of three AAU shuttle stop locations that were not covered in the 23 AAU site diagrams. Diagrams and site characteristic descriptions were included in the Draft EIR. These shuttle stop locations include:

1. Jones and Beach Street stop - The proposed project would use an existing 80-foot white zone located near 2700 Jones Street between North Point and Beach Streets as a shuttle stop for the shuttle routes serving this site.
2. 150 Hayes Street stop - The proposed project would use a portion of the existing garage as a shuttle stop for the shuttle routes serving this site.
3. 625 Polk Street stop - The proposed project would use an existing white zone located on Turk Street just west of Polk Street as a shuttle stop for the shuttle routes serving this site.

AAU Shuttle Management Plan

Condition of Approval (EIR Mitigation Measure M-TR-3.1): Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard. AAU shall develop, implement, and provide to the City a shuttle management plan to address meeting the peak hour shuttle demand needs of its growth. The shuttle management plan shall address the monitoring, analysis, and potential correction such that unmet shuttle demand would not impact the City's transit and transportation system. Analysis of shuttle bus demand and capacity utilization shall occur at least on an annual basis, or as needed to address shuttle demand. Specifically, analysis and adjustments shall be made on any AAU shuttle routes to reduce shuttle peak hour capacity utilization when the performance standard of 100 percent capacity utilization is regularly observed to be exceeded on any of the AAU shuttle routes. Additionally, the shuttle management plan shall address how shuttle demand at the six project sites³ will be provided. As additional project sites are added the shuttle management plan would be adjusted to reflect up-to-date shuttle routes, stops and services, as well as a capacity utilization analysis, as needed to, indicate that the proposed demand for shuttle services could be met and avoid potential mode shifts to other travel modes. AAU shall report annually to the City on capacity utilization and alter its schedules and/or capacity, as necessary to avoid regular exceedances of the capacity utilization standard.

Condition of Approval (EIR Improvement Measure I-TR-2): AAU Shuttle Activities Monitoring. As a standard condition of approval, the project sponsor, AAU shall develop and monitor a shuttle bus operation program or group of policies, such as the AAU Shuttle Bus Policy, to ensure shuttle activities do not on a recurring basis substantially impede or interfere with traffic, adjacent land use, transit,

² The Planning Department is recommending the elimination of any existing or future Flag Stops as they lead to safety concerns.

³ The six sites analyzed in the Draft EIR include 2801 Leavenworth Street, 700 Montgomery Street, 625 Polk Street, 150 Hayes Street, 121 Wisconsin, and 2225 Jerrold Street

pedestrians, commercial or passenger loading, and bicycles on the public right-of-way. Such a program shall at a minimum include:

- A dedicated contact person(s) for the shuttle bus operation program
- AAU will document changes to routes and make the documentation available to the City and to the public promptly on the AAU website
- Inclusion of policies or procedures and necessary driver education and penalties to insure that shuttles avoid neighborhood residential streets where feasible
- Inclusion of policies or procedures and necessary driver education and penalties to insure shuttles do not idle at stops when vehicles are not actively loading and unloading
- In the event that a white shuttle bus zone cannot be located or approved in front of an AAU building or an existing stop cannot accommodate additional shuttle traffic, AAU shall work with SFMTA and Planning Department to analyze and propose an alternate location (white zone, nearby property driveway or garage, etc.) to accommodate the AAU peak hour shuttle trips without affecting adjacent vehicle travel lanes
- Reporting and documentation procedures to address transportation-related complaints related to shuttle activity
- Policies requiring the management of the shuttle program to be consistent with SFMTA shuttle policies,⁴ including no use of Muni or regional stops without approval of the affected transit agency
- Policies to regularly monitor and adjust (as needed) the AAU shuttle service provided, such that underutilized routes can be adjusted or removed as needed, and heavily used route service can be adjusted to add larger shuttles, provide more frequent service, or other adjustments that result in similar increased capacity

If the Planning Director or SFMTA Director, or his or her designee, have reason to believe that a shuttle activity is creating a recurring conflict (traffic, transit, pedestrian, bicycle, or loading) or safety concern on public property, the Planning Department or SFMTA shall notify AAU in writing. If warranted, the Department(s) may also require AAU to hire a qualified transportation consultant to evaluate the conditions at the site. The consultant shall evaluate the conditions for no less than seven days. The scope of data collection shall be coordinated and reviewed with the Planning Department and/or SFMTA prior to collection. The consultant shall prepare a report summarizing the observations and conditions, and the contribution of the shuttle activity to the concern. The consultant shall provide the Department a recommendation for resolution. If the Department determines that a recurring conflict or safety concern related to shuttle activities exists and could be improved upon, AAU shall have 90 days from the date of the written determination to resolve the matter as recommended or present an alternative solution.

AAU Shuttle Bus Service Policy, Management Plan Monitoring, and Enforcement Fee: To monitor compliance with the AAU Shuttle Bus Policy and Management Plan, AAU shall submit annual compliance reports to the Planning Department, as required by the AAU conditions of approvals, including Condition of Approval - AAU Shuttle Activities Monitoring and Condition of Approval - Shuttle Demand, Service, Monitoring, and Capacity Utilization Performance Standard. The annual monitoring fee shall be \$1,271 (or revised as reflected in a subsequently updated Planning Department fee

⁴ <https://www.sfmta.com/projects-planning/projects/commuter-shuttle-program-2016-2017>

schedule) for monitoring conditions of approval as the fee for active monitoring as set forth in Planning Code Sec. 351 (d) and Administrative Code 31.22(a)(12) (plus time and materials as set forth in *Planning Code* Section 350(c)). The fee shall fund the costs of administering and monitoring AAU's compliance with the AAU Shuttle Policy and Management Plan, including but not limited to, reporting on capacity utilization, changes to shuttle route schedules, and recorded complaints. The monitoring fee is an important element of the AAU Shuttle Policy and Management Plan to ensure shuttle activities do not substantially impede or interfere with traffic, adjacent land uses, transit, pedestrians, commercial or passenger loading, and bicycle on the public right-of-way. Violation of these Planning Department conditions of approval shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1 Non-compliance with these reporting requirements is subject to penalties according to Planning Code Section 176 (Enforcement Against Violations) of \$250 per day that can be assessed to the responsible party for each day of compliance continues unabated, excluding the period of time the Notice of Violation and Penalty has been pending before the Zoning Administrator.

3.4 Bicycle Parking

Condition of Approval: Bicycle Parking. To improve bicycle parking and conditions for bicyclists at future project sites, AAU shall add on- or off-street (or some combination thereof) bicycle parking facilities at project sites. Although additional bicycle parking may not be required under the Planning Code, AAU shall strive to reach the bicycle parking levels consistent with Planning Code and/or based on bicycle parking demand⁵, whichever is more, for such use categories as for student housing, offices, and postsecondary educational institutions, or consistent with other college campuses for similar types of use (such as classrooms, public areas/showrooms/event facilities, administrative office, student housing, and other student services). AAU can substitute the bicycle parking spaces by providing space or paying for a Bike Share hub in consultation with SFMTA. Bicycle parking should be placed in a safe, easily accessed location and in sufficient amounts to meet demand.

Class I: AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155. Class I bicycle parking should be consistent with San Francisco Planning Department guidance, including being conveniently located and easily accessed from the ground floor (at grade level).

Class II: AAU shall design, locate and configure all bicycle parking spaces in compliance with Planning Code Section 155. Placement of Class II bicycle parking spaces on public sidewalks should be coordinated and reviewed by SFMTA.

3.5 Pedestrian Facilities

Condition of Approval: Pedestrian Traffic. Since pedestrian flows on adjacent sidewalks could be intermittently heavy, an improvement to monitor pedestrian volumes at future sites, particularly student volumes during the peak periods, is recommended. AAU should conduct peak semester, peak weekday, 7:30 a.m. to 7:30 p.m. observation/count of shuttle passengers waiting for shuttles to determine if adjacent pedestrian facilities are being blocked at certain times of the day. If pedestrian traffic is observed to be blocked during any of these periods, then AAU should implement measures such as having students

⁵ Bicycle Parking Demand = Daily bicycle trips/2/turnover rate

wait inside for shuttles (providing real-time information on shuttle arrivals, similar to NextBus), reminding students not to block adjacent sidewalks, providing a gathering area inside the building, and/or other measures to reduce this activity. Other measures could include wider sidewalks, pedestrian bulb outs, signalized pedestrian crossing, and adding benches to encourage passengers to wait closer to the building rather than at the curb. Measures outside the building would be subject to San Francisco Department of Public Works review and approval.

Condition of Approval: Curb Cut Removal. AAU should remove unnecessary curb cuts at existing and future sites, as determined by the Planning Department and SFMTA. Curb cut removal also improves pedestrian conditions, and potentially increases the amount of on-street parking and/or commercial parking adjacent to future AAU facilities.

3.6 Commercial and Construction Loading

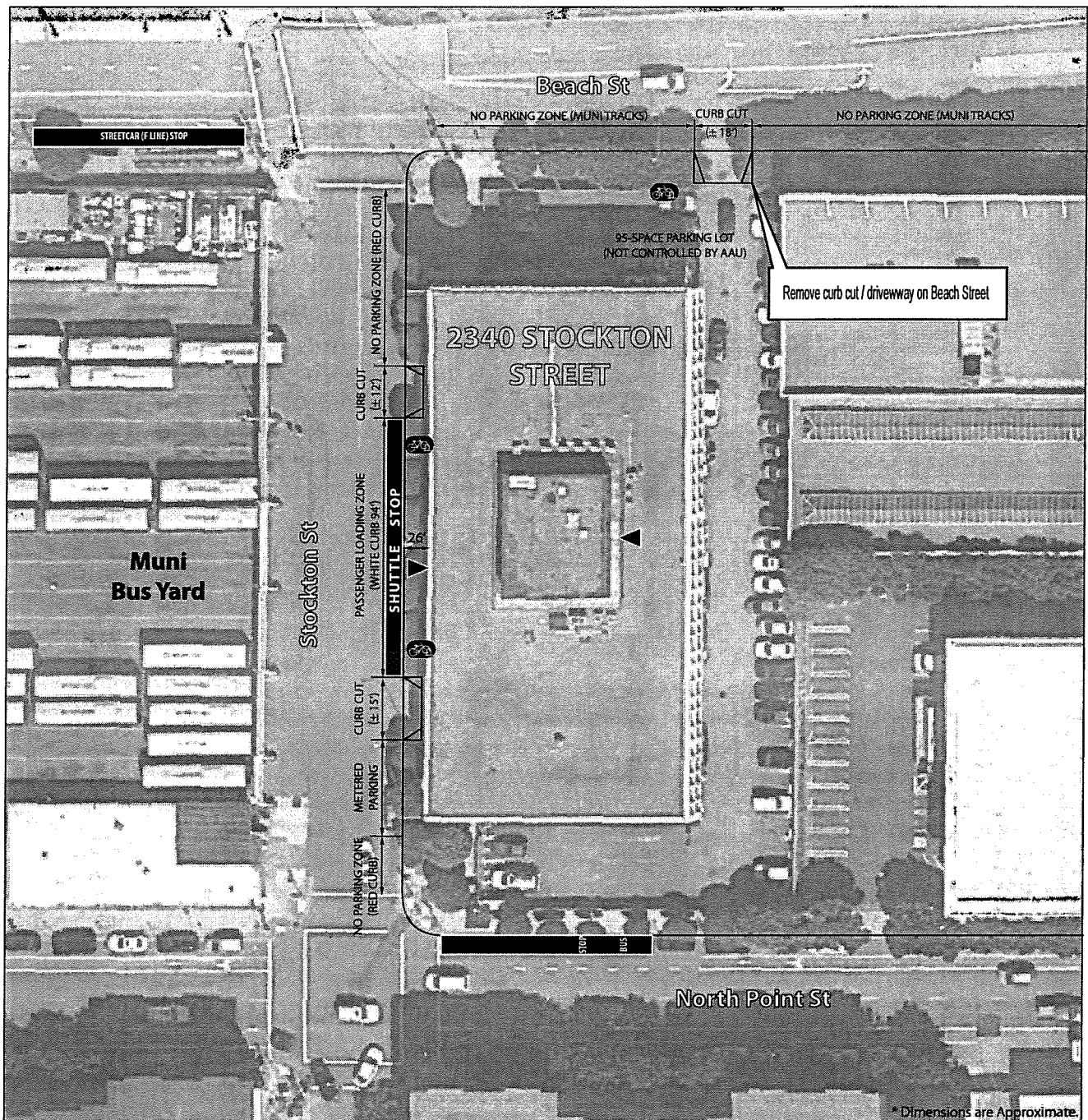
Although AAU is not a centralized campus, most deliveries, except food and some program or residential deliveries, are delivered to the centralized receiving area at the 79 New Montgomery main administrative building, and then distributed to the other buildings owned or operated by AAU. The 79 New Montgomery building has a loading dock along Jessie Street between Second Street and New Montgomery Street, and most deliveries occur at the loading dock or at other on-street loading zones (commercial or passenger) along New Montgomery Street. Based on information provided by AAU, there are approximately eight to nine daily deliveries to the 79 Montgomery Street location. Mailroom deliveries to AAU facilities occur twice daily, goods deliveries (e.g., paper, ink, computers) four to five times per day, and bulk printed materials once per semester. Food service deliveries are made to multiple existing AAU facilities, such as 620 Sutter Street and 1055 Pine Street, twice weekly.

Condition of Approval (EIR Improvement Measure I-TR-5): Commercial Loading. AAU would further improve conditions in study areas with high existing commercial loading demand, where AAU would monitor and efficiently manage their commercial loading activities over time and as needed, adjusting times of deliveries or applying for additional on-street commercial loading spaces from SFMTA. Since AAU has a centralized delivery system, commercial deliveries could be combined and managed to occur when higher amounts of on-street commercial loading spaces are available. This would improve potential AAU commercial loading activities in the study areas.

Condition of Approval: Construction Loading. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would improve general traffic flow on adjacent streets during the AM and PM peak periods.

4. Recommended Conditions of Approval

The following figures include transportation-related recommended conditions of approval for AAU's institutional and residential existing sites. The AAU site figures provide recommendations for shuttle stop locations and bus lines, commercial loading passenger loading zones, bicycle parking location, and building pedestrian access. These recommendations will ensure safe and efficient access for all modes with a particular focus on promoting pedestrian, bicycle, and transit access to all AAU facilities and adjacent mix of uses, thereby reducing impacts on the transportation network.



SHUTTLE BUS SERVICE (PM Headway)
D (30 min), E (30 min)

- AAU Bicycle Parking Location
- Shuttle Stop Location

- Primary Pedestrian Access
- Secondary Pedestrian Access



BICYCLE PARKING

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

RECOMMENDED CONDITIONS OF APPROVAL

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

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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



SHUTTLE BUS SERVICE

Shuttle Service Discontinued as of April 18, 2016

Nearest Stop at Beach St / Jones St

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	14
Parking Demand:	4	
Recommended:	0	0



AAU Bicycle Parking Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

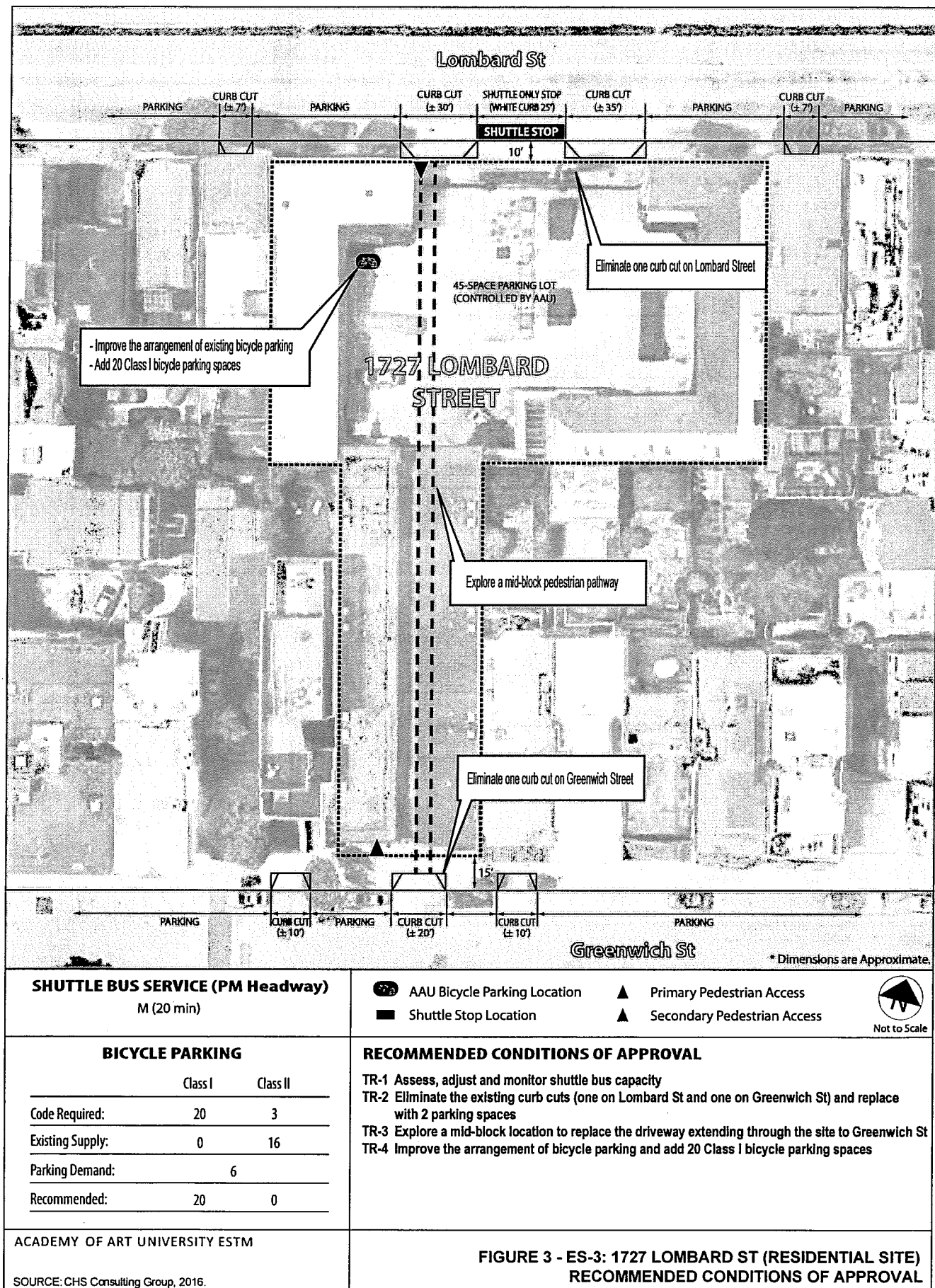
RECOMMENDED CONDITIONS OF APPROVAL

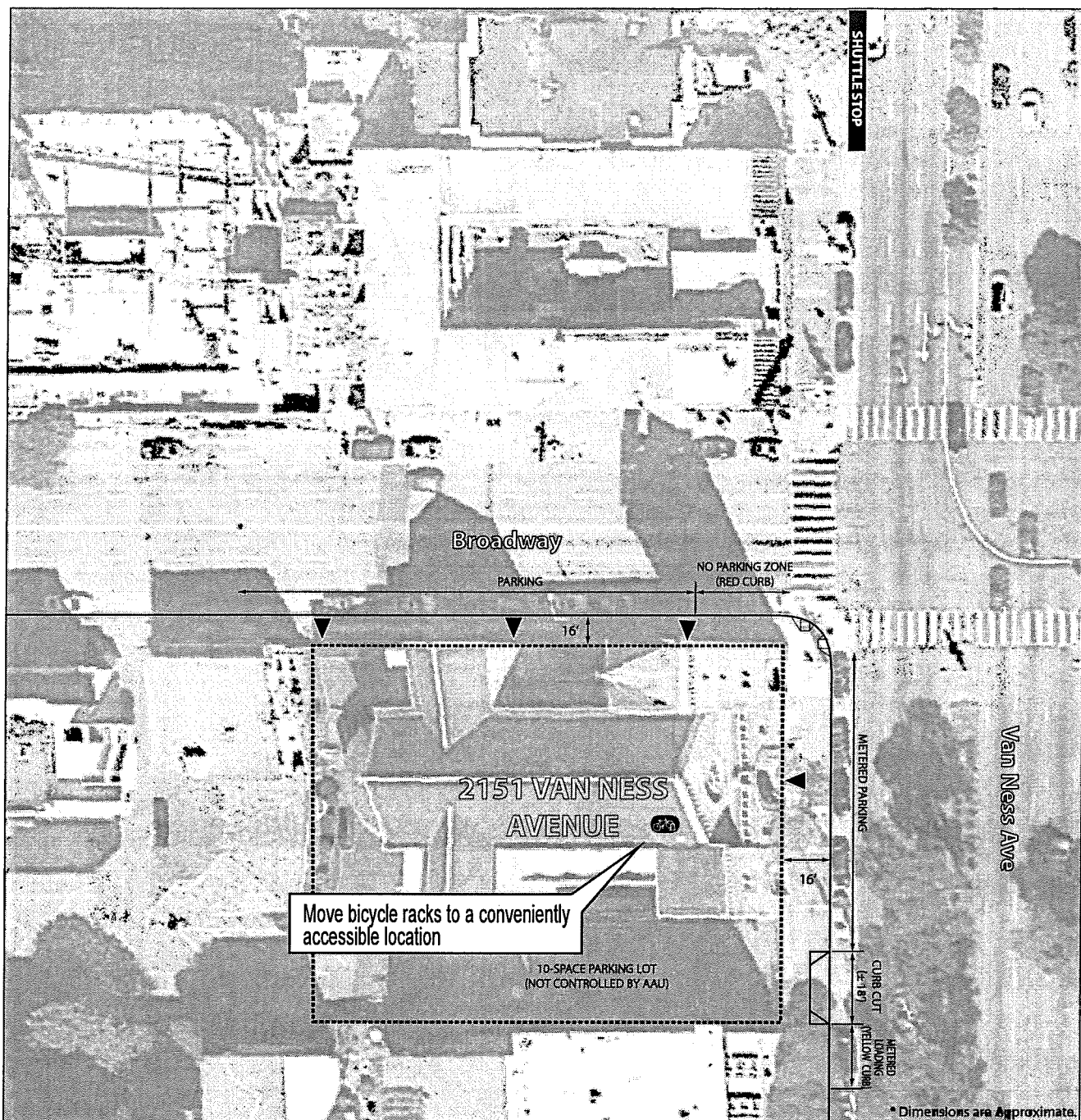
None

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

FIGURE 2 - ES-2: 2295 TAYLOR ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL





SHUTTLE BUS SERVICE (PM Headway)
M (20 min)

- AAU Bicycle Parking Location
- Shuttle Stop Location

- Primary Pedestrian Access
- Secondary Pedestrian Access



BICYCLE PARKING

	Class I	Class II
Code Required:	TBD	TBD
Existing Supply:	0	8
Parking Demand:	1	
Recommended:	0	0

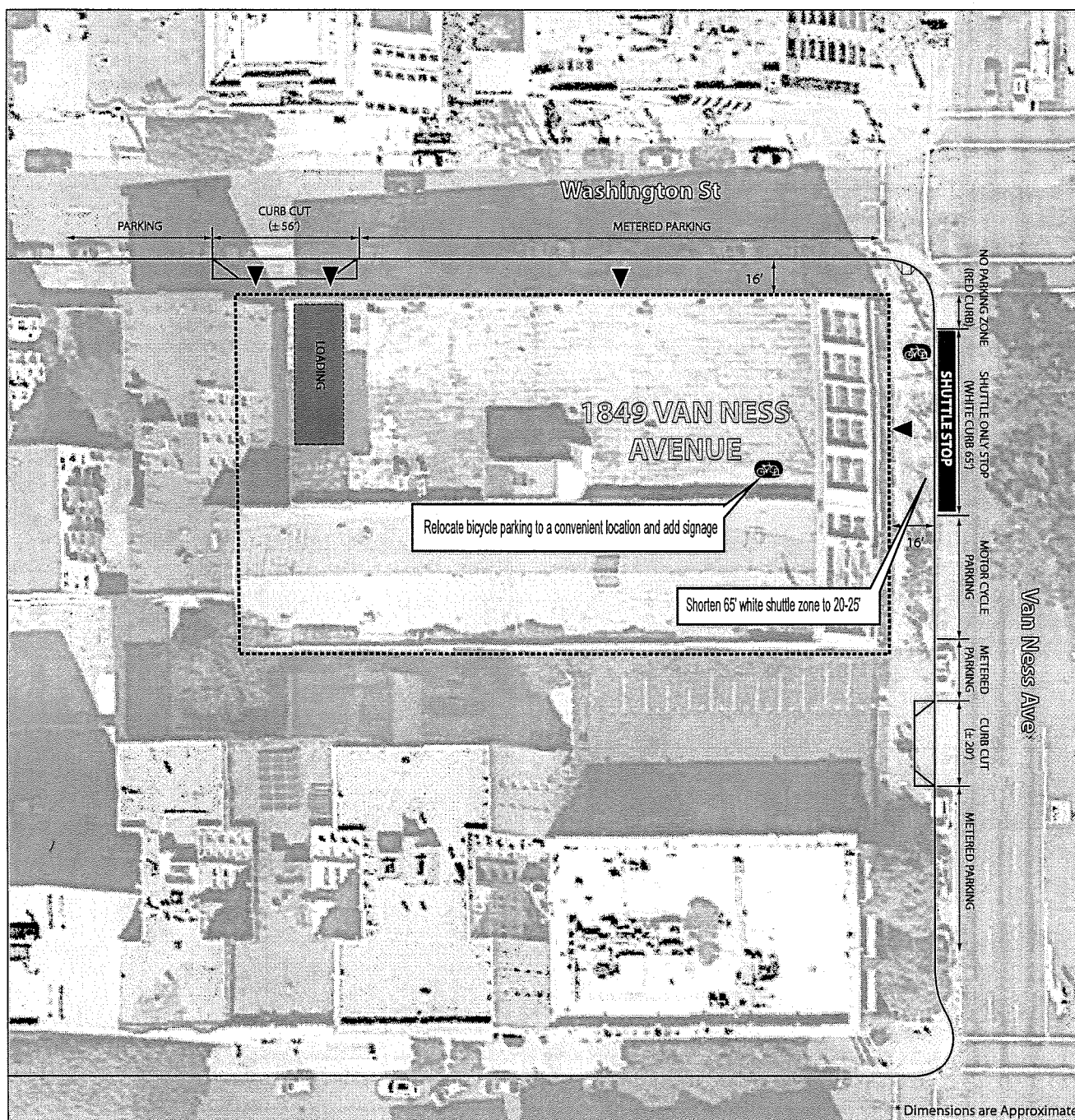
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Move bicycle racks to a conveniently accessible location






ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 5 - ES-6: 2151 VAN NESS AVE (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)
M (20 min)

-  AAU Bicycle Parking Location
-  Public Bicycle Parking Location
-  Shuttle Stop Location
-  Primary Pedestrian Access
-  Secondary Pedestrian Access



BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	32
Parking Demand:	21	
Recommended:	0	0

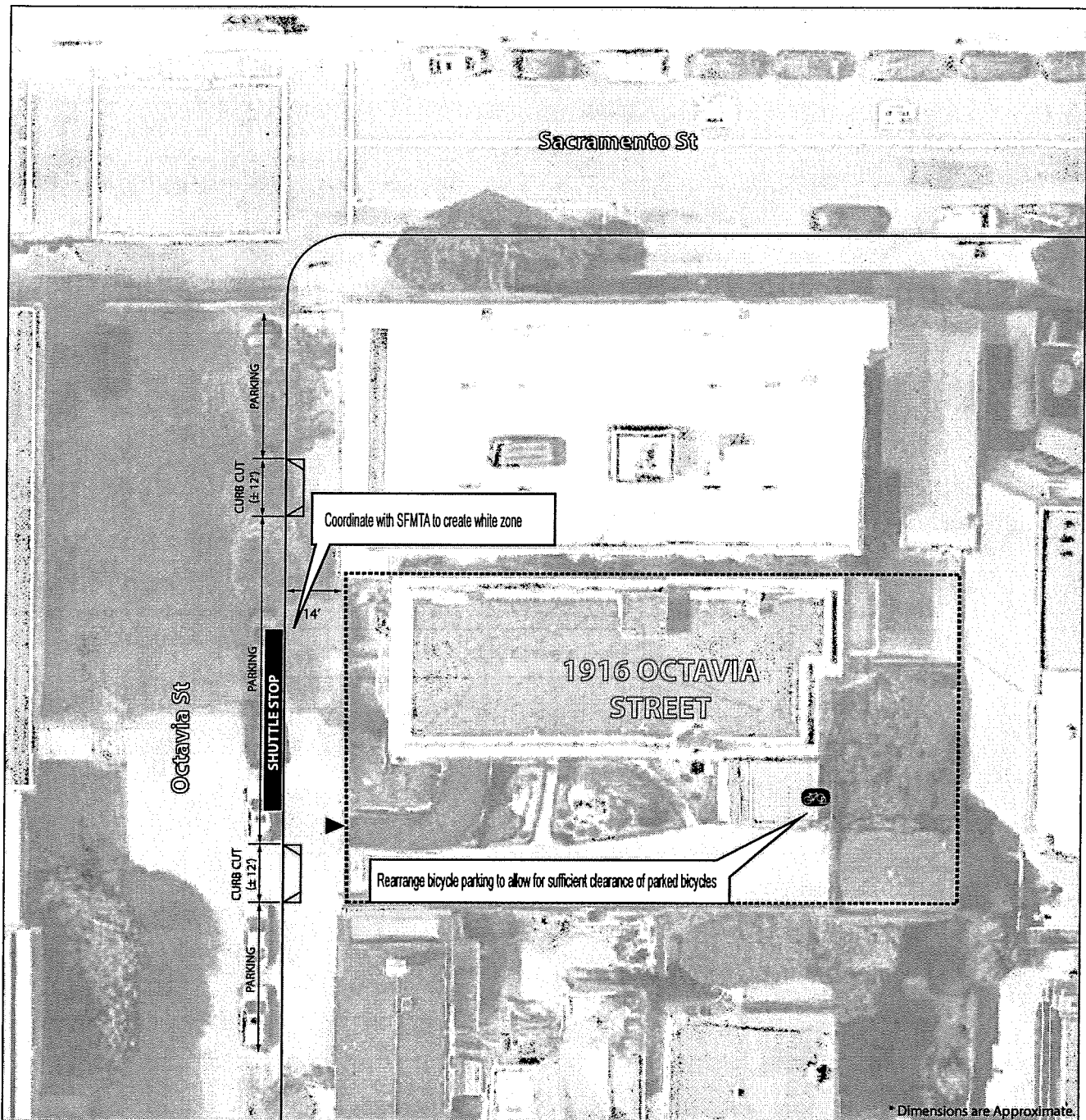
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Shorten 65' white shuttle zone to 20-25' and return to public parking or commercial loading spaces
- TR-3 Relocate bicycle parking to a more convenient location and add signage


ACADEMY OF ART UNIVERSITY ESTM



SOURCE: CHS Consulting Group, 2016.

**FIGURE 6 - ES-8: 1849 VAN NESS AVE (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)
M (20 min)

-  AAU Bicycle Parking Location
-  Shuttle Stop Location

-  Primary Pedestrian Access
-  Secondary Pedestrian Access



BICYCLE PARKING

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

RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Coordinate with SFMTA to create a white zone
- TR-3 Rearrange bicycle parking to allow for sufficient clearance of parked bicycles

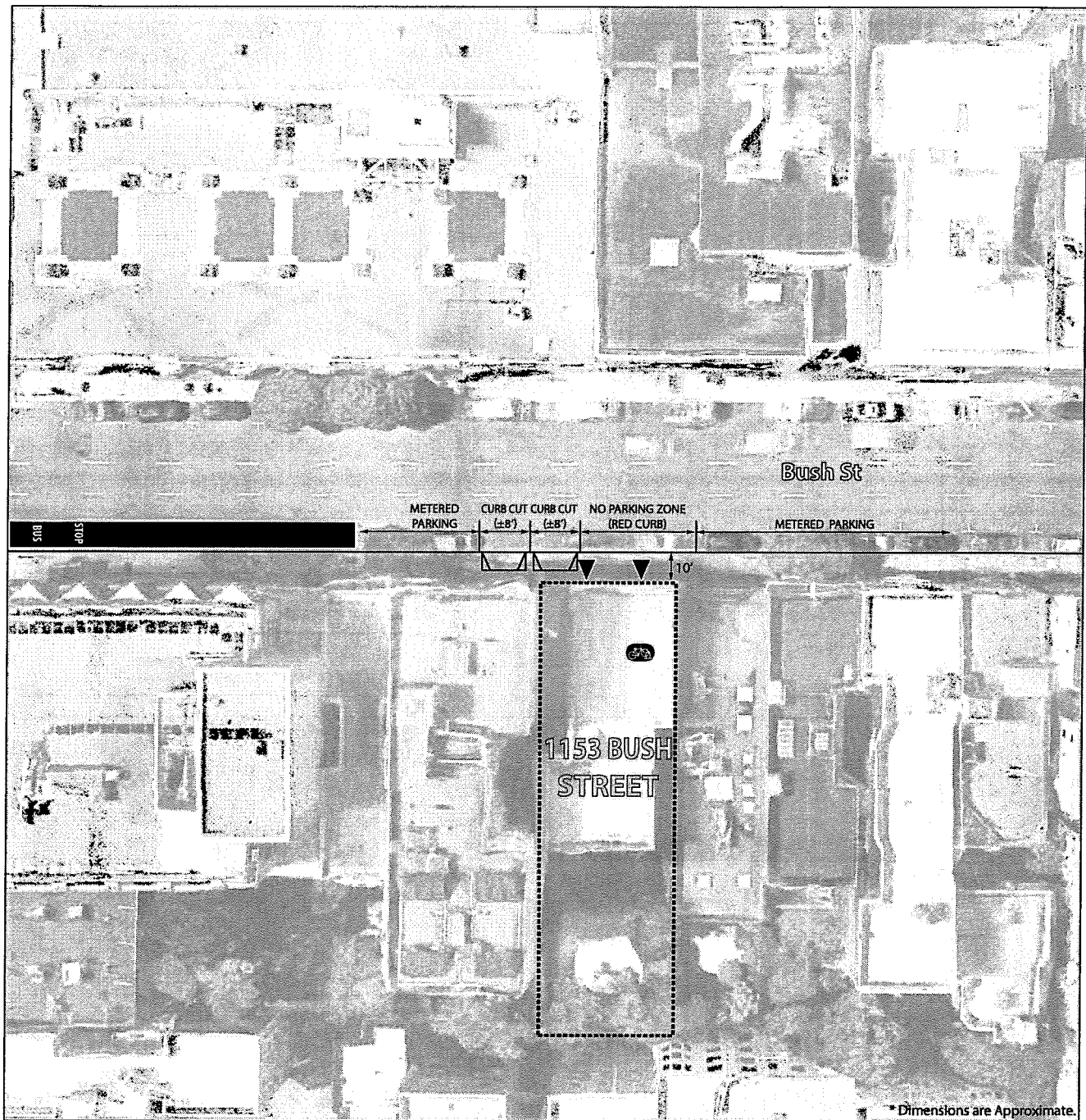
ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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




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



SHUTTLE BUS SERVICE (PM Headway)
D, E, G (30 min); H, I, M (20 min), Sutter Express (25 min)
Nearest Stop at 860 Sutter Street

 AAU Bicycle Parking Location

 Primary Pedestrian Access

 Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	8
Parking Demand:	3	
Recommended:	0	0

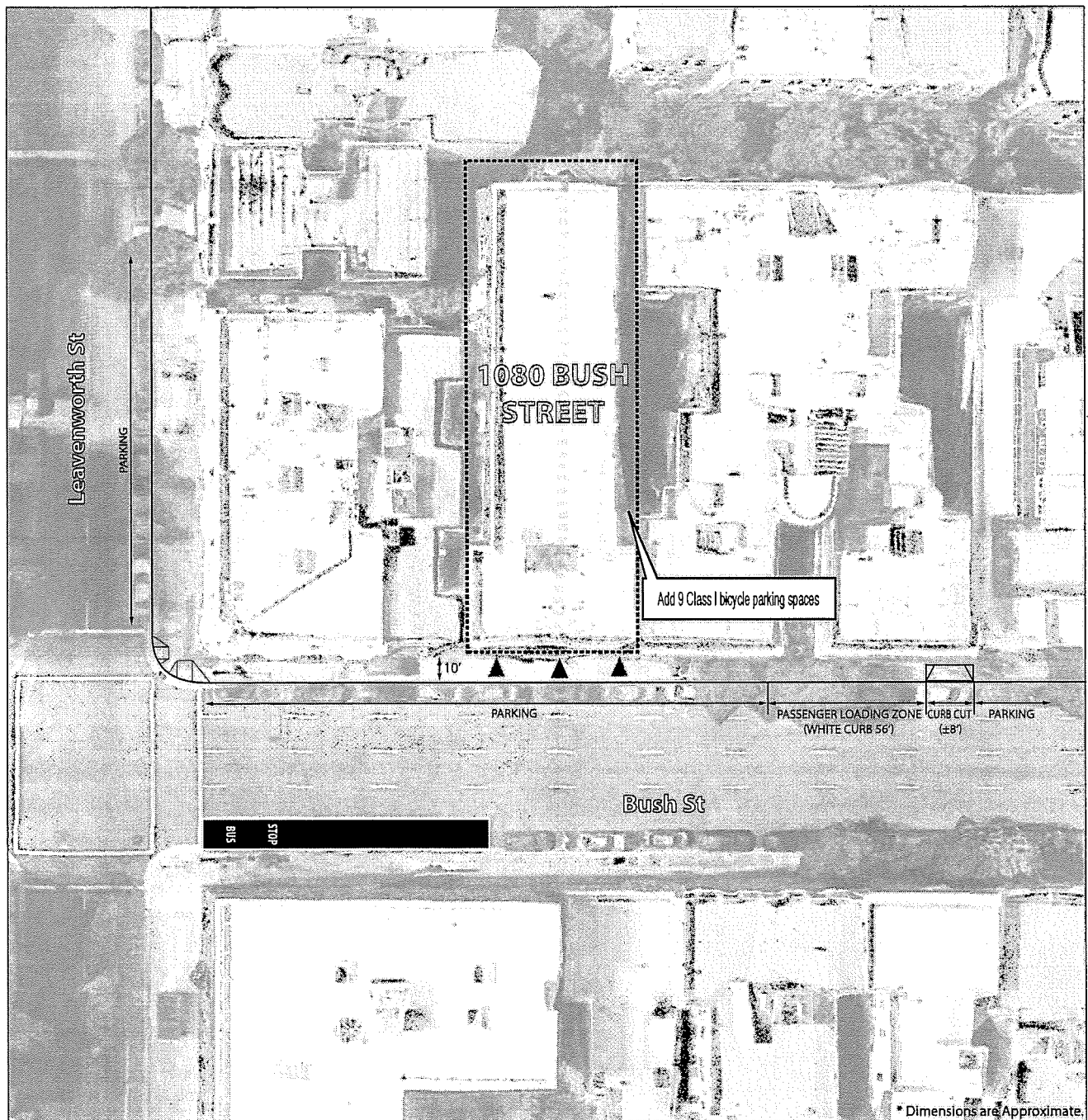
RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 9 - ES-11: 1153 BUSH ST
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

Nearest Stop at 860 Sutter Street



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

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

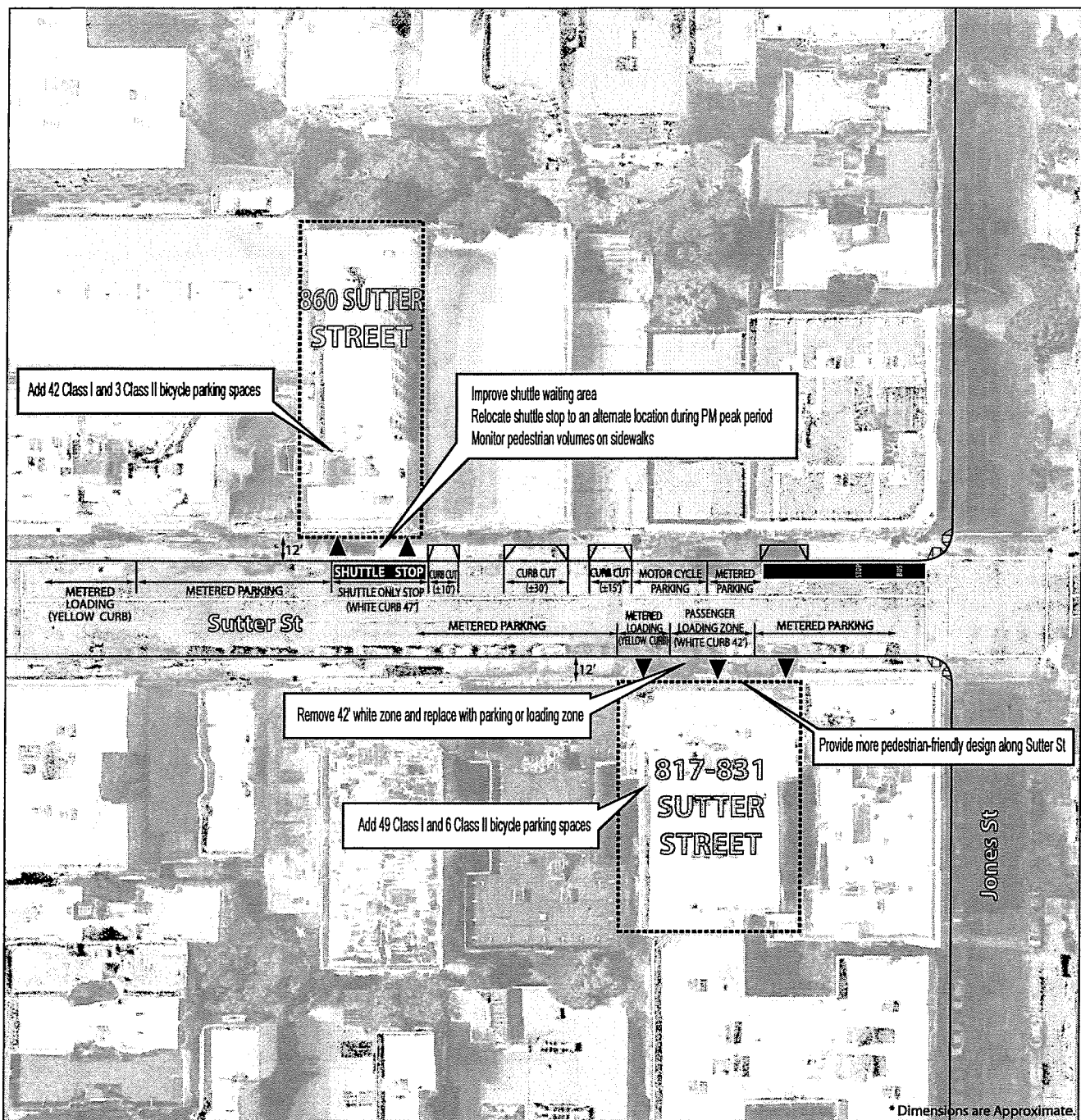
RECOMMENDED CONDITIONS OF APPROVAL

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

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING (860 / 817 Sutter)

	Class I	Class II
Code Required:	42 / 49	3 / 6
Existing Supply:	0 / 0	0 / 0
Parking Demand:	12 / 14	
Recommended:	42 / 49	3 / 6

RECOMMENDED CONDITIONS OF APPROVAL

860 Sutter Street

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Improve shuttle waiting area and monitor pedestrian volumes
- TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak hour
- TR-4 Monitor shuttle frequency to avoid double parking
- TR-5 Add 42 Class I bicycle parking spaces
- TR-6 Add 3 Class II bicycle parking spaces

817-831 Sutter Street

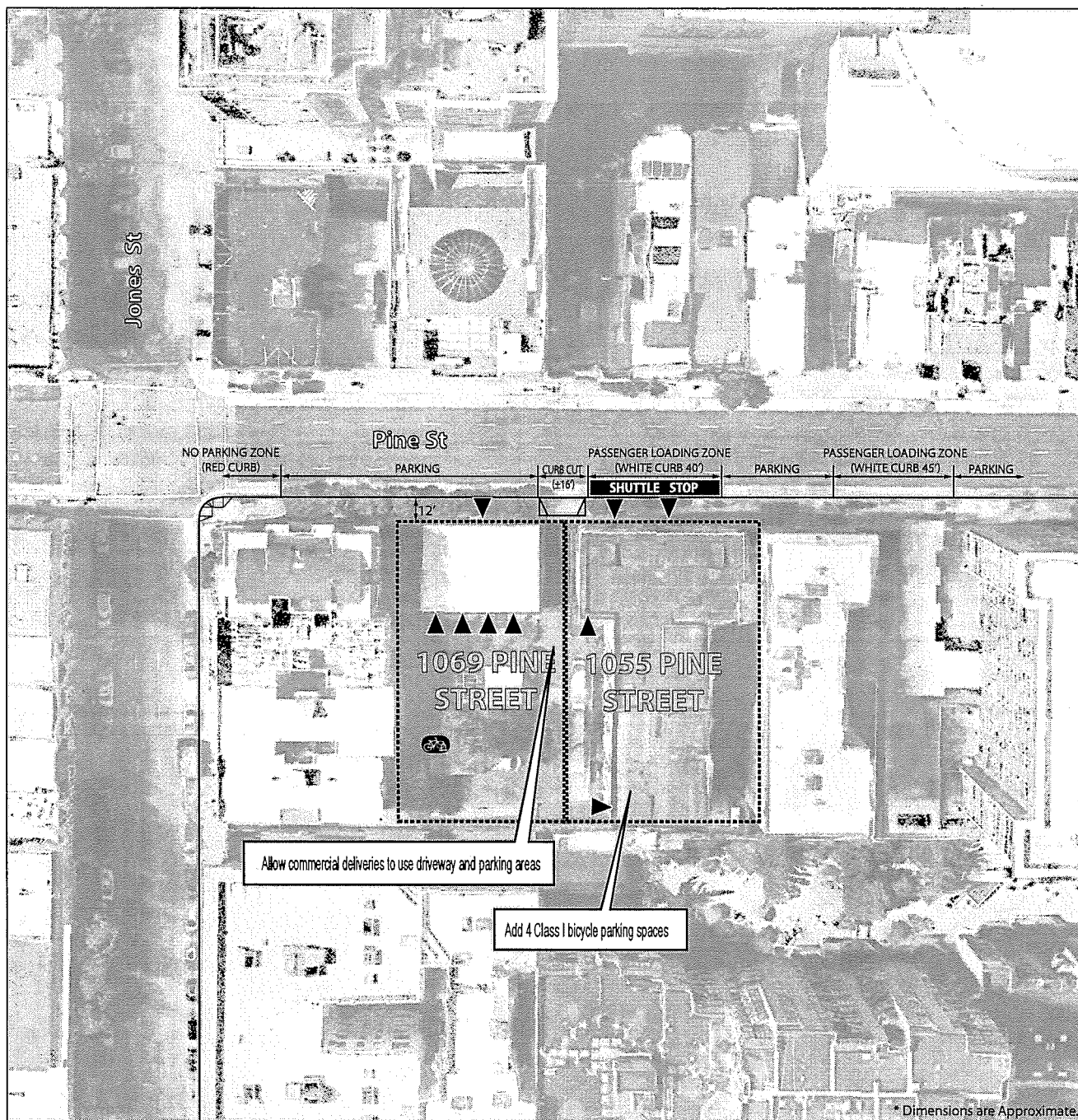
- TR-1 Remove 42' white zone and replace with parking or loading zone
- TR-2 Provide more pedestrian-friendly design along Sutter Street
- TR-3 Add 49 Class I bicycle parking spaces
- TR-4 Add 6 Class II bicycle parking spaces

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FIGURE 11 - ES-13 & 14: 860 & 817-831 SUTTER ST
(RESIDENTIAL SITES)

RECOMMENDED CONDITIONS OF APPROVAL

SOURCE: CHS Consulting Group, 2016.



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

Sutter Express (25 min)



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING (1069 / 1055 Pine)

	Class I	Class II
Code Required:	0 / 0	0 / 0
Existing Supply:	0 / 0	0 / 8
Parking Demand:	0 / 12	
Recommended:	0 / 4	0 / 0

RECOMMENDED CONDITIONS OF APPROVAL

1069 Pine Street

TR-1 Allow commercial deliveries to use the driveway and parking areas

1055 Pine Street

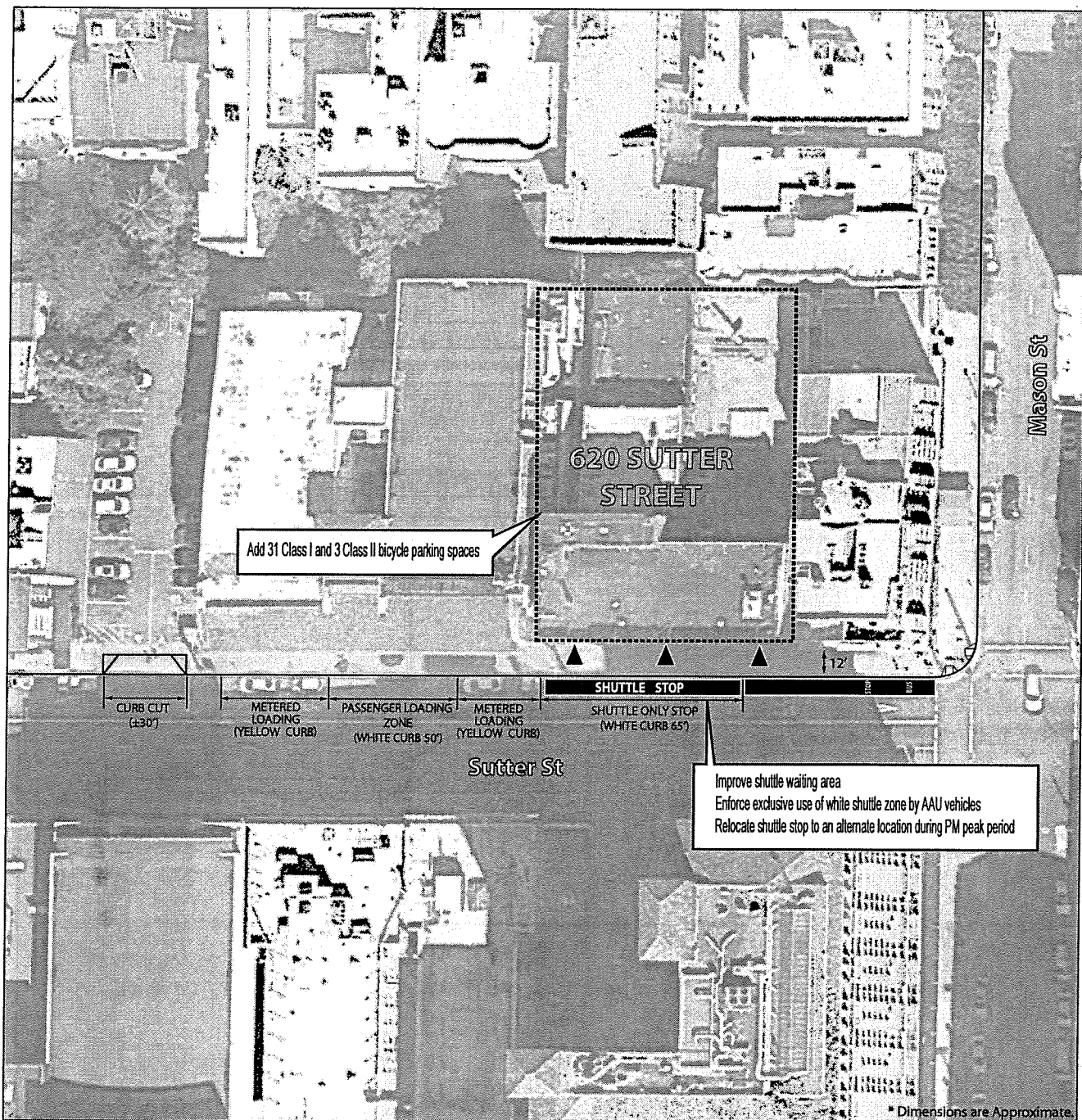
TR-1 Add 4 Class I bicycle parking spaces, unless work with SFMTA to provide 4 Class II bicycle parking spaces along Pine Street

TR-2 Allow commercial deliveries to use the driveway and parking areas

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 12 - ES-16 & 17: 1069 (RECREATIONAL SITE) & 1055 PINE ST (RESIDENTIAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	31	3
Existing Supply:	0	0
Parking Demand:	9	
Recommended:	31	3

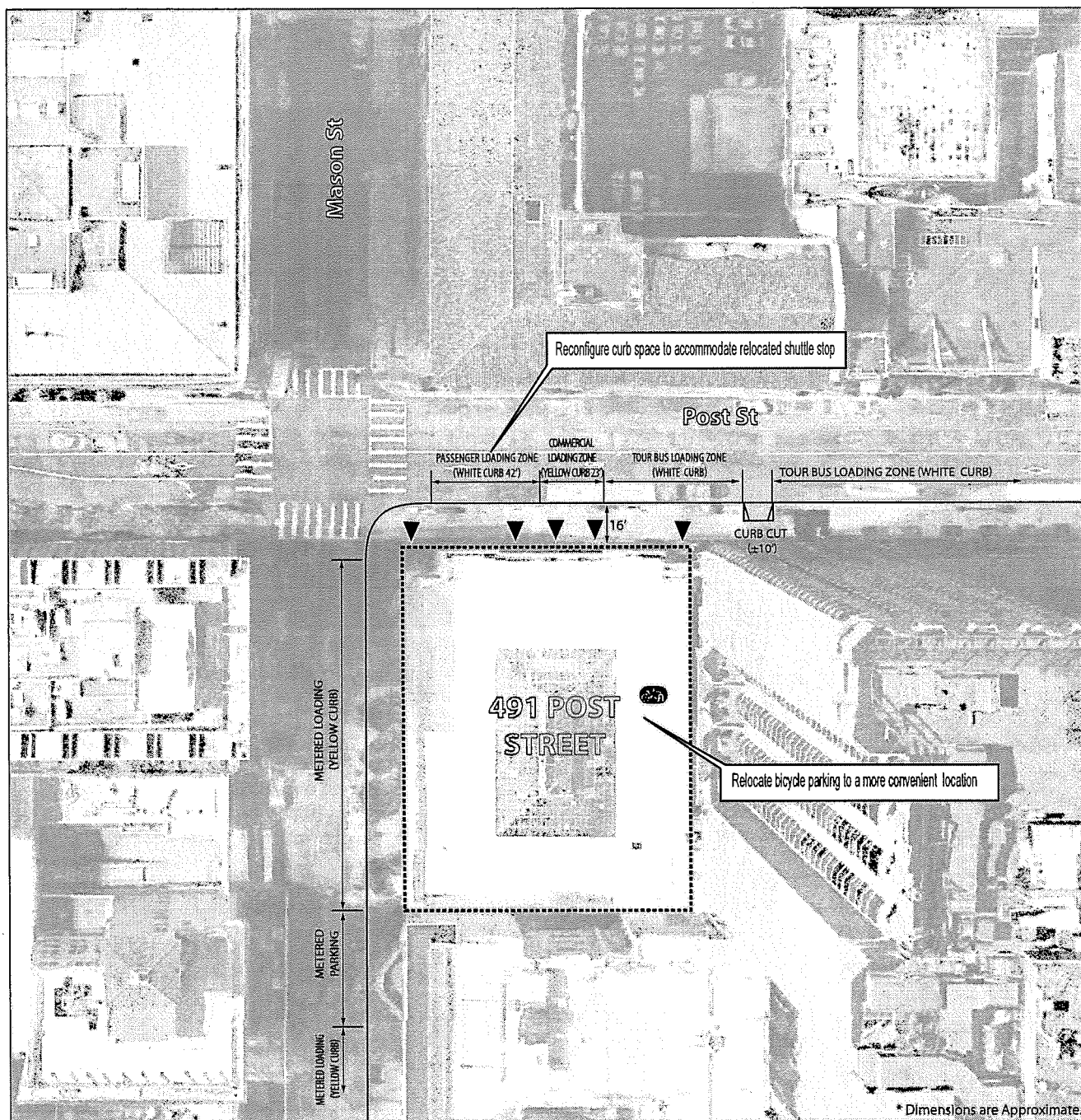
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Monitor on-time performance of shuttles to avoid double parking
- TR-3 Relocate shuttle stop to 491 Post St or an alternate location during PM peak period
- TR-4 Enforce exclusive use of white shuttle zone by AAU vehicles
- TR-5 Improve shuttle waiting area
- TR-6 Add 31 Class I bicycle parking spaces
- TR-7 Add 3 Class II bicycle parking spaces

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 13 - ES-20: 620 SUTTER ST (RESIDENTIAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I, M (20 min); Sutter Express (25 min)

Nearest Stop at 620 Sutter Street



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

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

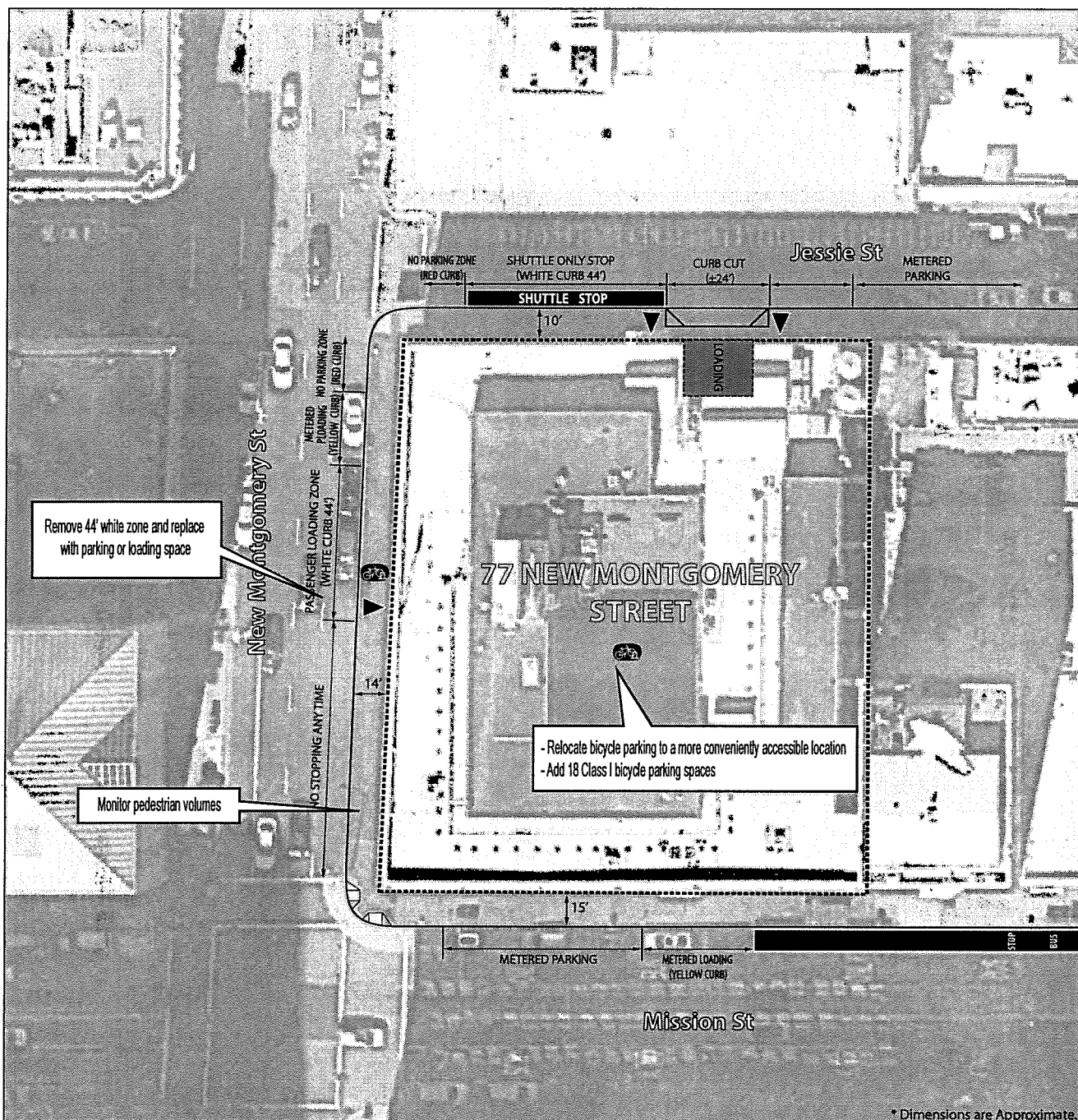
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Relocate bicycle parking spaces to a more convenient location and add signage
 TR-2 Reconfigure curb space to accommodate relocated shuttle stop location

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

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



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

G (30 min), Hayes Express (30 min)

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	16
Parking Demand:	34	
Recommended:	18	0

- AAU Bicycle Parking Location
- Public Bicycle Parking Location
- Shuttle Stop Location

- Primary Pedestrian Access
- Secondary Pedestrian Access



Not to Scale

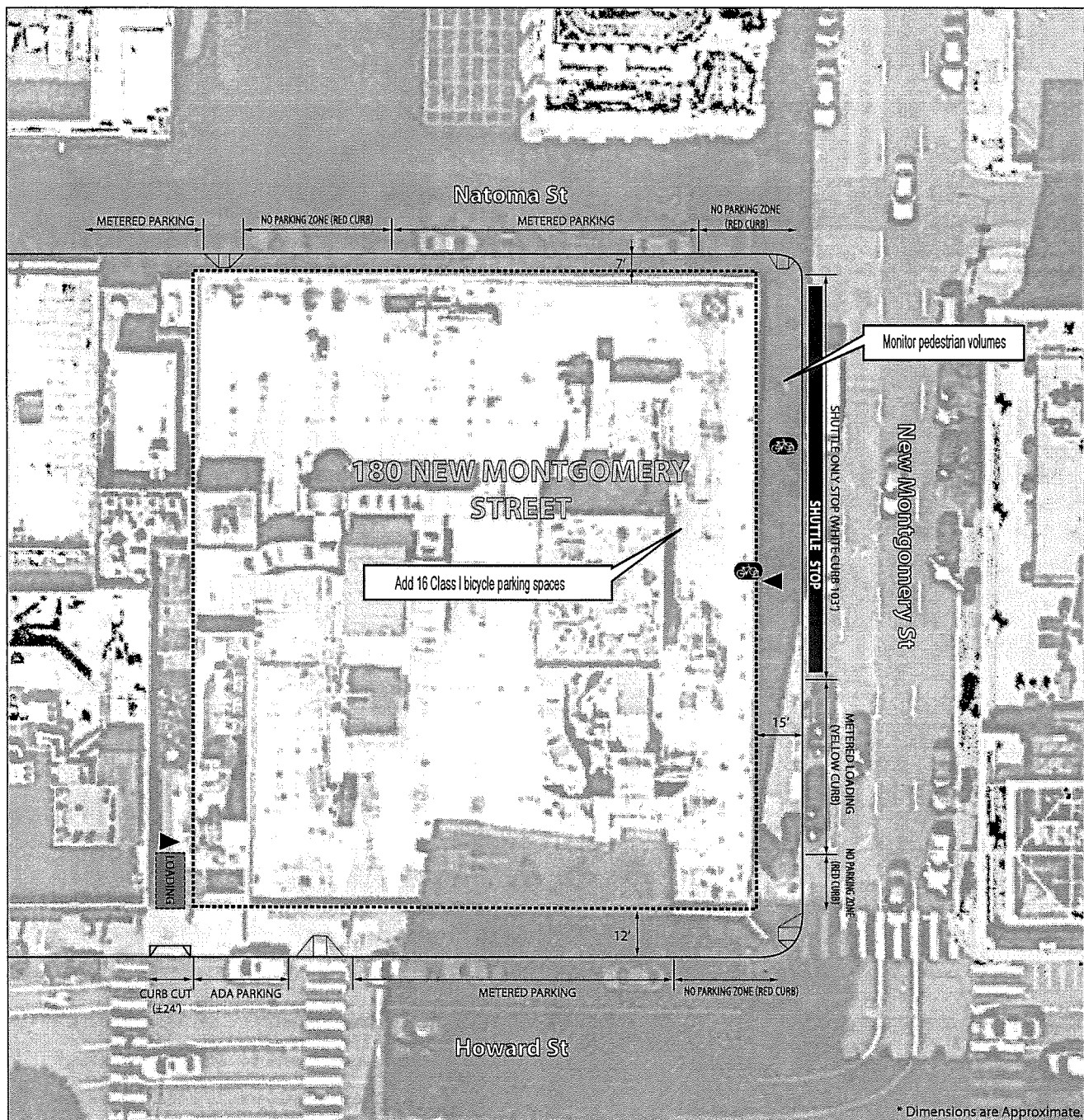
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Remove 44' white zone and replace with parking or commercial loading zone
- TR-3 Monitor pedestrian volumes on sidewalks
- TR-4 Relocate bicycle parking to a more convenient location and add signage
- TR-5 Add 18 Class I bicycle parking spaces, unless work with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery Street

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 15 - ES-27: 77 NEW MONTGOMERY ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

D, E, G (30 min); H, I (20 min)



AAU Bicycle Parking Location



Public Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	28
Parking Demand:	44	
Recommended:	16	0

RECOMMENDED CONDITIONS OF APPROVAL

TR-1 Assess, adjust and monitor shuttle bus capacity

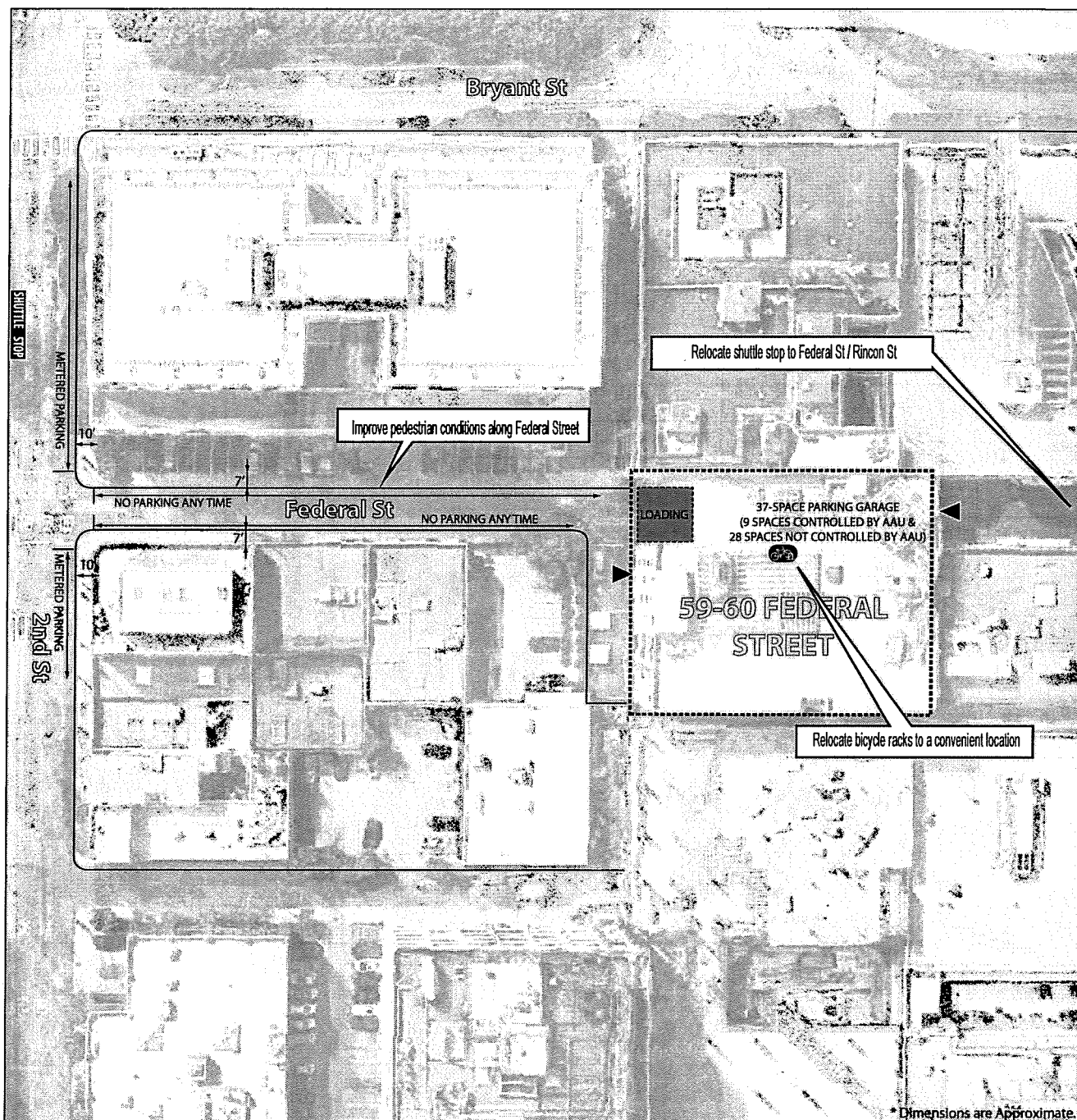
TR-2 Monitor pedestrian volumes on sidewalks

TR-3 Add 16 Class I bicycle parking spaces, unless work with SFMTA to provide 18 Class II bicycle parking spaces along New Montgomery Street

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 16 - ES-28: 180 NEW MONTGOMERY ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)

G (30 min)



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	36
Parking Demand:	19	
Recommended:	0	0

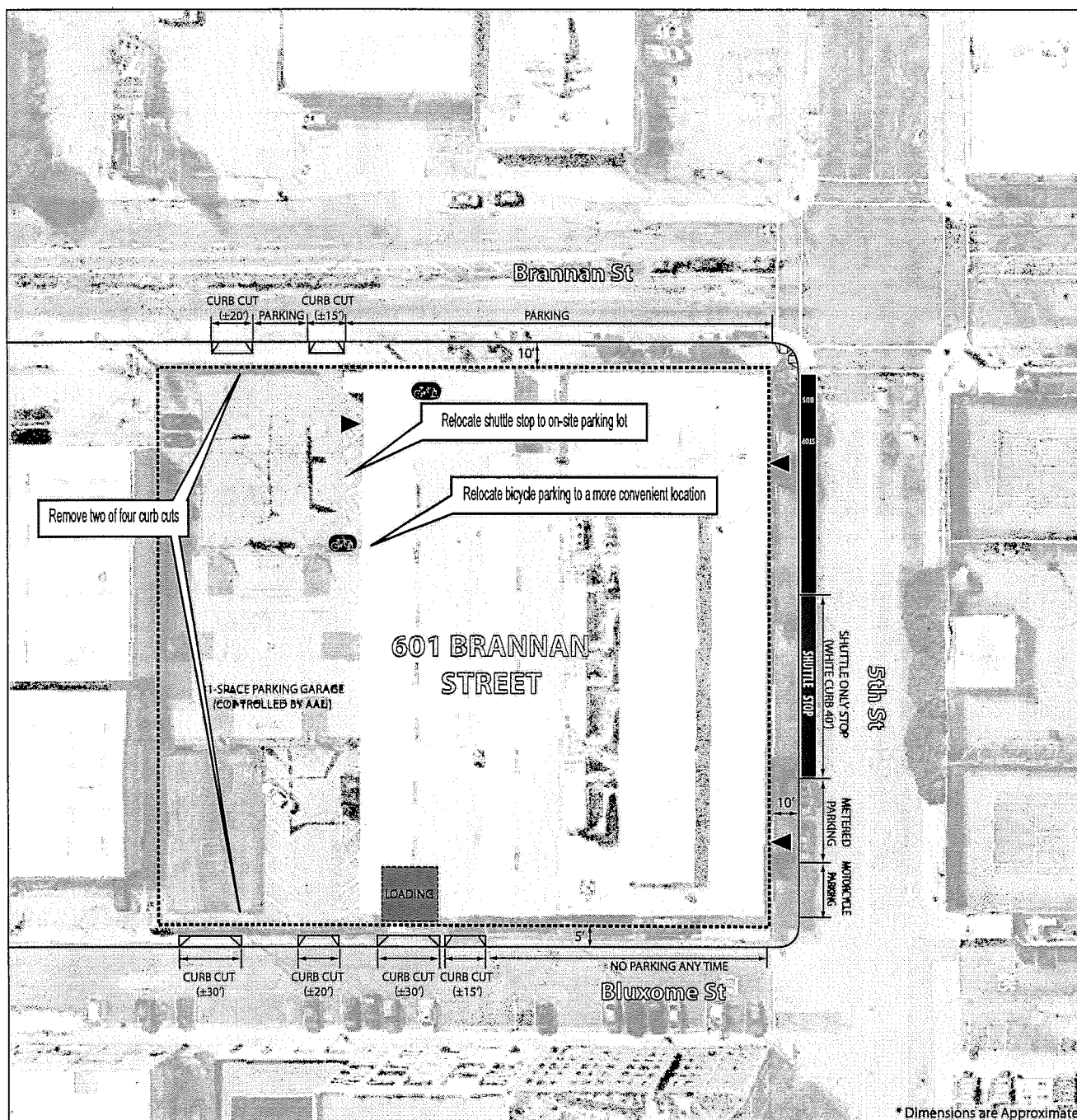
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Relocate shuttle stop to the Intersection of Federal St / Rincon St
- TR-3 Improve pedestrian conditions along Federal Street
- TR-4 Relocate bicycle parking to a more convenient location and add signage

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 17 - ES-30: 58-60 FEDERAL ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL**



SHUTTLE BUS SERVICE (PM Headway)

G (30 min); H, I (20 min)



AAU Bicycle Parking Location



Shuttle Stop Location



Primary Pedestrian Access



Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING

	Class I	Class II
Code Required:	0	0
Existing Supply:	0	60
Parking Demand:	15	
Recommended:	0	0

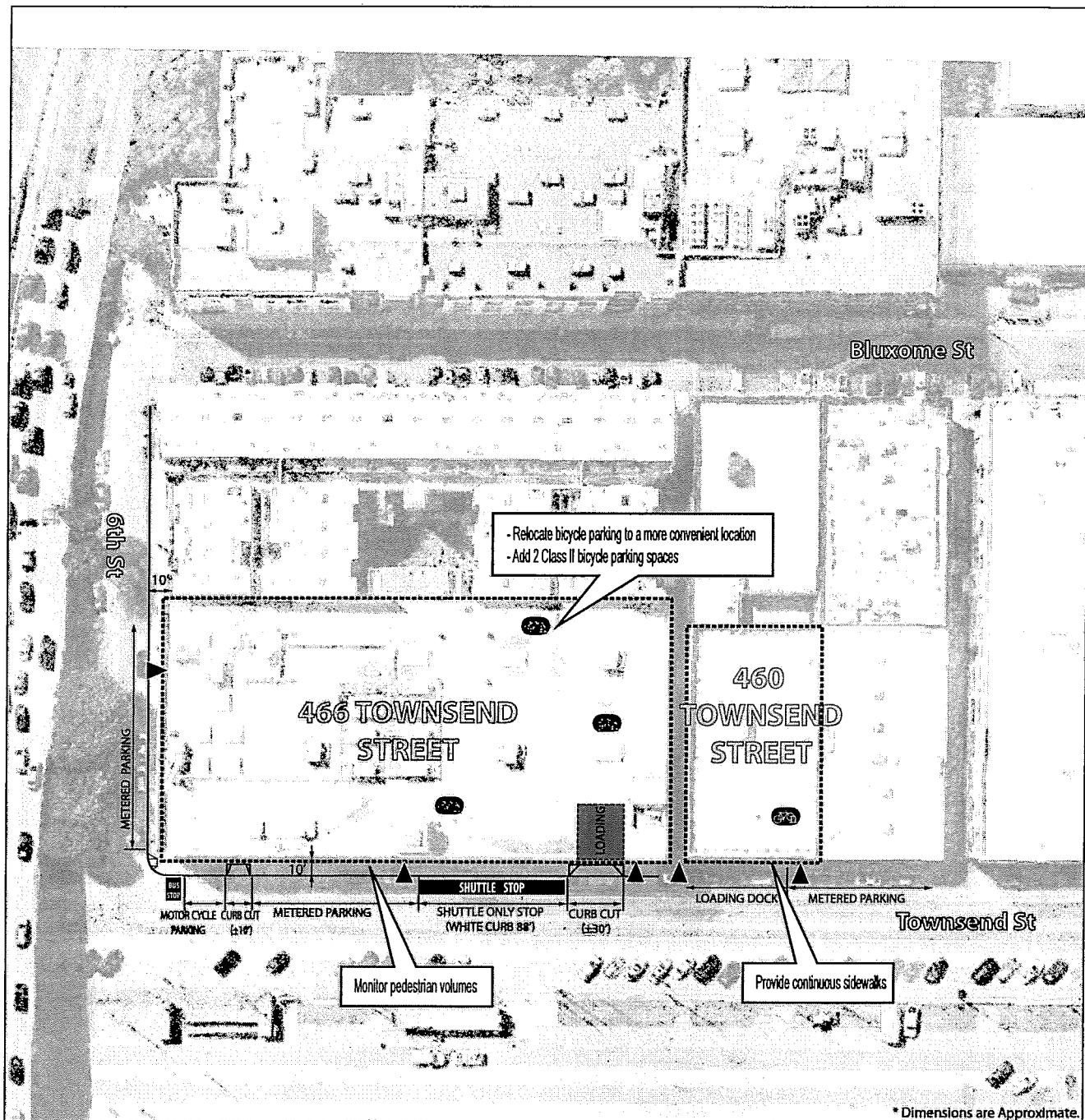
RECOMMENDED CONDITIONS OF APPROVAL

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Remove two of four driveway curb cuts
- TR-3 Relocate bicycle parking to a more convenient location and add signage
- TR-4 Move shuttle stop to on-site parking lot

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.



FIGURE 18 - ES-31: 601 BRANNAN ST (INSTITUTIONAL SITE)
RECOMMENDED CONDITIONS OF APPROVAL





* Dimensions are Approximate.

SHUTTLE BUS SERVICE (PM Headway)

G (30 min); H, I (20 min)

-  AAU Bicycle Parking Location
-  Shuttle Stop Location

-  Primary Pedestrian Access
-  Secondary Pedestrian Access



Not to Scale

BICYCLE PARKING (460 / 466 Townsend)

	Class I	Class II
Code Required:	0 / 0	0 / 0
Existing Supply:	0 / 0	5 / 20
Parking Demand:	4 / 22	
Recommended:	0 / 2	0 / 0

RECOMMENDED CONDITIONS OF APPROVAL

460 Townsend Street

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Provide a continuous sidewalk along the frontage of 460 Townsend Street

466 Townsend Street

- TR-1 Assess, adjust and monitor shuttle bus capacity
- TR-2 Monitor pedestrian volumes on sidewalks
- TR-3 Relocate bicycle parking to a more convenient location
- TR-4 Add 2 Class I bicycle parking spaces, unless work with SFMTA to provide 2 Class II bicycle parking spaces along Townsend Street

ACADEMY OF ART UNIVERSITY ESTM

SOURCE: CHS Consulting Group, 2016.

**FIGURE 19 - ES-33 & 34: 460 & 466 TOWNSEND ST
(INSTITUTIONAL SITES)
RECOMMENDED CONDITIONS OF APPROVAL**

**SUPPLEMENT TO
TERM SHEET FOR GLOBAL RESOLUTION**

City and County of San Francisco

and

Academy of Art University

July 10, 2019

This supplement (this “Supplement”) to the Term Sheet for Global Resolution dated as of November 15, 2016 (the “Term Sheet”), dated for convenience of reference as of the above date, updates and modifies the terms on which the **City and County of San Francisco and the City Attorney, acting on behalf of the People of the State of California** (collectively, the “City”) and the **Stephens Institute, doing business as the Academy of Art University** (the “Academy”) (collectively, the “Parties”) intend to continue to work together to resolve in a timely manner all of the outstanding issues now pending between them relating to land use matters for properties in San Francisco that the Academy uses or controls and establish appropriate principles and processes for Academy land use compliance for the future—a global resolution. Except as otherwise provided below, initially capitalized terms used in this Supplement will have the meanings given them in the Term Sheet. Like the Term Sheet, the Parties have negotiated this Supplement with the assistance of Superior Court Judge Kahn under a court mandated settlement conference procedure stemming from the Lawsuit that the City filed against the Academy.

Subject to the same qualifications in Section 7C of the Term Sheet, the Parties believe that the Term Sheet as updated and modified by this Supplement, once agreed upon by the Parties, will provide a framework under which they can continue to proceed to timely resolve all of the pending land use issues related to the Project and the Lawsuit through a global resolution, and establish appropriate land use principles and processes for Academy properties and future operations, in a timely and mutually satisfactory manner.

Summary of Proposed Global Resolution

Through the global resolution described below in the Term Sheet as updated and modified by this Supplement, and subject to all required approvals and the finalization of binding agreements, the Academy and the City will fully resolve the Lawsuit and the issues between them involving the Academy’s land uses by addressing alleged past code violations and the requirements to legalize certain existing uses; charting a new path forward to ensure the Academy’s compliance with the City’s codes and provision of appropriate housing and transportation to meet its students’ needs without adverse impacts to the City; and providing substantial affordable housing benefits to the City that the City could not otherwise obtain through the Lawsuit.

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

The LLC Parties will cause to be paid to the City a total of at least \$58,052,000, consisting of two main components. First, the 37 limited liability companies that own the properties that are leased to and used by the Academy, which includes the 23 limited liability companies that are named in the Lawsuit and 14 other limited liability companies that are not named in the Lawsuit (collectively, as to all 37 such companies, the "LLC Parties") will make an Affordable Housing Payment (as defined in Section 1C below) to the City totaling \$37,600,000 subject to possible increase as provided below if the approval of the global resolution is delayed under certain circumstances. The City will use this payment for affordable housing purposes with a first priority for uses related to the creation or preservation of SRO units in those supervisorial districts in which the City alleges the Academy unlawfully converted SRO buildings to student housing. This cash payment is in lieu of the LLC Parties providing, at no cost to the City, 160 new and rehabilitated units of affordable housing at 1055 Pine Street and 1069 Pine Street located on Nob Hill near Chinatown. The Affordable Housing Payment is based on the formula provided in the Term Sheet if the LLC Parties are unable to provide those units. Also, the Academy will agree to vacate the two Pine Street properties and will not continue its existing unpermitted uses as student housing and accessory student uses on those properties nor will it or the LLC Parties seek authorization of student housing on those properties. Other than the prohibition on using the properties for student housing or other accessory uses for the Academy's benefit (which will be set forth in the development agreement and not in a recorded special restriction against the property), the LLC Parties and any future owner of either 1055 Pine Street or 1069 Pine Street may seek authorization from the City for any use through the City's ordinary land use approval process.

Second, in addition to the Affordable Housing Payment, the LLC Parties will pay the City a total Settlement Payment (as defined in Section 2 of the Term Sheet and this Supplement) of at least \$20,452,436 that the City will allocate for various purposes. An estimated \$8,446,589 (up from \$7,000,000) of that amount will go into the City's Small Sites Fund to buy or rehabilitate small multi-tenant buildings to help low- and moderate-income renters who are particularly susceptible to evictions and rising rents. That payment will significantly help the City's efforts to protect vulnerable tenants. Another about \$1,300,000 of the total Settlement Payment will reimburse the City for its enforcement costs in this case and will further go beyond this case to fund future code enforcement activities by the Planning Department and consumer protection by the City Attorney's Office. The LLC Parties Settlement Payment also includes an estimated \$3,913,374 allocated from the total settlement payment, in development impact and fair share fees in connection with the legalization of the Academy's existing uses, which will fund transportation measures, as well as Eastern Neighborhoods benefits and child care. Those estimated fees reflect a decrease in the estimated fees provided under the Term Sheet of \$4,669,002 because of the Academy's decision to withdraw certain properties from its use, as shown on Exhibit D to this Supplement. They also include a projected increase based on cost-of-living adjustments on January 1, 2020. In addition to the settlement payment, the Academy has paid the City Planning Department for administrative penalties for two properties and environmental review costs for all its properties, and the Academy will continue to pay for the Planning Department's environmental review and processing of the project approvals and the fees of the City Attorney's Office for negotiating and processing the DA and associated approvals, and will also pay the application and permit fees and costs all other similarly situated

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property owners and developers must pay.

Going forward, the Academy will not promise new students more housing units than the number of lawful units that are at its disposal, and the Academy will commit to a plan to increase the housing it provides to its full time on campus students in San Francisco (including students taking no more than one online course per semester, but excluding students taking two or more online classes) to 38% and with a goal ultimately of 45%. The plan will ensure that in doing so the Academy does not taking housing off the market, generally by limiting conversion to student housing only to existing non-residential, non-PDR structures and further requiring that the Academy satisfy half of the increase over time by building new housing on property that is zoned for such use, as more particularly described in Section 3D of the Term Sheet and Section 4 of this Supplement. The Academy will comply with City codes for all future properties that it may use, and the Academy will keep its institutional master plan in step with the properties it uses or plans to use in the future, all in keeping with an urban campus that is concentrated geographically near transportation and fits appropriately in the City.

The Academy's (and the LLC Parties') obligations will be conditioned on the City's approval of certain existing uses and approval of other properties to relocate certain uses that would not be approved, as well the City's approval of definitive agreements consistent with this Term Sheet. Importantly, as a central component of the global resolution, the Academy's (and the LLC Parties') obligations, including those relating to payments, and code compliance, will be enforced though an injunction and a consent judgment, with court oversight.

1. AFFORDABLE HOUSING PUBLIC BENEFITS

As a key part of the global resolution, the LLC Parties will provide affordable housing benefits to the community as follows.

A. Payment for Affordable Housing in Lieu of the Proposed Ground Lease of 1055 Pine Street.

Instead of providing 81 units of affordable housing on 1055 Pine Street and making those units available through a long term ground lease as further provided in Section 4B of the Term Sheet, the LLC Parties will pay the City, in all cash or other immediately available funds, \$19,035,000 (the "1055 Pine Street Payment"), all subject to increase as described in Section 1C below. The \$19,035,000 payment amount is based on a per unit cost of \$235,000, consistent with the formula in Section 4B(xiv) of the Term Sheet.

B. Payment for Affordable Housing in Lieu of Ground Lease of 1069 Pine Street

Instead of using 1069 Pine Street on an interim basis for affordable housing, developing 79 units of new affordable housing on that site and making those units available through a long term ground lease as further provided in Section 4C of the Term Sheet, the LLC Parties will pay the City, in all cash or other immediately available funds, \$18,565,000 (the "1069 Pine Street Payment"), unless that amount is increased as set forth in Section 1C below. That payment amount is based on a per unit cost of \$235,000, consistent with the formula in Section 4C(xvi) of the Term Sheet.

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C. Payment Terms

The City will use the 1055 Pine Street Payment and the 1069 Pine Street Payment (together, the "Affordable Housing Payment") solely for affordable housing purposes with a first priority for uses related to the creation or preservation of SRO units in those supervisorial districts in which the City alleges the Academy unlawfully converted SRO buildings to student housing, as the City may determine in its sole discretion. The Affordable Housing Payment will be due from the LLC Parties six months after the Board of Supervisors adopts and the Mayor signs the ordinance approving the DA. The Outside Approval Date will be extended for any period provided for under Section 1C of this Supplement due to any delay that is not the Academy or LLC Parties' responsibility and there will be an adjustment under those circumstances to the Affordable Housing Payment. But if the ordinance approving the DA is not adopted by the Board of Supervisors and signed by the Mayor by February 28, 2020 (the "Outside Approval Date") for reasons that are the responsibility of the Academy or the LLC Parties and if the payment is made after August 31, 2020, then the Affordable Housing Payment will increase from \$37,600,000 to \$40,800,000. More particularly, the 1055 Pine Street Payment will increase to \$20,145,000, and the 1069 Pine Street Payment will increase to \$20,655,000 (that is, the per unit cost will increase from \$235,000 to \$255,000 per unit).

If before the Outside Approval Date, the LLC Parties believe a delay in approval of the DA under the Approval Schedule and principles described in Section 4 below, is not the responsibility of the Academy or the LLC Parties and thus there should not be an increase in the Affordable Housing Payment, then they must promptly notify the City in writing of their good faith belief of why the Academy and LLC Parties are not responsible for the delay, and the City may reply to that assertion if the City in good faith disagrees. The Parties will update the attached Approval Schedule from time to time based on their mutual agreement. If the LLC Parties assert that neither they nor the Academy is responsible for a delay and the Parties do not agree on changes to the Approval Schedule or which Party is responsible for delays, then, at the election of either Party, the Parties will seek to resolve their differences through settlement discussions before Judge Kahn, who shall afford the Parties an opportunity to be heard and present evidence and make a final determination on fault if agreement is not reached. For purposes of this Supplement, the responsibility of the Academy or the LLC Parties means that the primary cause of the delay is within the reasonable control of the Academy or the LLC Parties, and will include, without limitation, any delays that could have been avoided by the Academy or LLC Parties paying additional commercially reasonable sums to consultants to reasonably accelerate their work. While the Parties are attempting to resolve any such issue about responsibility for delay, the Parties will continue using their good faith efforts to proceed with implementing the other terms of the Term Sheet and Supplement and related documents.

If a legal challenge to the DA or other City approvals required to implement the Settlement Agreement is filed or the relevant statutes of limitations to file a lawsuit under CEQA or to file a writ of mandate challenging the DA have not expired before the date on which the first Settlement Payment installment or the Affordable Housing Payment are due and such litigation is not finally resolved before the due date (i.e., at the outside July 31, 2020 unless extended as provided in this Supplement), then the LLC Parties will, on or before the due date,

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

deposit both the initial Settlement Payment installment and the full Affordable Housing Payment, into an escrow account with a bank selected by the City from among the banks that the City regularly does business with. Monies in the account will be invested and reinvested in an interest-bearing account or certificate of deposit as designated by the City. All interest will accrue and be deposited in the account and any gain or loss will be borne by the account. The principal including any interest or other gains ultimately will be payable out of escrow to (1) the City once there is a final judgment dismissing any such challenge or upholding validity of the DA or upon the expiration of the applicable statutes of limitations identified above, then the City may expend those sums for purposes provided under the Settlement Agreement and the DA (which will be consistent with the Term Sheet as modified by this Supplement); or (2) the LLC Parties because a final court judgment invalidates the DA. The City will be granted a security interest in the money in the account. The LLC Parties will pay all escrow fees. Under the DA, the Parties will agree on appropriate escrow instructions to the bank, including conditions for release.

D. Responsibility for Affordable Housing Payment

The LLC Parties will be jointly and severally responsible for making the Affordable Housing Payment, and their responsibility is not limited by the value of, or net proceeds from any sale of, 1055 Pine Street or 1069 Pine Street. The LLC Parties will make the Affordable Housing Payment and the Settlement Payment described in this Term Sheet solely on behalf of the LLC Parties' obligations, and not on behalf of the Academy. The Guaranty described in Section 2A of the Term Sheet will apply to the Settlement Payment only.

2. SETTLEMENT PAYMENT

A. Payment

In view of the Academy's continued use of its properties while the Parties have undertaken to complete the negotiation and approval process under the Term Sheet and this Supplement, the \$20,000,000 principal amount of the Settlement Payment set forth in Section 2 of the Term Sheet owed solely by and on behalf of the LLC Parties will be increased as follows:

First, the principal amount will be increased by interest on a portion of the installment payments that would have been due if the milestone schedule set forth in the Term Sheet had been met. More particularly the estimated portion of the Settlement Payment not comprised of development impact fees, which is currently estimated at \$16,086,625 will be increased by the fixed rate of 3% per year on the installments that would have been due beginning November 1, 2017 and continuing until the date that the ordinance approving the DA becomes effective. The interest rate of 3% is the same annual rate specified in the Term Sheet for installment payments after the DA becomes effective. Also, 75% reflects the portion of the estimated \$16,086,625 Settlement Payment that the Term Sheet provides for uses of that payment other than for development impact fees. So, for example, if the ordinance approving the DA were to become effective on February 1, 2020 (which is three months or 1/4 of a year after the third installment would have been due under the milestone schedule in the Term Sheet), then the increase in the principal amount of the Settlement Payment would be an estimated total

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of \$452,436 (i.e., $(0.03 \times \$4,021,656) + (0.03 \times \$8,043,313) + 0.25 \times (0.03 \times \$12,064,969)$). And based on this estimated increase, the amount of each of the annual installments of the Settlement Payment will increase from \$4,000,000 under the Term Sheet to an estimated \$4,090,487.

An updated estimate of the development fees, showing the annual increases based on changes in the consumers' price index, is attached to this Supplement as Exhibit C. The attached Exhibit C supersedes the Exhibit C attached to the Term Sheet. As reflected on Exhibit C, the change in the development impact fees is as of January 1, 2019, which was the last adjustment date. Development impact fees will be calculated at the time payable in accordance with the City requirements on that date, but will have no effect on the principal amount of the Settlement Payment unless the total sum of the development impact fees exceeds \$4,669,002 (which is the estimated amount under the Term Sheet), in which event the any increase over such sum will be added to the principal amount of the Settlement Payment.

All of the increase above the \$20,000,000 Settlement Payment provided for under this Supplement will be allocated to the City's Small Sites Fund.

3. APPROVED USES

The list of approved uses for the Academy attached as Exhibit D to the Term Sheet is updated and replaced with Exhibit D attached to this Supplement. The Parties propose that the Academy and the LLC Parties bring the properties that are designated for approval into compliance with the Planning Code through a variety of permits and authorizations as contemplated by the DA, including (i) approval of a master conditional use authorization by the Planning Commission, (ii) approval of permits to alter by the Historic Preservation Commission, (iii) amendment of the Planning Code to permit uses that are currently not permitted at certain properties, and (iv) a variety of Later Approvals as defined below (collectively, the "Project"). A Later Approval is any land use approval, entitlement or permit that the Academy or the LLC Parties seek after approval of the DA from the City or any City Agency for the approved uses that is necessary or advisable to implement all or a portion of the Project consistent with the DA, including, but not limited to, building permits, sewer and water connection permits, major and minor encroachment permits, street and sidewalk modifications, and street improvement permits.

The list shown in Exhibit D reflects updates based on the Academy's 2019 IMP remains and is much the same as the exhibit attached to the Term Sheet except that 1) consistent with the agreement of the LLC Parties to make the Affordable Housing Payment to the City in lieu of providing affordable housing, the City will not approve 1055 Pine Street and 1069 Pine Street for affordable housing uses; and 2) the revised Exhibit D includes four additional properties from which the Academy will withdraw its uses. Accordingly, from and after the date that the Board of Supervisors passes and the Mayor signs the ordinance approving the DA, the Academy will not allow any new students to move into 1055 Pine Street and 1069 Pine Street, and the Academy will vacate all student housing from 1055 Pine Street no later than the end of the school semester in which the Board of Supervisors passes and the Mayor signs the ordinance approving the DA. Except for the ability to transition out of the student housing at 1055 Pine Street as provided above, from and after the effective date of the DA the Academy will cease all

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unpermitted uses of 1055 Pine Street and 1069 Pine Street and will either bring those properties into conformance with existing code requirements or seek to sell those properties for lawful uses.

The DA will not freeze any generally applicable City code requirements, fees or exactions that may apply to the Project, except as described in this section below, or to any other future land uses by the Academy, including, without limitation, the Academy's future expansion or operation, and requirements to provide for student housing or to prepare or update an IMP. As to the Project, aside from the general provisions in Section 3E(ii)(a) of the Term Sheet, the DA will provide for a limited window in which the Academy and LLC Parties may vest under the Approvals that the DA contemplates. The Academy and the LLC Parties must submit to the City complete permit applications, including supporting information, required to implement the Approvals, within 60 days after the date the City approves the DA or the Outside Approval Date, whichever is later. So long as they do, the Project shall not be subject, within the Performance Period (as defined below), to any legislation that the City adopts that either (1) imposes new development impact fees or exactions for the Project not identified in the DA, (2) prevents or conflicts with the land use designations, permitted or conditionally permitted uses proposed by the Project and the Approvals, or (3) otherwise frustrates the implementation of the Approvals or the Later Approvals; provided, however, the Project would be subject to the voters' adoption of a referendum that specifically overturns any of the Approvals or to the City's adoption of any amendments to the San Francisco Building Code, Fire Code or Housing Code that are of General Application (as defined below) or other legislation that protects persons or property from conditions creating a health, safety or physical risk (collectively, the "Public Health and Safety Exception").

The Performance Period for each Approval or Later Approval will be six months from the date of the City's final approval of such Approval or Later Approval, again, as long as the Academy or LLC Parties, as applicable, has timely submitted complete permit applications to the City for approval as provided above. Accordingly, the Performance Period will run on a rolling basis. If the City disapproves or waives its implementation of a Later Approval, and such disapproval, or waiver prevents or makes infeasible the Academy's or LLC Parties' performance of a separate Approval or Later Approval, then the Performance Period for such separate Approval or Later Approval will be tolled on a day for day basis until such time that the Academy or LLC Parties and the City has mutually agreed upon an alternate method of performance of the disapproved or waived Approval or Later Approval.

For purposes of this section, legislation of "General Application" means a City ordinance that affects all privately-owned property within the territorial limits of the City or any designated use classification or use district of the City, so long as any such ordinance affects more than an insubstantial amount of private property other than the property that is subject to the Approvals.

Also, for avoidance of doubt, the authority reserved to the City under the Public Health and Safety Exception is more limited than the City's police power authority under state and federal law to regulate land uses, and is limited solely to addressing a specific and identifiable issue in each case required to address an actual and clear physical danger to the public and

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applies on a City-Wide basis to the same or similarly situated uses and applied in an equitable and non-discriminatory manner.

The DA will include provisions mutually agreeable to the Parties addressing resolution of any disputes they may have regarding the applicability to the Project of new or amended City legislation as provided in this section.

**4. DEVELOPMENT AGREEMENT – STUDENT HOUSING AND METERING
RELATIONSHIP TO ENROLLMENT**

The Academy's enrollment of On Campus Students has decreased significantly since the Parties signed the Term Sheet, so its demand on housing is lower than the Parties anticipated. Because the Academy encourages on-site students located in San Francisco to take all or nearly all of their classes on-site rather than online, the Academy has a policy of generally not making housing available to full-time students taking two or more classes online. In the Term Sheet, the definition of On Campus Students did not clearly address how to count students who take courses on-site in San Francisco, but may also take some of their courses online. The Academy interprets the metering percentages reflected in Section 3D(iii) of the Term Sheet to include only on-site, full-time undergraduate and graduate students (*i.e.*, students taking all of their classes on-site in San Francisco and not students taking some of their courses online). The Academy has reported that, if instead the housing benchmark percentage figures included full-time students taking their classes on-site in San Francisco, except up to one online course per semester, then the baseline percentage in 2016 would have been 28% (rather than 39%). Accordingly, consistent with the Academy's housing policy, the Parties agree that the definition of On Campus Students for the purposes of these metering requirements includes full-time students taking up to one class online per semester, meaning the housing benchmark percentage for July 1, 2019 is 32% (rather than 45%) and the benchmark percentage for July 1, 2022 is 36% (rather than 50%) and that there will be a new benchmark percentage for July 1, 2023 of 38%. The annual report the Academy must produce as described in Section 3D(iii) of the Term Sheet will include a description of how the Academy plans to meet its next applicable benchmark. After July 1, 2023, the Academy will use good faith efforts to have beds available in San Francisco for at least 45% of its On Campus Students (defined to include on-site full-time students taking up to one course online), provided that the enforcement mechanisms described in Section 3D (iii) of the Term Sheet will not apply to the 45% goal. Except as provided in this Section above, all the other provisions of Section 3D of the Term Sheet relating to metering continue to apply, including, for instance, the deferral of metering benchmarks when the Combined Occupancy Rate falls below 90% for the reporting period. For sake of clarity, this means that under no circumstances will any deferral in a benchmark allow the Academy to reduce its housing below 28%. The Academy represents that the deferral provision referred to above currently applies; however, that it has nevertheless met the otherwise applicable threshold percentages for July 1, 2019 (*i.e.*, 28% for On Campus Students, meaning full-time undergraduate and graduate students taking their classes on-site in San Francisco, except up to one online course per semester.)

5. SCHEDULE

The Parties will continue to negotiate in good faith and use their good faith efforts to

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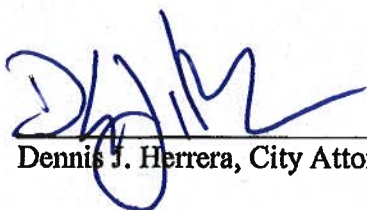
abide by the current schedule attached as Exhibit B to this Supplement (the "Approval Schedule") and timely present the DA, Settlement Agreement and other related agreements to the Planning Commission and Board of Supervisors for approval. The Approval Schedule supersedes the milestones contained in Section 6 of the Term Sheet. While the Approval Schedule is premised on a number of assumptions, the iterative process described further below and timely performance by both Parties, each Party acknowledges that the schedule is reasonable and achievable and the Party will use its good faith efforts to achieve that schedule.

The most time-intensive portion of the Approval Schedule is the production, review and comment, revision and finalization of the proposed plan sets that are currently being produced by the Academy according to the Approval Schedule. The iterative process between the LLC Parties and the Planning Department is necessary on a property-by-property basis to arrive at mutually acceptable solutions to achieve compliance or craft exceptions from certain Planning Code, ESTM Condition of Approval and EIR Mitigation Measure requirements, and other standard Planning Department policies typically enforced during the plan check process. The Parties acknowledge that such process has been going well, according to the Approval Schedule. While there are currently no material issues jeopardizing the Approval Schedule known by either Party that such Party has failed to bring to the attention and discuss with the other Party, it is conceivable that the Academy's production of the proposed plan sets and the Planning Department's review will result in the discovery of new material items related to the land use entitlement process that could delay the Approval Schedule. In such an event, the Academy and the Planning Department will work together in good faith to resolve those issues and minimize the resulting delay. Any such delays resulting from new material issues that the Academy could not have reasonably anticipated will not be considered the fault of the Academy. Such delays will extend the Approval Schedule, including the Outside Approval Date, for a reasonable period, subject to the Academy's and the Planning Department's good faith obligation to work toward a timely resolution of such issues.

6. EFFECT ON TERM SHEET


The purpose of the Term Sheet, as changed by this Supplement, continues to be to provide the Parties with a non-binding framework to achieve a global resolution and resolve the Lawsuit, consistent with the updated schedule attached to this Supplement. Except as provided in this Supplement, the Term Sheet remains unmodified.

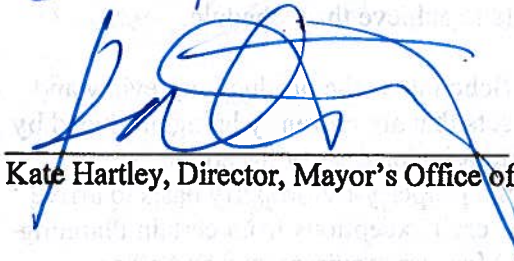
CITY AND COUNTY OF SAN FRANCISCO



Dennis J. Herrera, City Attorney

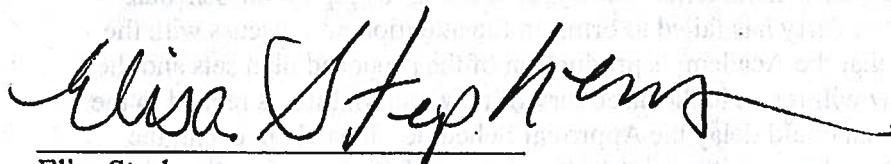
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John Rahaim, Planning Director

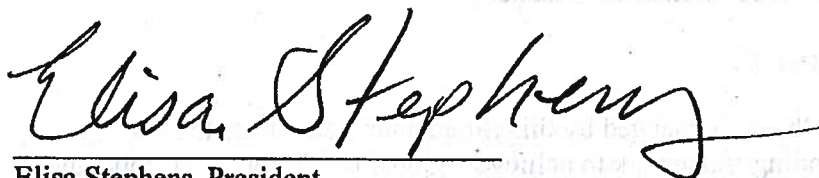
Kate Hartley, Director, Mayor's Office of Housing

LLC PARTIES



Elisa Stephens

**STEPHENS INSTITUTE,
dba ACADEMY OF ART UNIVERSITY**



Elisa Stephens, President

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LIST OF EXHIBITS:

EXHIBIT B – UPDATED APPROVAL SCHEDULE

EXHIBIT C – UPDATED DEVELOPMENT IMPACT FEES

EXHIBIT D – UPDATED APPROVED USES

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EXHIBIT B

APPROVAL SCHEDULE

See attached

July 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4 HOLIDAY	5 AAU final IMP submission by 12pm AAU Outside date for poster posting	6
7	8	9	10	11 [redacted] regarding historic preservation	12 AAU: Applications finalized AAU: COAPTA applications submitted	13
14	15 AAU: target for final current Planning acts	16	17	18 [redacted] re IMP hearing	19 [redacted]: circulate draft Addendum, Plan Set comments and Historic Preservation comments AAU: final comments on DA and related documents	20
21	22 Nick R OOO	23	24 Nick R OOO	25 IMP Hearing (Tentative)	26 Jim Abrams OOO through August 11	27
28	29 Review of Screen Check	30	31			

August 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2 (AAU: Final memo submission) AAU: comments on Addendum to Rick Cooper	3
4	5	6	7	8	9 (AAU: Screen Check Addendum)	10
11	12	13	14	15 [REDACTED] re: Addendum	16	17
18	19	20 AAU: response to Historic Preservation comments and Plan Sets	21	22	23	24
25	26	27	28	29 [REDACTED] to discuss Historic Preservation	30 [REDACTED] City: Review Screen Check Addendum	31

September 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 HOLIDAY	3	4 [redacted] : Historic Preservation comments	5	6	7
8	9	10	11	12	13	14
					13 [redacted] : Printcheck Addendum eirelatedreview	
15	16	17 [redacted] : final Historic Preservation sets	18	19	20	21 Review Printcheck Addendum
22	23	24	25	26	27	28
29	30					

October 2019

October 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2 City: EIR Addendum Published	3	4	5
6	7 City: Prepare Final Addendum	8	9	10	11 Noticing deadline for 10/31 CPC Hearing (Posters and Mailings)	12
13	14 HOLIDAY	15	16 City: HPC Hearing	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31 City: Planning Comm. Action on Entitlements, DA and related documents		

Awaiting Event Scheduling Timeline



November 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1 [Redacted] Submittal of documents to BOS	2
3	4	5	6	7	8	9
10	11 HOLIDAY	12	13	14	15	16
17	18 [Redacted] BOS Land Use (Note – hearing scheduled BEFORE CPC Appeal period ends)	19	20	21	22	23
24	25	26	27	28 HOLIDAY	29 HOLIDAY	30

Awaiting Exact Scheduling Timeline

- [Redacted]
- Appeal periods
- Post-Entitlement deliverables

December 2019

December 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 CPC Appeal Closed	3	4	5	6	7
8	9	10 City BOS 1st reading	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25 HOLIDAY	26	27	28
29	30	31	January 1, 2020 HOLIDAY	2	3	4
5	6	7 City BOS 2nd Reading				

January 2020

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3 Mayor signature	4
5	6	7	8	9	10	11
12	13	14	15	16	17 Mayor signature	18
19	20	21	22	23	24	25
26	27	28	29	30	31	February 1
February 2-16	February 3-17 Legislation goes into effect	February 4-18	February 5-19	February 20-6	February 7-21	February 22

PAST CALENDAR MONTHS

November 2018

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16 AAU: 1055 Pine Ground Lease & Operating Budget Draft to City	17
18	19	20	21 City: Response re 2225 Jerrold City: Response re 2801 Leavenworth	22	23	24
25	26 AAU: Response regarding City's 1069 Pine proposal deadline [redacted]: update schedule accordingly]	27 Settlement Conference	28 City: Response re 2295 Taylor [redacted] update schedule accordingly]	29 Follow-Up #1 re plan set development	30 AAU: Provide information to City re: student housing needs	

December 2018

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6 AAU: Response to City's Master Lease comments 11 am at City Hall re: Jerrold, Chestnut (AAU to provide response) and Cannery proposals (check-in at Rm 234)	7	8
9	10	11	12	13 Meeting - 11 am at City Hall re: Master Lease (Check-in at Room 234)	14 AAU: Response to Andrew Perry technical comments on institutional plans (i.e. not change-of-use Plan Set comments)	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31 AAU: 1069 Pine Street Development Plan decision					

January 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 HOLIDAY	2	3	4	5
6	7	8	9	10 Meeting: Discuss Permit Process	11 City: G-2 Elevation Memo Response	12
13	14	15	16	17	18 AAU: "beta" plan set submitted	19
20	21 HOLIDAY	22	23	24	25	26
27	28	29	30 City: circulate revised DA	31 Meeting: CEQA Mitigation Measures AAU: 1069 Pine St Development Plan		

February 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7 Meeting re G-2 open issues	8	9
				Meeting to Walk through City Comments on Beta plan sets	15	16
10	11	12	13 AAU: circulate term sheet proposal regarding affordable housing program	14		
			20	21 Meeting re DA	22 AAU: Delivery of 10-14 plan sets (Batch #1)	23
17	18 HOLIDAY	19		28 Meeting re Settlement Agreement and Guaranty documents		
24	25	26	27			

March 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4 City: SDAT meeting regarding Batch #1 plan submittals	5 City: circulate revised DA	6	7 City: Circulate draft Addendum	8 City: Kick-off Meeting re IMP Update	9
10	11 AAU: written comments on Guaranty and Settlement Agreement	12	13	14 Meeting re Addendum	15 City: Comments on Batch #1 Plan Sets	16
17	18	19	20 City: Circulate Guaranty and Settlement Agreement	21 Meeting re Batch #1 Plan Sets	22 AAU: Circulate DA Comments	23
24	25 AAU: Delivery of 10-14 plan sets (Batch #2)	26	27	28 Meeting re final DA and related docs	29	30
31						

April 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 City: SDAT meeting regarding Batch #2 plan submittals	2	3	4 Meeting re Addendum	5	6
7	8	9 AAU: Circulate final IMP	10	11 Meeting re: HPC Submissions	12 AAU: Submittal of updated transportation memo [?]	13
14	15 City: Comments on Batch #2 Plan Sets	16	17	18 Meeting re Batch #2 Plan Sets	19 City: Circulate final DA and related docs AAU: Draft IMP Update submittal	20
21	22 AAU: Delivery of 10-14 plan sets (Batch #3)	23	24	25	26	27
28	29 AAU: Comments on draft Addendum City: SDAT Meeting regarding Batch #3 plan submittal	30				

Awaiting Exact Scheduling Timeline

- Meeting re EIR addendum and HPC submissions/hearings

APR 2019

May 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9 Meeting on draft IMP Update (if necessary)	10 City: Comments on draft IMP update	11 AAU: Financials review period
12	13 City: Comments on Batch #3 Plan Sets	14	15	16 Meeting re Batch #3 Plan Sets	17	18
19	20	21	22	23 AAU: IMP revisions re: 2225 Tenth Ave	24 AAU: Screencheck Evaluations [9]	25
26	27 HOLIDAY	28	29	30 Meeting IMP Review	31 AAU: response to City comments on all final plan sets	

June 2019

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2 AAU: response to City comments on all final plan sets	3 City: Batch #3 Historic Preservation Comments Received	4	5 AAU Draft of Term Sheet Supplement	6 City: Comments on Jerrold City: re final Plan Sets	7 AAU: Circulate proposed final IMP Update	8
9	10 City: Provide noticing guidelines	11	12	13 City: re Current Planning Plan Sets Report on Da Vinci building code	14 AAU: Revised layout on Jerrold due and submittal of noticing proposal for properties City: produces EIR addendum with placeholders	15
16	17	18 City: comments re Plan Sets	19 IMP Check-In City Hall @ 1pm at City Hall	20 City: comment on final locations for noticing	21	22
23	24	25 AAU Revised Draft of IMP	26	27 Target for final resolution on Jerrold AAU turn of DA	28 City: 10 am City Hall re: IMP AAU plan sets responding to preservation comment	29/30

EXHIBIT C

DEVELOPMENT IMPACT FEES

See attached

CONFIDENTIAL FOR SETTLEMENT PURPOSES

Draft Updated Estimated Impact Fee and Fair Share Calculations (7-10-19)

Address	Zoning	Current Use	Legal Use	Estimated TSP/TIDF (see notes)	Estimated Res Child Care	Estimated EN	EIR Transit Impact "Fair Share" Fee* (see below)	TOTAL Per Property
601 Brannan Street	SAU WSOMA SUD	Institutional (School)	Office (73,666 sf)	\$ 66,299.40	\$ -	\$ -	\$ -	\$ 66,299.40
58-60 Federal Street	MUO	Institutional (School)	Office (91,522 sf)	\$ 82,369.80	\$ -	\$ -	\$ -	\$ 82,369.80
2225 Jerrold	PDR-2	Institutional/ Athletic Fields	Industrial Warehouse (63,468 sf) - calculation is based upon proposed 17,533 sf of community facility.	\$ 154,641.06	\$ -	\$ -	\$ -	\$ 154,641.06
2801 Leavenworth Street	C-2	Institutional (School)	Retail (133,675 sf) - calculation is based upon use of second and third floors as institutional (85,444 sf)	\$ -	\$ -	\$ -	\$ 1,541,409.76	\$ 1,541,409.76
1727 Lombard Street	NC-3	Student Housing (81 beds)	Tourist Hotel (16,371 sf)	\$ -	\$ 5,075.01	\$ -	\$ -	\$ 5,075.01
77 New Montgomery Street	C-3-O (SD)	Institutional (School)	Office (147,509 sf)	\$ 132,758.10	\$ -	\$ -	\$ -	\$ 132,758.10
180 New Montgomery Street	C-3-O (SD)	Institutional (School)	Office (190,066 sf)	\$ 171,059.40	\$ -	\$ -	\$ -	\$ 171,059.40
601-625 Polk Street	NC-3	Institutional (School)	Institutional (School) (93,103 sf)	\$ -	\$ -	\$ -	\$ -	\$ -
620 Sutter Street	RC-4	Student Housing (129 beds)	Tourist Hotel (67,775 sf)	\$ -	\$ 21,010.25	\$ -	\$ -	\$ 21,010.25
817-831 Sutter Street	RC-4	Student Housing (222 beds)	Tourist Hotel (51,990 sf)	\$ -	\$ 16,116.90	\$ -	\$ -	\$ 16,116.90
860 Sutter Street	RC-4	89 Rooms (184 beds)	Tourist & Residential Hotel (39 tourist rooms & 50 residential rooms) (35,292 sf)	\$ -	\$ 4,794.16	\$ -	\$ -	\$ 4,794.16
466 Townsend Street	WMUO WSOMA SUD	Institutional (School)	Internet Service Exchange (113,436 sf)	\$ 1,000,505.52	\$ -	\$ 509,327.64	\$ -	\$ 1,509,833.16
2211 Van Ness Avenue	RC-3	3 Dwelling Units & 8 rooms (20 beds)	Residential & Commercial (2 Dwelling Units & commercial) (5,076 sf)	\$ -	\$ 480.00	\$ -	\$ -	\$ 480.00
TOTAL				\$ 1,607,633.28	\$ 47,476.32	\$ 509,327.64	\$ 1,541,409.76	\$ 3,705,847.00

Mitigation Measure C-M-TR-2.1a ("Fair Share Contribution") applies to all 6 project sites and projects in all study areas. AAU may apply to the EIR 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. Rate is TIDF (per 411A.3(d)(2) - \$15.32) w/o prior use credit - Fair Share Fee displayed in column is difference between TIDF rate and prior use credit. Chart has been updated to respond to AAU comments regarding applicability to specific sites.

Rates for Spreadsheet Formulas

\$8.82

\$0.90

\$0.31

\$0.16

\$4.49

\$17.14

\$18.04

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EXHIBIT D

APPROVED USES

Existing Academy Uses To Be Approved:

The following 31 properties would be approved by the City for existing Academy uses under the DA, as provided in Section 3 of the Term Sheet and updated under the Supplement:

- 1) 601 Brannan Street
- 2) 410 Bush Street
- 3) 1080 Bush Street
- 4) 1153 Bush Street
- 5) 58-60 Federal Street*
- 6) 575 Harrison Street
- 7) 1900 Jackson Street
- 8) 736 Jones Street
- 9) 2801 Leavenworth Street**
- 10) 1727 Lombard Street
- 11) 77-79 New Montgomery Street
- 12) 180 New Montgomery Street
- 13) 1916 Octavia Street
- 14) 625 Polk Street
- 15) 491 Post Street
- 16) 540 Powell Street
- 17) 560 Powell Street
- 18) 620 Sutter Street
- 19) 625-629 Sutter Street
- 20) 655 Sutter Street
- 21) 680-688 Sutter Street
- 22) 817-831 Sutter Street
- 23) 860 Sutter Street
- 24) 740 Taylor Street
- 25) 466 Townsend Street
- 26) 950 Van Ness Avenue/963 O'Farrell Street
- 27) 1849 Van Ness Avenue
- 28) 2151 Van Ness Avenue
- 29) 2209 Van Ness Avenue
- 30) 2211 Van Ness Avenue
- 31) 2225 Jerrold Street***

*Conditions for City approval for 58-60 Federal Street include the Academy's agreement with all of the following transportation measures, which apply institution-wide:

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(Cal. Evid. Code §§ 1152, 1154; FRE 408)**

- Academy providing MUNI passes to student and staff to utilize transit where transit can readily provide access between Academy sites (such as Van Ness Ave. and other areas to be identified) and limiting shuttle access to fill in the gaps where MUNI does not provide frequent service to link sites to meet timing constraints of classes.
- Academy developing a shuttle-stop criteria for approving or removing Academy shuttle stops (i.e. if within four or five blocks, no shuttle stop permitted) and cannot be a location that interferes with MUNI.
- Academy developing a bicycle parking manual to assist the Academy in locating parking in an accessible location for both Class I and 2 and developing a minimum number of spaces per site, or potentially supplementing this with bikeshare.

****2801 Leavenworth** will be approved provided that the ground floor retains retail uses.

*****2225 Jerrold** will be approved consistent with AAU's proposal of an acceptable Community Facility use operation plan for the site consistent with the uses permitted in this District and as further described in the 2019 IMP.

Existing Academy Uses That Will Not Be Approved:

Consistent with Section 3 of the Term Sheet, this list of properties to be approved excludes existing Academy uses for the following properties:

- 1) 1055 Pine Street;
- 2) 1069 Pine Street;
- 3) 2340 Stockton Street;
- 4) 2295 Taylor Street; and
- 5) 700 Montgomery Street.

This list of properties excluded from City approvals will also include 58-60 Federal, 2801 Leavenworth or 2225 Jerrold if the conditions for approval of such use are not satisfied as provided above.

Properties That Will Be Withdrawn From Use By The Academy According To The DA:

- 1) 168 Bluxome;
- 2) 150 Hayes;
- 3) 460 Townsend; and
- 4) 121 Wisconsin.

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Future Academy Uses To Be Approved:

The following properties would be approved by the City for future Academy uses under the DA as provided in Section 3 of the Term Sheet: 1142, 1946 and 2550 Van Ness Avenue, which are not existing Academy uses with applications on file but would be approved under the DA to allow the Academy to relocate certain of its existing uses in the buildings identified above that the City would not approve, as provided in the Term Sheet.